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Open Access Q1 2021 Schedule

This document contains the Ministerial Briefs over five years old identified for release under the Open Access Information Scheme (OAIS)

Section Ref No	Pages	Description	Date	Status	Reason for non-release or deferral	Open Access release status
1.	1	Release Schedule	15/07/2026	-	NA	Yes
2.	2	Decision Letter	15/07/2026	-	NA	Yes
3.	3- 278	Attachment A - Question Time and Incoming Minister Briefs Q2 2021	Q2- 2021	Full release	NA	Yes



ACT
Government

Infrastructure Canberra

Outcome Decision: Full Disclosure.

Document Category: Question Time Briefs

Title of Document: Open Access Release – Quarter 2 2021

Description of Information: The information contained in this release pack includes briefing documentation during Quarter 2 2021 under the following attachments:

- Attachment A- Question Time and Incoming Minister Briefs

On balance, I consider that the release of the Ministerial briefs may be expected to help inform ongoing discussions and debate on matters of continued public importance. The disclosure of this information also helps to promote government accountability and transparency.

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

The ACT Ombudsman Attention:

ACT Strategy and FOI Section

GPO Box 442

CANBERRA ACT 2601

Or via email: actfoi@ombudsman.gov.au

Further Assistance: If you have any queries regarding this Open Access release, please contact iCBR.FOI@act.gov.au.

Authorised By:

Brooke Grey

Information Officer

Infrastructure Canberra

15 July 2026

Portfolio: Treasurer

Health

ISSUE: Canberra Hospital Expansion Project Update**Talking points:****Main Works Update**

- The delivery of the state of the art emergency, surgical and critical care building remains on track for 2024.
- Since commencing the ECI phase, Multiplex has completed design discussions with consumers, local residents and has also completed two rounds of Clinical User Group consultation with more than 120 clinicians across the Hospital.
- Multiplex submitted the main facility Development Application for its completeness check in mid- March, which will be followed by the formal lodgement and public notification period and submission of the final design and construct offer in May this year.

Enabling Works Update

- We have continued to make excellent progress in the series of works required to enable the demolition of Buildings 5 and 24. Demolition of these buildings is required to facilitate the construction of the new Critical Services Building.
- Relocation of in-ground utilities along Hospital Road have now been completed. Multiplex are continuing their investigative works, including locating existing inground services, as part of the Early Works package for the Critical Services Building. All hospital staff, patients and visitors continue to be kept informed on the timing of works in and around Hospital Road and I thank the public for their patience as we complete these critical services works.

Child at Risk Health Unit (CARHU)

- The Design and Construction contract for the fitout of the CARHU has been delivered by SHAPE Australia, with works for this important community health service completed in March 2021.

Building 4

- The refurbishment of Building 4 has been completed, with the Territory partnering with Projex to deliver the relocated ANU Medical School and University of Canberra clinical training facilities and to modify the CHS Library.

Building 8

- The Territory has also awarded the contract for the detailed design and construction for the new Building 8 to SHAPE Australia. The new Building 8 will provide upgraded facilities for the Canberra Sexual Health Centre and other key tertiary teaching and training facilities on the campus.

Building 9

- The contract for the minor refurbishment of Building 9 has been awarded to Projex Building Group. These works will provide a much needed facelift to the campus accommodation.

Temporary carpark

- The contract for the design and construction of the temporary carpark on the former Woden CIT site was awarded to Dale & Hitchcock in September last year. Bulk earthworks, and levelling and trimming of the site have been completed with installation of trenching for streetlights and kerbing now underway.
- The first stage of new car parking spaces is due to be completed in May 2021. This will provide over 750 car parking spaces for hospital staff and contractors, freeing-up parking spaces on the campus. Stage 2 of the carpark is scheduled for completion in August 2021, and will provide approximately another 380 car parking spaces on that site.

Key informationProgram of Delivery

- Key milestones for the project include:
 - A 10-week Pre-Development Application consultation period for the Main Works Development Application occurred from 18 December 2020 to 24 February 2021, focussing on the detailed designs for the Critical Services Building and associated public realm. Submission of the Main Works Development Application occurred on 16 March 2021 to undergo a technical/completeness check. The public notification period will commence following this review of the submission.
 - Commencement of construction of the Critical Services Building is dependent upon the completion of the new Building 8 which will facilitate decanting of Buildings 5 and 24. Building 8 is forecast to be completed and ready for occupation in early June.
 - Demolition of existing Building 5 and 24 is required to facilitate the construction of the new Critical Services Building. Multiplex have begun due diligence activities towards these demolition works including hydrovac'ing for in-ground site services in and around the footprint of the CSB, confirming utilities capacities and meeting with utility services providers (Icon Water and Evo-Energy) to determine future usage demands.

- Multiplex lodged a Development Application for the design and construction of a Prototype Shed in December last year that closed on 24 February, with no public submissions received.
 - The purpose of the Prototype Shed is to provide scale mock-ups of core spaces and repeatable rooms (e.g. same design and layout used multiple times in the Critical Service Building such as surgical theatres) to enable users and stakeholders to visualise, test and familiarise themselves with spaces.
 - The uniformity of design and construction of various rooms is vital to the ability to consistently achieve the consistent delivery of key clinical services across the Critical Services Building in a safe and timely manner.
- In partnership with the ACT Government, Multiplex is preparing to formally open its "Connectivity Centre" adjacent to the Woden Interchange Canberra. The Connectivity Centre will act as a shopfront for the Canberra Hospital Expansion Project and a place for upskilling the local workforce to work on the Project.
 - Multiplex successfully utilised a Connectivity Centre for its delivery of the comparable, and recently constructed, Westmead Hospital in Western Sydney.
 - The Connectivity Centre is a key element of Multiplex's plans to achieve the ambitious social procurement targets that include 10% of the value of sub-contracted works from Aboriginal and Torres Strait Islander accredited bodies and 30% of its onsite tradespersons from traineeships, apprenticeships and similar programs. This includes apprentices who have been unable to complete their previous apprenticeship from displacement as a result of the COVID-19 health pandemic.

Background

- On 11 August 2020, the Chief Minister announced that Multiplex was selected as the successful Early Contractor Involvement (ECI) phase partner for the new emergency, surgical and critical healthcare building, or the Canberra Hospital Expansion Project. On 31 March Multiplex submitted their draft Design & Construct Offer for the delivery of this significant piece of health infrastructure that will meet Canberra's changing demand for healthcare services.
- Under the supervision of the ACT Government Architect and the National Capital Authority's Chief Planner, the National Capital Design Review Panel was formed to provide planning advice to decision makers, developers and their design teams.
 - Multiplex and their design team have made three presentations to the National Capital Design Review Panel, with the most recent taking place on 10 February, with ACT Health Directorate in attendance to assist with any Campus Master Planning discussion.
 - Multiplex and Major Projects Canberra have responded to the Panel's advice as part of the Development Application for the Project.

Portfolio/s: Treasurer

Skills

ISSUE: CIT Campus – Woden Progress Update**Talking points:**

- On 28 November 2019, the ACT Government announced that a new CIT campus will be built in the Woden Town Centre. This new, modern CIT campus will be a dedicated teaching and learning campus and complement a new passenger-friendly public transport interchange to be situated on Callam Street.
- On 24 August 2020, the Chief Minister and I announced that the ACT Government had formally approved the CIT Campus – Woden Business Case, which marks a significant milestone and major step-forward for the project.
- CIT Woden Campus will be a VET technology and service skills learning precinct, delivering courses to prepare students for roles in industries such as business, cyber security, IT, creative industries, hospitality and tourism.
- 6500 students will attend the CIT Woden Campus each year, which will benefit local business and industry whilst providing students with a contemporary and dynamic educational environment.
- The government is investing in the order of \$250 million to \$300 million in the new CIT Campus and youth foyer and new public transport interchange and associated works for Woden.
- More than 520 jobs are expected to be created during construction alone, in addition to the teaching and learning jobs that will be offered once the facility is operational.
- CIT Campus -Woden Project comprises of four packages of development works:
 - Package 1 - Woden Bus Layovers and ancillary roadworks;
 - Package 2 - Woden Transport Interchange including capacity for future Light Rail;
 - Package 3 - CIT Campus-Woden including a Youth Foyer and urban realm development; and
 - Package 4 - Yurauna Centre at CIT Bruce Campus.
- Upgrades and improvements planned for local roads and intersections will improve bus, car and active travel movement, while supporting the new Woden public transport interchange. Improvements will include new traffic signals at nearby intersections, improvements to intersections and the addition of pedestrian crossings to promote more active travel movements in the area.

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- To support the operations of the new Woden Public Transport Interchange, two new bus layover areas will be constructed on Launceston and Easty Streets.

Procurement

- As part of the next design development stage, interest was sought from architecture and engineering firms through an open tender process to work closely with and provide advice to the ACT Government.
- 11 submissions were received from consortia of architectural and engineering firms, with the tender being awarded to the Arup/Hayball consortia on 12 November 2020.
- An expression of interest was advertised on 11 March 2021 for responses from pre-qualified Contractors for the design and construction (D&C) of the new CIT Campus at Woden which will include a 20 bed Youth Foyer on the site. Respondents will be shortlisted to Tender for the Design and Construct (D&C) works in July 2021.
- On the 23rd of March, two tender briefings were held, one online and another at the Hellenic Club. Both briefings were very well attended with over 34 different organisations interested in obtaining further information on the scope of works for package 3 (the CIT Campus). Initial feedback was that the briefings were comprehensive and provided clarity on the scope of works. Those wishing to obtain further information are able to contact the project team through tendersACT using the Request for Information (RFI) process.

Planning Approvals Process

- An Estate Development Plan (EDP) for the new CIT Campus-Woden to be developed on the current Woden Bus Interchange site was submitted for Agency Review in mid-January 2021. An EDP DA is forecast to be submitted in June 2021 with a decision due by August 2021.
- Development Applications (DAs) were submitted to the Environment, Planning and Sustainable Development Directorate (EPSDD) in January 2021 for:
 - The new Woden public transport interchange on Callam Street;
 - New bus layovers on Launceston and Easty Streets; and
 - Upgrades and improvements to local roads and intersections.
- The DAs documentation are on display on the Planning ACT Website until mid April 2021.
- DAs for the CIT Campus-Woden building development are planned for submission by the D&C Contractor following contract award, which will be in approximately May 2022.
- The CIT Woden Project Board will consider a range of design and delivery matters through to the final of the Reference Design, for example the Bowes and Bradley Streets connection.

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

- Approval for the light rail stage 2A business case was announced in September 2019 and is the first step in continuing the city light rail line to Woden.
- On 24 February 2021 the Federal Government announced that they have committed funding of \$132.5 million towards Light Rail Stage 2A.
- The ACT Government received approval on the EPBC with conditions from the Department of Agriculture, Water and the Environment on 2 February 2021; an important milestone in progressing Stage 2 of light rail to Woden.
- With the EPBC approval received, the next steps are to obtain the required planning approvals, including a Territory Development Approval and National Capital Authority (NCA) Works Approval, and then commence the procurement and construction of the project.
- The Request for Tender for Stage 2 Technical Advisor was released to market on the 12 January 2021. The final phase of the Request for Tender commenced on 25 January 2021. Design and procurement planning activities are continuing, with focus being given to some of the more complex areas of the alignment such as the light rail transitions to and from State Circle.
- Under the Parliamentary Agreement, commitments were given to exploring the feasibility of peak express services and extension of the system to Mawson. Officials are now considering the most appropriate approach to addressing those commitments.
- The first major physical works to be undertaken will be the Raising of London Circuit. The ACT Government is working towards construction contracts being signed for these works later in 2021, though this is dependent upon Commonwealth planning approval processes and procurement processes.
- Light Rail Stage 2 will be the most complex infrastructure project undertaken in the ACT. Before contracts are entered into we need to ensure approvals are in place, technical challenges have been resolved, contract terms are appropriate and stakeholders have been fully consulted.
- The Federal Government has committed \$137 million to upgrade the Commonwealth Ave Bridge. The NCA will be responsible for the project, when completed it is expected to increase the load-bearing capacity of the bridge so it can handle current traffic and future expected volumes.
- Close collaboration across these initiatives will be important in order to minimise the disruption to road users during the construction period and to ensure the design of both projects are complementary– and I look forward to the ACT Government and the NCA, working closely

together to integrate planning, design and delivery activities for these important projects. Close cooperation on both projects is already underway.

Communications and Stakeholder Engagement

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

Light Rail 2B:

- The ACT Government will continue to work on a business case for 2B while progressing the Commonwealth planning process.
 - The route to Woden is complex and is going to take some time to get through Commonwealth planning processes. Rather than simply wait, we're getting on with delivering what we can immediately; and
 - Getting on with the project allows us to maintain momentum, resources and expertise from the successful delivery of Stage 1.

- The ACT Government will continue to progress the Commonwealth approvals process for the remainder of the corridor in parallel.
- The ACT Government is undertaking work to obtain the ACT Environmental Impact Statement (EIS) requirements. The first draft of the application for the ACT EIS Scoping document is well underway.
- Planning processes for Stage 2B are also ongoing. The project is progressing detailed investigations along the corridor including assessment of infrastructure in the vicinity of Commonwealth Bridge and Lake Burley Griffin.
- The ACT Government will continue to work collaboratively with the NCA to ensure that disruptions during construction will be kept to a minimum.

Portfolio/s: Sustainable Building and Construction

Cladding Rectification

Talking points:

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

ACT Government Program

- A review of ACT Government owned buildings has been completed, and the sites of potential risks have been identified. This has involved a multi-stage process that identified, reviewed and assessed all buildings with potentially combustible cladding.
- The audit identified 23 sites requiring cladding rectification works.
- Of these, 21 sites are being progressed through Major Projects Canberra, with two sites within the Education portfolio being progressed directly by the Education Directorate.
- Based on preliminary cost estimates, \$19 million of funding was provisioned for the rectification works.
- 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 engineering consulting firm, GHD, has developed final designs and more accurate cost estimates for the 21 ACT Government sites. Site inspections have taken place, as required.
- The first round of rectification works will commence shortly and are aimed to be completed in the middle of this year. This includes 11 of the 21 ACT Government sites being delivered by MPC. The main program of works will commence in the financial year 2021-22.

Private Sector Program

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

Q+A

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

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

Privately-owned buildings

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 and fire doors *Will the ACT Government sites with potentially combustible cladding be identified to the public?*

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

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

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

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

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

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

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

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

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

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

- The Government has committed to continuing the Canberra Theatre Centre expansion and redevelopment project in the Parliamentary Agreement for this term of Government.
- The ACT Infrastructure Plan released by the ACT Government in October 2019 identifies the Canberra Theatre Centre redevelopment as a government five year priority.
- 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 to private developers, with revenue from the sale to partially offset the cost of building the theatre.
- Construction commencement is anticipated in the first half of 2024 however this is subject to resolution of carparking arrangements and other planning matters.
- The current Canberra Theatre was built in 1965, meaning it predates the Sydney Opera House. Designed for a city of 88,000 people, it has a current seating capacity of approximately 1,200.
- Because of the era in which it was built, the theatre lacks the space, facilities, and equipment to accommodate the requirements of modern touring shows.
- Canberra's population today makes our city an attractive market for touring shows and artists. However, the capacity and technical constraints of the Canberra Theatre means some larger touring shows bypass the ACT.
- The ACT Government has commenced design and scoping for a new theatre centre that has the seating capacity and facilities to support large scale national and international concerts, musicals, theatre and dance.
- The new facility is intended to see the existing theatre repurposed with a flexible flat floor and a new theatre constructed to accommodate approximately 2,000 people, while retaining The Playhouse Theatre which was built in 1998. The new facility will also include additional, and more flexible, spaces for live music, experimental and local performances.
- The new theatre centre will be delivered as part of the City Renewal Authority's broader plan for an Arts and Cultural Precinct.
- The precinct will link together the Canberra Museum and Gallery, the Legislative Assembly building and Civic Square with hotel, retail and commercial facilities. The precinct will become a renewed hub for Canberra's artistic and cultural life, while providing a new attraction for visitors to Canberra.

Cleared as complete and accurate:	31/03/2021	
Cleared for public release by:	Executive Branch Manager	Ext:
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Lead Directorate:	Major Projects Canberra	
TRIM Ref:		

- 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 has been appointed to prepare a Conservation Management Plan for the Civic Square Precinct, including the exterior of the Canberra Theatre Centre.

Key Information

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

Portfolio/s: Special Minister of State

Families and Community Services

Community Facilities (ACT Property Group Vacancies and Peppercorn Rents)**Talking Points:**

- The current vacancy rate within the ACT Property Group (ACTPG) community facilities property portfolio is 2.03% as at 7 April 2021.
- 92 peppercorn tenancy arrangements are currently in place.

Key Information

- There are currently 46 organisations on the property applications register seeking government facilities space.
- Current vacancies total 2,348 square metres.
- ACTPG regularly assesses vacant properties/spaces against the waiting list and organisations requirements. ACTPG also undertakes an annual review with the applicant.

Background Information

- The applicable rental policy for community groups is the *Community and Other Tenancies, Application and Allocation Policy 2007* (Revised 2008). The ACTPG community facilities vacancy rate is a subset of the Budget Output 9.1(a) Accountability Indicator, Vacancy rate for properties designated for use by non-government tenants (KPI is 3.5%). In December 2020, the indicator was 3.5%.
- This accountability indicator measures the occupancy rate for properties designated for use by non-government tenants (community groups and commercial organisations) by calculating the percentage of occupied space against the total of available non-government space.
- Most tenants on peppercorn arrangements occupy community accommodation based on historic arrangements from other agencies. Any new community tenants are charged rent in accordance with the ACTPG rent model as detailed above.
- Tenants on peppercorn arrangements are responsible for paying their own outgoings such as gas, electricity and water, and are invoiced for the first \$500 (Excl. GST) towards each item of repair and/or maintenance expenses.

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Lead Directorate: Chief Minister, Treasury and
Economic Development
TRIM Ref: CMTEDD2021/216

Portfolio/s: Special Minister of State**Rent Relief****Talking points:**

- As part of the Economic Stimulus Package response to the COVID-19 pandemic the Government has provided rent relief to 229 of its tenants through a COVID-19 Rent Relief Program.
- Assistance under this program has been provided to:
 - 186 community tenants
 - 42 commercial tenants
 - 1 residential tenant
- Commercial and residential tenants were able to access the program through an application process which required supporting evidence of the impact of COVID-19 on their operations while Community tenants received the rent waivers automatically.

Key Information

- The initial program covered the 9 months from 1 April 2020 to 31 December 2020.
- The rent relief program has been extended for up to six months from 1 January 2021 for tenants who are still severely impacted through loss of income due to COVID-19. All tenants are required to complete an application form and support is being provided on a case by case basis.
- ACTPG receives requests for waivers and will send to the Under Treasurer for approval.
- As of 28 February 2021, \$8,972,791.40 in rent waivers have been provided to tenants of ACT Government.

Background Information

- The National Cabinet mandated a Code of Conduct for Commercial Leases. In concert with implementing the code of conduct the ACT Government included a program of rent relief, for its tenants to be an exemplar of the model landlord in these uncertain times.
- A Cross-Government working group was formed to implement the rent relief program. The waivers reported here were made under COVID-19 Rent Relief Program and waived under the *Financial Management Act 1996*.

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- The Education Directorate and Environment, Planning and Sustainable Development Directorate are organising related licence adjustments/hire fee reductions in addition to the waivers included under the Rent Relief Program.

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Economic Development
TRIM Ref: CMTEDD2021/216

Portfolio/s: Special Minister of State**Government Accommodation Projects – Civic Office Buildings 1 and 2 and Dickson Office Building****Talking points:**

- On 25 January 2016 the ACT Government announced that it would commission the development of new office buildings in the Constitution Place development in Civic and a new building in Dickson. In December 2019 the Government also decided to lease upgraded office buildings in the Finlay Crisp Centre in Civic.
- The new buildings reflect the implementation of the ACT Government's 'hub and spoke' whole of government office accommodation strategy, and have provided an opportunity to sell and vacate aging owned office buildings, upgrade older privately owned stock, and better utilise strategic sites.
- The new Civic Office Building (COB1) was handed over to the Territory on 19 January 2021, and from 1 March 2021 approximately 1,900 ACT public servants will begin relocating into the building.
- As a part of the redevelopment of the Finlay Crisp precinct the Territory will lease two upgraded buildings (known as COB2) - Allara house (1 Allara Street) and Nara house (3 Constitution Avenue).
- The Constitution Place development and the redevelopment of Finlay Crisp Offices will help revitalise Civic and is a major component of the Government's City renewal strategy.
- The new Dickson Office building (DOB) was handed over to the Territory on 17 June 2020.

Key Information***Civic Office Building (Constitution Place – COB1)***

- Following a Registration of Interest and Request for Tender process a contract with CPG was signed on 31 August 2016 and settlement on the land occurred on 15 November 2016.
- At the time of Practical Completion (PC), the base building works and fit-out works had been completed apart from the rectification of defects. The majority of the defects, including Territory identified significant defects, have been rectified and staff from four directorates (CMTEDD, JACS, CSD and ED) have successfully moved into the new building.
- The Constitution Place project has created a new precinct in city east and realises part of the Government's wider vision for city renewal. The new precinct houses a

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TRIM Ref: CMTEDD2021/216

new private office building, boutique hotel, public gym, along with street level cafes and landscaped plazas, adding a major boost to jobs and economic activity in the currently under-utilised area.

- The Office Sub-lease and the Car Park Licence have been finalised in consultation with the ACT Government Solicitor and ACT Property Group, and the building will be leased by the Territory for a term of 20-years from the date of Practical Completion.
- The agreed Civic Office (COB1) fit-out budget of \$42.0 million (base) was amended by the addition of approximately \$6.152 million of Omnibus funding provided in the 2019-20 ACT Budget.

Civic Office Building 2 (COB2)

- On 18 December 2019 the Government supported a business case as part of Budget Appropriation 2019-20 to commission the fit out of a second office building in the Civic precinct.
- COB2 comprises two buildings within the Finlay Crisp precinct - Nara House and Allara House. The Territory has agreed to a lease of 13,500 square metres, being the whole of Allara house and levels Ground, 3, 4 and 5 of Nara house. Levels 1 and 2 of Nara house have not been leased by the Territory with a first right of refusal provisioned into the contract.
- COB2 will accommodate a total of 15 work groups, including statutory office holders and independent commissions.
- Allara House and Nara House will both undergo an extensive renovation and refurbishment with costs for the upgrade works being shared between the landlord and the Territory. The Territory will lease the buildings for 20 years from the time of Practical Completion.
- In addition, the 12,500 square metre Customs House has been secured rent free to the Territory as staging space for workgroups while upgrade works to Allara and Nara houses occurs and is also being utilised by some workgroups ahead of COB1 becoming available.
- The Allara House building has been 'gutted', and the Territory approved the 90% design package on 15 December 2020. Allara House is contractually agreed to achieve Practical Completion (PC) by 28 June 2021.
- A 90% design milestone for Nara Centre was achieved on 23 February 2021. Nara House is contractually agreed to achieve PC on 10 September 2021.
- The COB2 project has an approved fit-out budget (Capital) of \$42.6 million and is spread across the 2019-20 and 2020-21 Financial Year. The fitout budget notified to the landlord is \$35 million.

Cleared as complete and accurate:	08/04/2021	
Cleared for public release by:	Executive Group Manager	Ext: 75618
Contact Officer name:	Ben Naughton	Ext: 54265
Lead Directorate:	Chief Minister, Treasury and Economic Development	
TRIM Ref:	CMTEDD2021/216	

Dickson Office Building (DOB)

- Doma Group Pty Ltd (Doma) was selected as the preferred tenderer on 3 April 2017. Contracts were exchanged on 20 December 2017 and settlement on the land occurred on 1 May 2018. Practical Completion for the Dickson Office Building (DOB) was achieved on 16 June 2020.
- The sale of the former Dickson MVR site was one of the sites identified under the Commonwealth's Asset Recycling Initiative (ARI), which involved the investment of the sale proceeds from identified assets into an agreed infrastructure project (Transport Canberra Light Rail Project). This included a 15% bonus payment by the Commonwealth for the sale of the land.
- The former MVR site is being developed into a new mixed-use precinct, which includes the now completed Government office building which accommodates up to 1,300 ACT Government public servants (from TCCS, EPSDD, SLA and Access Canberra) and includes an Access Canberra Service Centre.
- The Territory is to lease the government building for 20 years (with options to extend) but decided to capital fund the fitout. The original fitout budget of \$26 million was amended by an additional \$3.732 million Omnibus funding provided in the 2019-20 ACT Budget.
- The precinct will incorporate commercial and retail uses such as commercial offices, medical centre, gym, minimart, as well as residential accommodation and a childcare facility. The first stage of the project was completed with the construction of the Government office building and the new residential building. DOMA Group has commenced the second stage of the development.

Background Information

- The *Whole of Government Office Accommodation Strategy* recommends the development of a Civic hub to accommodate the policy and administrative functions of government, as well as regional satellite offices to accommodate support agencies and service delivery functions.
- 'Omnibus funding' has been provided to transition directorates into the new Dickson and Civic Office Buildings and will be used to undertake building and fit-out modifications, digitisation and records management, ICT infrastructure, communal work points and technology and business change processes to support directorates to transition into the new buildings and new contemporary work practices.

Cleared as complete and accurate:	08/04/2021	
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Contact Officer name:	Ben Naughton	Ext: 54265
Lead Directorate:	Chief Minister, Treasury and Economic Development	
TRIM Ref:	CMTEDD2021/216	

Government Office Projects – Childcare Centre**Talking points:**

- It is proposed to have childcare centres operate at the two new Government office buildings, being 480 Northbourne Avenue, Dickson and 220 London Circuit, City.
- Both developers for the City and Dickson Office Buildings have been working with the Children's Education and Care Assurance (CECA) to obtain their service approval for the centres.
- The childcare Operator of the Dickson childcare centre, Wonderschool, has advised that they were approved to operate a childcare centre by CECA in early March 2021.
- On 9 March 2021 the operator of the Dickson Childcare Centre, Wonder School, commenced operation with a total of 72 placements for children from 0 to 5 years old.
- The City operator, Montessori education, are yet to be approved by CECA.

Key Information

- Advice is that the landlords are liaising regularly with CECA to ensure that they are meeting all requirements to obtain the service approval.

Background Information

- Civic landlord is Capital Property Group and Dickson landlord is Doma Group.
- The Agreements for Lease for both of the new City and Dickson Office buildings include the following requirements for each developer:
 - minimum childcare placement requirements; and
 - to deliver an operational childcare centre within six-months of the original Practical Completion date.
- The Dickson developer, DOMA, and the childcare operator are seeking approval for 95 placements.
- The Agreement for Lease requires that 90 childcare placements be delivered.
- DOMA have advised that they have lodged an appeal with ACAT seeking approval from the childcare regulator for 95 placements.

Cleared as complete and accurate: 12/04/2021
Cleared for public release by: Executive Group Manager Ext: 75618
Contact Officer name: Liz Clarke Ext: 52250
Lead Directorate: Chief Minister, Treasury and
Economic Development
TRIM Ref: CMTEDD2021/216

Portfolio/s: Arts

Canberra Theatre Redevelopment Project

Talking points:

- The Government has committed to continuing the Canberra Theatre Centre expansion and redevelopment project in the Parliamentary Agreement for this term of Government.
- The ACT Infrastructure Plan released by the ACT Government in October 2019 identifies the Canberra Theatre Centre redevelopment as a government five year priority.
- 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.
- Construction commencement is anticipated in 2024, however this is subject to resolution of planning matters.
- The ACT Government has been undertaking project scoping, precinct heritage and masterplanning assessments, early design development and commercial analysis as a part of developing a full business case for a new theatre centre that will have the seating capacity and facilities to support large scale national and international concerts, musicals, theatre and dance.
- The new theatre centre will be delivered as part of the City Renewal Authority's broader plan for an Arts and Cultural Precinct.
- The precinct will link together the Canberra Museum and Gallery, the Legislative Assembly building, the Civic Library building and Civic Square with hotel, retail and commercial facilities.
- The precinct will become a renewed hub for Canberra's artistic and cultural life, while providing a new attraction for visitors to Canberra.
- The Civic Square Precinct including the Canberra Theatre Centre was heritage listed on 22 September 2020. Detail design of the facility will support the heritage values of the precinct. Architectural heritage consultant, Phillip Leeson Architects has been appointed to prepare a Conservation Management Plan for the Civic Square Precinct, including the exterior of the Canberra Theatre Centre.

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.

Cleared as complete and accurate:	10/06/2021	
Cleared for public release by:	Executive Branch Manager	
Contact Officer name:	Sophie Gray	Mob: 0401 674 387
Lead Directorate:	Major Projects Canberra	
TRIM Ref:		

- On 24 October 2019, the Canberra Theatre Centre Redevelopment was announced as a designated project, determining that the project will be delivered by Major Projects Canberra 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 ext GST was provided in 2019-2020 for the same purpose.
- Under the August 2020 Supply Bill, \$400,000 ex GST is allocated to progress planning for the project.
- A cross agency steering committee oversees the redevelopment project with representatives from the Canberra Theatre Centre, Cultural Facilities Corporation, artsACT, the City Renewal Authority, Treasury and Major Projects Canberra.

Background

- The current Canberra Theatre was built in 1965, meaning it predates the Sydney Opera House. Designed for a city of 88,000 people, it has a current seating capacity of approximately 1,200.
- Because of the era in which it was built, the theatre lacks the space, facilities, and equipment to accommodate the requirements of modern touring shows.
- Canberra's population today makes our city an attractive market for touring shows and artists. However, the capacity and technical constraints of the Canberra Theatre means some larger touring shows bypass the ACT.
- The 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.

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

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MINISTER STEEL
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20-23 April 2021

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

- Approval for the light rail stage 2A business case was announced in September 2019 and is the first step in continuing the city light rail line to Woden.
- On 24 February 2021 the Federal Government announced that they have committed funding of \$132.5 million towards Light Rail Stage 2A.
- The ACT Government received approval on the EPBC with conditions from the Department of Agriculture, Water and the Environment on 2 February 2021; an important milestone in progressing Stage 2 of light rail to Woden.
- With the EPBC approval received, the next steps are to obtain the required planning approvals, including a Territory Development Approval and National Capital Authority (NCA) Works Approval, and then commence the procurement and construction of the project.
- The Request for Tender for Stage 2 Technical Advisor was released to market on the 12 January 2021. The final phase of the Request for Tender commenced on 25 January 2021. Design and procurement planning activities are continuing, with focus being given to some of the more complex areas of the alignment such as the light rail transitions to and from State Circle.
- Under the Parliamentary Agreement, commitments were given to exploring the feasibility of peak express services and extension of the system to Mawson. Officials are now considering the most appropriate approach to addressing those commitments.
- The first major physical works to be undertaken will be the Raising of London Circuit. The ACT Government is working towards construction contracts being signed for these works later in 2021, though this is dependent upon Commonwealth planning approval processes and procurement processes.
- Light Rail Stage 2 will be the most complex infrastructure project undertaken in the ACT. Before contracts are entered into we need to ensure approvals are in place, technical challenges have been resolved, contract terms are appropriate and stakeholders have been fully consulted.
- The Federal Government has committed \$137 million to upgrade the Commonwealth Ave Bridge. The NCA will be responsible for the project, when completed it is expected to increase the load-bearing capacity of the bridge so it can handle current traffic and future expected volumes.
- Close collaboration across these initiatives will be important in order to minimise the disruption to road users during the construction period and to ensure the design of both projects are complementary– and I look forward to the ACT Government and the NCA, working closely

together to integrate planning, design and delivery activities for these important projects. Close cooperation on both projects is already underway.

Communications and Stakeholder Engagement

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

Light Rail 2B:

- The ACT Government will continue to work on a business case for 2B while progressing the Commonwealth planning process.
 - The route to Woden is complex and is going to take some time to get through Commonwealth planning processes. Rather than simply wait, we're getting on with delivering what we can immediately; and
 - Getting on with the project allows us to maintain momentum, resources and expertise from the successful delivery of Stage 1.

- The ACT Government will continue to progress the Commonwealth approvals process for the remainder of the corridor in parallel.
- The ACT Government is undertaking work to obtain the ACT Environmental Impact Statement (EIS) requirements. The first draft of the application for the ACT EIS Scoping document is well underway.
- Planning processes for Stage 2B are also ongoing. The project is progressing detailed investigations along the corridor including assessment of infrastructure in the vicinity of Commonwealth Bridge and Lake Burley Griffin.
- The ACT Government will continue to work collaboratively with the NCA to ensure that disruptions during construction will be kept to a minimum.

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

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

Power systems

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

Portfolio/s: Transport and City Services

Raising London Circuit

Talking points:

- Raising London Circuit is a major road project that provides an important foundation for extending light rail to Woden. It underpins light rail design work, ensures there is seamless integration of light rail infrastructure and provides a level and more accessible intersection for light rail and its passengers.
- Raising London Circuit will also provide better pedestrian connectivity between the City and the Acton Waterfront. It will complement City Renewal Authority activities in the City.
- Raising London Circuit involves changing the current split-level, overpass-underpass configuration into a more pedestrian and cyclist-friendly intersection, by raising the road level on either side of Commonwealth Avenue.
- Raising London Circuit is a key enabling works project for Light Rail Stage 2A, providing the means for the Light Rail to transition from London Circuit to Commonwealth Avenue.
- Broadly, the scope of this project includes:
 - The raising of the London Circuit roadway on the east and west side of Commonwealth Avenue to create an at-grade intersection with Commonwealth Avenue thereby replacing the grade separation that is currently in place;
 - Road pavements, kerbs, footways, street lighting and urban landscaping elements, including tying in to side-streets and existing frontage developments and undeveloped sites;
 - Relocation and protection of utilities and services that traverse the extents of London Circuit between Edinburgh Avenue on the west side of Commonwealth Avenue and Constitution Avenue on the east side. This will include diversion of certain utility and watermain infrastructure around Vernon Circle;
 - Stormwater and drainage infrastructure including attenuation infrastructure on London Circuit; and
 - Light rail infrastructure (other than road-base material), will not be included in the scope of this works package. However, it is required that space-proofing for light rail infrastructure is assured and that its subsequent implementation will be with the minimal amount of disruption to the built infrastructure as is necessary.
- The construction period for raising London Circuit is intended to take approximately 24 months with initial works expected to commence in late 2021, subject to National Capital Authority planning approvals.

Cleared as complete and accurate: 07/04/2021

Cleared for public release by: Executive Group Manager

Contact Officer name:

Ashley Cahif

Lead Directorate:

Major Projects Canberra

Ext:

Ext:51212

- Through the 2020-21 budget, the government will invest \$2.1 million this financial year to further progress the design of Raising London Circuit as part of Light Rail Stage 2A early works.
- Funding has been fully provisioned to deliver this project, however the funding profile has not been released at this stage to ensure the Territory receives a value for money outcome in the future procurement process.

Key Information

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

Portfolio/s: Transport

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

Talking points:

- The ACT Government is progressing plans to bring the benefits of light rail to Mitchell. Funding is secured and construction has commenced on a new light rail stop to better service the area's growing business district.
- Last financial year the ACT Government committed \$150,000 to design a light rail stop for Mitchell. Further to the funding already earmarked by the ACT Government for this project, additional stimulus funding announced by the Australian Government allowed us to progress from design to construction.
- Commonwealth funding represented approximately half of the cost to deliver the stop and enabled the Territory to finalise project arrangements, including final costs. The Territory matched the Commonwealth funding to deliver the project.
- The light rail stop in Mitchell is under construction immediately south of the Sandford Street intersection with Flemington Road. It will be similar in design to other island stops along the light rail alignment.
- First works were commenced by Canberra Metro on 6 December 2020 with the new stop expected to become operational in the second half of 2021.
- The second of the two system shutdowns to undertake work on the Sanford Street Stop has been finalised. Replacement services were arranged by Transport Canberra and City Services on both occasions. Remaining works will now revert to being carried out during engineering hours and during the day, with no further service shutdowns planned.
- Engagement commenced early with the local traders in Mitchell to support them during the project's construction phase. Local knowledge and lessons learnt during Stage 1 were used to enhance communications strategies and advise construction schedules and plans.

Background:

- Light Rail Stage 1 has 13 stops from Gungahlin to City, including two stops in the Mitchell area on Flemington Road, being:
 - 'Well Station Drive'; and
 - 'EPIC and Racecourse'.
- In planning for locations of light rail stops for Stage 1, the Government analysed current and projected demand along the route, together with a technical assessment focused on defining stop locations. Criteria such as access to stops and connectivity with the local population were taken into account as part of this process.

- The Government recognised that Mitchell is a growing area and will be positively impacted by the growth of Gungahlin as a whole. With this in mind, the Project Agreement for Light Rail Stage 1 required Canberra Metro to design and construct light rail with a provision for an additional stop immediately south of the Sandford Street-Morriset Road intersection, with Flemington Road to be constructed in the future.
- Given the strong patronage on the light rail system and responding to community feedback, the Government made the commitment to deliver the Mitchell stop as early as possible.
- In the 2019-20 Budget the Government provided funding to deliver a light rail stop at Mitchell. Capital funding was provided across the 2019-20 and 2020-21 financial years. This followed funding in the 2018-19 Budget to support contract review and detailed design of the stop at Mitchell.
- Transport Canberra and City Services Directorate are separately delivering a shared path along Flemington Road, providing better and safer access between Franklin and Mitchell, particularly to and from the Mitchell commercial precinct and the light rail stops.

Portfolio: Transport

ISSUE: Light Rail City to Woden – EPBC Referral

Talking points:

- Major Projects Canberra (MPC) submitted referrals for the project under the Commonwealth's *Environment Protection and Biodiversity Conservation Act* (EPBC Act) – City to Commonwealth Park (2A) and Commonwealth Park to Woden (2B).
- The EPBC Act is administered by the Australian Government Department of Agriculture, Water and the Environment (DAWE). Prior to 1 February 2020, administration of the EPBC Act was by the Department of the Environment and Energy (DoEE).
- On 13 January 2020, the ACT Government received notice from DoEE that Stage 2A was a controlled action with the process to be assessed on preliminary documentation.
- On 16 January 2020, the ACT Government received a notice from DoEE that Stage 2B was a controlled action with the process to be assessed by environmental impact statement.
- EPBC preliminary documentation was lodged with the DAWE on 6 May 2020. MPC received a response from the Department and lodged a response on 27 July 2020 to address the comments provided.
- The preliminary documentation considers the socio-economic impacts and benefits of the project, along with areas of Commonwealth environmental significance. The preliminary documentation was available for public consultation for an extended 20 business days between 14 August and 14 September 2020.
- All comments received were managed by MPC and a response was lodged on the 13 November 2020 with DAWE, along with the preliminary documentation, to make a final determination on the project. The Submissions Report was placed on public exhibition for information.
- The ACT Government received approval with conditions from DAWE 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.
- MPC is in the process of preparing the GSM Plan and procuring Biodiversity offsets. Completion of these activities is expected by the middle of this year, enabling works to commence (subject to receipt of other planning approvals, DA and WA).
- Prior to the commencement of the main works, the approval specifically allows for the completion of preliminary investigations and other works.

- We will continue consultation with all stakeholders as the project develops, ensuring that we provide the best outcomes for our community now and well into the future.

Background Information

Stage 2A Referral Decision

- 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.

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 “Environmental Impact Statement” (EIS).
- This is the expected outcome. The assessment process for Stage 2B is more extensive than Stage 2A, reflecting the complexity of issues to be considered.
- On 11 March 2020, the 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.
- MPC will further develop project design and prepare the Draft EIS for submission to the department and public exhibition.
- 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.

Public Notification

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

Cleared as complete and accurate:	07/04/2021	
Cleared for public release by:	Executive Group Manager	
Contact Officer name:	Ashley Cahif	Ext: 51212
Lead Directorate:	Major Projects Canberra	

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

Portfolio/s: Transport

ISSUE: Light Rail Stage 2 Delays

Talking points:

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

Cleared as complete and accurate:	07/04/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Ashley Cahif	Ext: 51212
Lead Directorate:	Major Projects Canberra	

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

Key Information

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

Portfolio/s: Transport**ISSUE:** Light Rail Stage 2 – Slovenian Club**Talking points:**

- The Slovenian Club is located at 19 Irving St, Phillip, adjacent to the proposed Light Rail Stage 2B corridor, and the Inter Town Public Transport Route.
- The Church of Pentecost Australia building, also located on the site, is hard against the boundary adjacent to the proposed Stage 2B rail corridor. It is a constrained area with respect to drainage, utilities and potential future pedestrian/active travel conflicts.
- Around May 2018, the light rail team, then part of Transport Canberra and City Services, became aware that an application had been made to renew the lease of the site.
- Given the potential conflicts with the rail corridor and potential need for a construction compound in the area, in July 2018 the light rail team had recommended that the lease not be renewed.
- Since this time, there has been further consideration of this matter, noting that design of the light rail system at this location is at a very early stage. Although the site is constrained, Major Projects Canberra (MPC) has determined that it may be possible to construct the light rail system without encroaching upon the site.
- This matter will not be able to be determined with certainty until further technical investigations are undertaken as part of more detailed design for Light Rail Stage 2B.
- MPC contacted the Slovenian Club on 12 August 2020 to arrange a stakeholder meeting on this matter. The Slovenian Club advised once the association were in a position to consider the information provided they would be in contact. MPC is yet to receive any further correspondence from the Slovenian Club.
- Environment, Planning and Sustainable Development Directorate (EPSDD) advised in a letter to the Slovenian Club dated 22 July 2020:

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

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

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

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

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Lead Directorate: Major Projects Canberra

Portfolio/s: Transport**ISSUE:** **Light Rail Stage 2 – 2020-21 Budget business cases****Talking points:**Raising London Circuit

- The ACT Government brought forward funding of \$2.1 million to 2020-21 which was previously provisioned in the Territory Budget for expenditure in 2021-22 and 2022-23.
- The funds will be used to progress design of the 'Raised London Circuit' component of the Light Rail Stage 2A project. This will provide enhanced pedestrian connectivity between the City and the Acton Waterfront, as well as facilitate the delivery of light rail to Woden.
- EPBC Approval of Light Rail Stage 2A, including the '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.

Mawson Viability

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

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Lead Directorate: Major Projects Canberra

ISSUE: Canberra Metro**Talking points:**

- Major Projects Canberra (MPC) entered into negotiations in August 2019 with Canberra Metro to deliver the Light Rail Stage 2A (LRS2A). On 30 March 2020, MPC executed an Augmentation Agreement with Canberra Metro for Canberra Metro to:
 - Undertake LRS2A design and development; and
 - Undertake activities to develop an offer for construction of the LRS2A rail system.
- Under the Augmentation Agreement, Canberra Metro were paid approximately \$15 million to undertake design development activities pursuant to Work Orders.
- As such, under the Augmentation Agreement, Canberra Metro's bid costs were to be paid, up to a cap of \$5 million, if the ACT Government terminated the process or did not accept an offer by 31 December 2020.
- In mid-2020, the Territory agreed that no contracts for LRS2A would be entered into due to the risks associated with the global uncertainty in the infrastructure sector as a result of COVID-19, and to ensure Canberrans get value for money in the contract.
- MPC has now paid the Canberra Metro invoice for bid costs of \$5 million.
- This is current market practice in Australian large scale and complex infrastructure projects, and recognises the significant costs incurred by the private sector in bidding potentially acting as an impediment to participation in bidding for large infrastructure projects.
 - A recent example of bid cost reimbursement is the North East Link Project in Melbourne, unsuccessful bidders were entitled to up to \$50 million of bid costs and the Metro Tunnel Project entitled unsuccessful bidders to up to \$15 million of bid costs.
- Importantly:
 - This payment does not represent a 'profit' for Canberra Metro. It reimburses Canberra Metro (up to the \$5m cap) for costs it genuinely incurred in developing a proposal for Light Rail Stage 2A in consultation with the ACT Government. Canberra Metro has provided justification and supporting evidence for these costs; and

- The payment is for work that continues to be of value to the Territory, noting that design and other activities are continuing off the back of the proposal work undertaken earlier by Canberra Metro.

The Territory has now recommenced negotiations with Canberra Metro following the Commonwealth's funding announcement and with the project risks associated with COVID-19 more fully understood.

- This is a notifiable invoice and will be listed on the notifiable invoices register.
- Project costs will not be released at this stage. This is to assist the ACT Government in achieving the best outcome possible. The ACT Government expects to release project costs once commercial negotiations are complete.

Portfolio/s: Treasurer

Skills

ISSUE: CIT Campus – Woden Progress Update**Talking points:**

- On 28 November 2019, the ACT Government announced that a new CIT campus will be built in the Woden Town Centre. This new, modern CIT campus will be a dedicated teaching and learning campus and complement a new passenger-friendly public transport interchange to be situated on Callam Street.
- On 24 August 2020, the Chief Minister and I announced that the ACT Government had formally approved the CIT Campus – Woden Business Case, which marks a significant milestone and major step-forward for the project.
- CIT Woden Campus will be a VET technology and service skills learning precinct, delivering courses to prepare students for roles in industries such as business, cyber security, IT, creative industries, hospitality and tourism.
- 6500 students will attend the CIT Woden Campus each year, which will benefit local business and industry whilst providing students with a contemporary and dynamic educational environment.
- The government is investing in the order of \$250 million to \$300 million in the new CIT Campus and youth foyer and new public transport interchange and associated works for Woden.
- More than 520 jobs are expected to be created during construction alone, in addition to the teaching and learning jobs that will be offered once the facility is operational.
- CIT Campus -Woden Project comprises of four packages of development works:
 - Package 1 - Woden Bus Layovers and ancillary roadworks;
 - Package 2 - Woden Transport Interchange including capacity for future Light Rail;
 - Package 3 - CIT Campus-Woden including a Youth Foyer and urban realm development; and
 - Package 4 - Yurauna Centre at CIT Bruce Campus.
- Upgrades and improvements planned for local roads and intersections will improve bus, car and active travel movement, while supporting the new Woden public transport interchange. Improvements will include new traffic signals at nearby intersections, improvements to intersections and the addition of pedestrian crossings to promote more active travel movements in the area.

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- To support the operations of the new Woden Public Transport Interchange, two new bus layover areas will be constructed on Launceston and Easty Streets.

Procurement

- As part of the next design development stage, interest was sought from architecture and engineering firms through an open tender process to work closely with and provide advice to the ACT Government.
- 11 submissions were received from consortia of architectural and engineering firms, with the tender being awarded to the Arup/Hayball consortia on 12 November 2020.
- An expression of interest was advertised on 11 March 2021 for responses from pre-qualified Contractors for the design and construction (D&C) of the new CIT Campus at Woden which will include a 20 bed Youth Foyer on the site. Respondents will be shortlisted to Tender for the Design and Construct (D&C) works in July 2021.
- On the 23rd of March, two tender briefings were held, one online and another at the Hellenic Club. Both briefings were very well attended with over 34 different organisations interested in obtaining further information on the scope of works for package 3 (the CIT Campus). Initial feedback was that the briefings were comprehensive and provided clarity on the scope of works. Those wishing to obtain further information are able to contact the project team through tendersACT using the Request for Information (RFI) process.

Planning Approvals Process

- An Estate Development Plan (EDP) for the new CIT Campus-Woden to be developed on the current Woden Bus Interchange site was submitted for Agency Review in mid-January 2021. An EDP DA is forecast to be submitted in June 2021 with a decision due by August 2021.
- Development Applications (DAs) were submitted to the Environment, Planning and Sustainable Development Directorate (EPSDD) in January 2021 for:
 - The new Woden public transport interchange on Callam Street;
 - New bus layovers on Launceston and Easty Streets; and
 - Upgrades and improvements to local roads and intersections.
- The DAs documentation are on display on the Planning ACT Website until mid April 2021.
- DAs for the CIT Campus-Woden building development are planned for submission by the D&C Contractor following contract award, which will be in approximately May 2022.
- The CIT Woden Project Board will consider a range of design and delivery matters through to the final of the Reference Design, for example the Bowes and Bradley Streets connection.

Portfolio/s: Skills/Transport

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

Talking points:

- In mid-January 2021, the Development Application (DA) was submitted for the new Woden public transport interchange.
- Consultation has been extended until 16 April 2021 where the community has a chance to view and comment on the design for:
 - The new Woden public transport interchange on Callam Street;
 - New bus layovers on Launceston and Easty Street; and
 - Upgrades and improvements to local roads and intersections.
- I would encourage everyone who is interested in having a say to visit the Planning ACT website.
- Upgrades to bike paths, footpaths and other active travel routes are also a component of these works, reflecting the ACT Government's commitment to connecting people to our local and regional centres and continuing to grow Canberra as a truly sustainable city.
- In December 2020, MPC completed formal Pre-DA public consultation for the new Woden public transport interchange with community members, local business, future users of the site (such as bus drivers, CIT trainers, assessors and students) and other key stakeholders.
 - More than 650 members of the public were consulted, 21 detailed stakeholder briefings and 11 community information pop-ups were held, and 183 responses to our online survey were received. There were also 1236 visits to the CIT virtual consultation room.
 - The findings of this consultation are published in a 'What we Heard' report available to view or download on the [YourSay website](#)
 - We are responding meaningfully to each of the key points of feedback that we received from the public:
 1. We heard that the community values protection from the elements, including shading for hot summer days and spaces to stay warm in winter while waiting for public transport.

Response: The design of the canopies for the new Woden public transport interchange is currently being finalised. It incorporates the community's desire for protection from the elements. Further detail will be released prior to construction starting on the new public transport interchange.

Landscaping, screening and wind tunnel issues are also being considered to allow for Canberra's summer and winter.

'Smart' technology, such as electronic timetables, will be included in the new transport interchange, reducing passenger wait times.

2. We heard the community values green space and landscaping, including grassed areas, garden spaces and large trees for shade.

Response: The project will significantly increase green space including tree canopy from its current condition using the guidelines set out in 'Canberra's Living Infrastructure Plan, 2019', which outlines the ACT Government's ambition of urban areas striving to achieve 30% coverage of tree canopy or a tree canopy equivalent (such as green roofs, shrub beds, wetlands and rain gardens) by 2045. The CIT Woden campus project site currently has 16% canopy coverage, and this will be increased to 21%.

3. We have heard the community's feedback that the new public transport interchange on Callam Street will increase the walking distance to Westfield for the elderly, people with disabilities, and others.

Response: The addition of the pedestrian-friendly east west boulevard linking the new transport interchange, Woden Town Square and Westfield, as well as improved wayfinding, will add to the usability and accessibility of the new transport interchange.

The design principles for the CIT Campus Woden facilities refers to the ground floor plane of the Campus building/s as being transparent and porous allowing easy and clear access through the buildings as they front Callam Street and then through the building/s towards Westfield.

4. We heard that the community want to feel safe when using public transport.

Response: Safety and security are key priorities of this project. Better lighting, more staff and CCTV, and clear lines of sight providing better passive surveillance are all features of the new Woden public transport interchange and CIT campus.

5. We heard the community's feedback that the closure of Callam Street to private vehicles will place traffic pressure on nearby roads.

Response: The project team is considering all options to ensure traffic, pedestrians and cyclists can move easily through Woden after Callam Street is closed; this includes the possibility of a new shared connection that would link Bowes and Bradley Streets. While further analysis is undertaken on this possible connection, if it were to be installed it would be a safe, shared zone giving priority to pedestrians with a similar look and feel to Bunda Street in the city. The possible connection would not cater to large numbers of cars,

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Lead Directorate: Major Projects Canberra

but would help with the movement of local traffic while also ensuring safety for CIT students, commuters and the public.

- This public consultation period supports the DAs for the new Public Transport Interchange, Bus Layovers and associated works which were submitted in mid-January 2021 and close 16 April 2021.
- We will continue to seek community and key stakeholder feedback as we move into the planning approvals process for the new CIT campus later in 2021. This will include feedback into the boulevard linking the interchange and Westfield, as well as the CIT campus design, functionality and green space. We will also ensure the community and stakeholders have input into the design and landscaping of a proposed new pedestrian priority shared zone connection between Bowes and Bradley streets.
- 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 but could be realised in planting, wayfinding, artwork and incorporation of stories into design. Best practice engagement methods are being utilised to ensure that this consultation is meaningful.

Previous Community Consultation

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

Portfolio/s: Skills

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

Talking points:

Site Location

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

Lovett Tower and Borrowdale House

- Lovett Tower and Borrowdale House were not considered to be suitable locations for the new CIT facility as adaptive re-use of ageing office infrastructure does not provide the same opportunity to deliver a customised smart-learning environment which supports world-leading educational outcomes.
- Major constraints for the adaptive re-use of these facilities include small floor plates, low ceiling to floor heights, limited connectivity between floors beyond lifts, and a small land area limiting the opportunity to produce a campus feel. The combined site area of Lovett Tower and Borrowdale House is only 3,200m², compared to over 11,000m² for the preferred site option.

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

Portfolio/s: Transport**ISSUE: WODEN PUBLIC TRANSPORT INTERCHANGE – Progress Update****Talking points:**

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

Procurement

- As part of the next design development stage, interest was sought from architecture and engineering firms through an open tender process to work closely with and provide advice to the ACT Government.
- 11 submissions were received from consortia of architectural and engineering firms, with the tender being awarded to the Arup/Hayball consortia on 12 November 2020.
- The new Bus Layover and Ancillary Roadworks package of work – Package 1 has proceeded to public tender to pre-qualified tenderers at the end of January 2021. Tenders closed in mid-March 2021 with construction planned to commence in mid-April 2021. Planned completion of these works is due by the end of September 2021.
- The new Transport Interchange package of work – Package 2 – proceeded to select Request for Tender stage in mid-February 2021. Tenders close in April 2021 with construction planned to commence in June 2021. This package of the project is planned for construction completion by the end of March 2022.
- An expression of interest was advertised on 11 March 2021 for responses from pre-qualified Contractors for the design and construction (D&C) of the new CIT Campus at Woden which will include a 20 bed Youth Foyer on the site. Respondents will be shortlisted to Tender for the Design and Construct (D&C) works in July 2021.
- *On the 23rd of March, two tender briefings were held, one online and another at the Hellenic Club. Both briefings were very well attended with over 34 different organisations interested in obtaining further information on the scope of works for package 3 (the CIT Campus). Initial feedback was that the briefings were comprehensive and provided clarity on the scope of works. Those wishing to obtain further information are able to contact the project team through tendersACT using the Request for Information (RFI) process.*

Planning Approvals

- The Development Application (DA) for the Bus Layover and Ancillary Roadworks was lodged in mid-January 2021, the public notification period was extended at the request of the Woden Community Council, and is expected to be concluded by April 2021.
- The DA for the Transport Interchange was lodged in mid-January 2021 and is forecast to be concluded by April 2021
 - The DAs documentation are on display on the Planning ACT Website until mid April 2021.
 - An Estate Development Plan (EDP) for the new CIT Campus-Woden to be developed on the current Woden Bus Interchange site was submitted for Agency Review in mid-January 2021. An EDP DA is forecast to be submitted in June 2021 with a decision due by August 2021.
- DAs for the CIT Campus-Woden building development are planned for submission by the D&C Contractor following contract award, which will be in approximately May 2022.

Portfolio: Health**ISSUE: Critical Services Building****Talking points:**

- With an investment of more than \$500 million, the Canberra Hospital Expansion Project will deliver increased capacity across Canberra Hospital's adult intensive care, paediatric intensive care, surgical, coronary care and emergency services.
- The new facility will be constructed as an integrated building creating the heart of the hospital campus and will be connected to other hospital functions through public, clinical and logistical transfer links.
- The approximately 43,000m², the new facility will enable a bigger, better Canberra Hospital to meet the needs of our growing city and region. It is the largest healthcare infrastructure commitment ever undertaken by the ACT Government.
- The new **Intensive Care Unit (ICU)** will provide 60 beds and will include:
 - four dedicated paediatric beds
 - family zones that will provide families with children in the ICU access to a support area, including a lounge and play area
 - a multi-purpose therapy space to provide early, integrated rehabilitation which assists with patient's recovery
 - a dedicated pod of beds, which can be converted into a complete isolation pod in the event of an infectious threat; and
 - dedicated critical care bays, which will enable high-end, complex interventions, reducing the need to transfer these patients.
- The expansion will see 22 new **theatres**. This will include state-of-the-art hybrid and interventional radiology theatres to allow the latest advances in medical technology to be used.
- The **Coronary Care Unit** will include:
 - 24 acute cardiac care beds, including bariatric and isolation beds
 - Four Cardiac Catheterisation Laboratories, including one Hybrid Cardiac Laboratory and one Electrophysiology Laboratory; and
 - Cardiac Day Unit to support the Cardiac Catheterisation Laboratories.
- The new **Emergency Department (ED)** will have 114 treatment spaces – 39 more than currently available at Canberra Hospital. In addition, the new ED will include a separate dedicated paediatric stream.
- The new facility will add to the **medical imaging facilities** available at Canberra Hospital, with:
 - Four X-ray rooms – one with Orthopantomogram;
 - Three CT Scanners;

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- Two Ultrasound Rooms;
- One Ultrasound Procedure Room; and
- Two MRIs (including one Intraoperative MRI).
- The provision of 12 **ambulance bays**, including nine patient drop-off/operational bays and three ambulance parking/waiting bays. The CHE Project team are exploring a further four parking/waiting bays, including one emergency vehicle parking space to assist in custodial transfers. The team are also exploring a future second entrance/exit to the Ambulance Bay.
- The Critical Services Building will include two additional wards providing 64 **surgical inpatient beds** and storage spaces for important healthcare equipment to a total of 148 inpatient beds.
- Relocation of the hospital's **helipad** to the northern end of the Critical Services Building's rooftop. This location has been selected as it provides the essential clinical connection with the new building, improving helicopter operations.

Family Focused Design

- Research shows that when people can freely use outdoor areas, agitation and aggression reduce, and rehabilitation, recovery and independence are promoted.
- With this in mind, key design elements of the new facility include a focus on meeting the needs of both patients and staff through access to indoor and outdoor areas for relaxation and quiet reflection as well as places where families can gather together and socialise.

Connection to Country

- The Critical Services Building frames views to mountains, responds to the palette of natural flora and surrounding geological landmarks as well as creating enjoyable landscaped courtyards within the hospital campus. The CHE Project Team are working with both the Canberra Hospital's Aboriginal and Torres Strait Islander Reference Group and the United Ngunnawal Elders Council to ensure the new Critical Services Building embodies a connection to country.

Portfolio: Treasurer

Health

ISSUE: Canberra Hospital Expansion Project Update**Talking points:****Main Works Update**

- On 11 August the Chief Minister announced that Multiplex was selected as the successful Early Contractor Involvement (ECI) phase partner for the new emergency, surgical and critical healthcare building, or the Canberra Hospital Expansion Project. On 31 March Multiplex submitted their draft Design & Construct Offer for the delivery of this significant piece of health infrastructure that will meet Canberra's changing demand for healthcare services.
- The delivery of this state of the art emergency, surgical and critical care building remains on track for 2024.
- Since commencing the ECI phase, Multiplex has completed design discussions with consumers, local residents and has also completed two rounds of Clinical User Group consultation with more than 120 clinicians across the Hospital.
- Under the supervision of the ACT Government Architect and the National Capital Authority's Chief Planner, the National Capital Design Review Panel was formed to provide planning advice to decision makers, developers and their design teams.
 - Multiplex and their design team have made three presentations to the National Capital Design Review Panel, with the most recent taking place on 10 February, with ACT Health Directorate in attendance to assist with any Campus Master Planning discussion.
 - Multiplex and Major Projects Canberra have responded to the Panel's advice as part of the Development Application for the Project.
- Multiplex submitted the main facility Development Application for its completeness check in mid- March, which will be followed by the formal lodgement and public notification period and submission of the final design and construct offer in May this year.

Enabling Works Update

- We have continued to make excellent progress in the series of works required to enable the demolition of Buildings 5 and 24. Demolition of these buildings is required to facilitate the construction of the new Critical Services Building.
- So far, we have delivered a new Building 28, and a refurbished Building 4 and 3 that will support the hospital's key administrative functions including key tertiary teaching and training spaces and important community health services like the Child At Risk Health Unit (CARHU).
- The Design and Construction contract for the fitout of the CARHU has been delivered by SHAPE Australia, with works for this important community health service completed in March 2021.

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Lead Directorate:	Major Projects Canberra	

- The Territory has also awarded the contract for the detailed design and construction for the new Building 8 to SHAPE Australia. The new Building 8 will provide upgraded facilities for the Canberra Sexual Health Centre and other key tertiary teaching and training facilities on the campus.
- The contract for the minor refurbishment of Building 9 has been awarded to Projex Building Group. These works will provide a much needed facelift to the campus accommodation.
- The refurbishment of Building 4 has been completed, with the Territory partnering with Projex to deliver the relocated ANU Medical School and University of Canberra clinical training facilities and to modify the CHS Library.
- The contract for the design and construction of the temporary carpark on the former Woden CIT site was awarded to Dale & Hitchcock in September last year. Bulk earthworks, and levelling and trimming of the site have been completed with installation of trenching for streetlights and kerbing now underway.
- The first stage of new car parking spaces on the former Woden CIT site is due to be completed in May 2021. This will provide over 750 car parking spaces for hospital staff and contractors, freeing-up parking spaces on the campus. Stage 2 of the carpark is scheduled for completion in August 2021, and will provide approximately another 380 car parking spaces on that site.
- Relocation of in-ground utilities along Hospital Road have now been completed. Multiplex are continuing their investigative works, including locating existing inground services, as part of the Early Works package for the Critical Services Building. All hospital staff, patients and visitors continue to be kept informed on the timing of works in and around Hospital Road and I thank the public for their patience as we complete these critical services works.

Program of Delivery

- Key milestones for the project include:
 - A 10-week Pre-Development Application consultation period for the Main Works Development Application occurred from 18 December 2020 to 24 February 2021, focussing on the detailed designs for the Critical Services Building and associated public realm. Submission of the Main Works Development Application occurred on 16 March 2021 to undergo a technical/completeness check. The public notification period will commence following this review of the submission.
 - Commencement of construction of the Critical Services Building is dependent upon the completion of the new Building 8 which will facilitate decanting of Buildings 5 and 24. Building 8 is forecast to be completed and ready for occupation in early June.
 - Demolition of existing Building 5 and 24 is required to facilitate the construction of the new Critical Services Building. Multiplex have begun due diligence activities towards these demolition works including hydrovac'ing for in-ground site services in and around the footprint of the CSB, confirming utilities capacities and meeting with utility services providers (Icon Water and Evo-Energy) to determine future usage demands.
 - Multiplex lodged a Development Application for the design and construction of a Prototype Shed in December last year that closed on 24 February, with no public submissions received.

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- The purpose of the Prototype Shed is to provide scale mock-ups of core spaces and repeatable rooms (e.g. same design and layout used multiple times in the Critical Service Building such as surgical theatres) to enable users and stakeholders to visualise, test and familiarise themselves with spaces.
- The uniformity of design and construction of various rooms is vital to the ability to consistently achieve the consistent delivery of key clinical services across the Critical Services Building in a safe and timely manner.
- In partnership with the ACT Government, Multiplex is preparing to formally open its "Connectivity Centre" adjacent to the Woden Interchange Canberra. The Connectivity Centre will act as a shopfront for the Canberra Hospital Expansion Project and a place for upskilling the local workforce to work on the Project.
 - Multiplex successfully utilised a Connectivity Centre for its delivery of the comparable, and recently constructed, Westmead Hospital in Western Sydney.
 - The Connectivity Centre is a key element of Multiplex's plans to achieve the ambitious social procurement targets that include 10% of the value of sub-contracted works from Aboriginal and Torres Strait Islander accredited bodies and 30% of its onsite tradespersons from traineeships, apprenticeships and similar programs. This includes apprentices who have been unable to complete their previous apprenticeship from displacement as a result of the COVID-19 health pandemic.

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

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

Consumer Reference Group

- The Consumer Reference Group (CRG) key role in the design development process acknowledges that a fundamental component of patient-centred care is recognising and understanding the consumer perspective of the health service.
- The CRG last met on 10 March 2021.
- Targeted design focus workshops have been completed with the CRG and their members in November 2020 and January 2021, with a final sketch design workshop completed on 24 February.
- The CRG is chaired by a representative of the Health Care Consumers Association and includes representatives from 12 community organisations.

CHS Aboriginal and Torres Strait Islander Reference Group

- Following feedback on elements sensitive design for welcoming and healing spaces in and around the Critical Services Building, in late October 2020 the Project formalised communication with the CHS Aboriginal and Torres Strait Islander Consumer Reference Group.
- Chaired by Ms Diane Collins, a Deputy Chair of the Aboriginal and Torres Strait Islander Elected Body (ATSIEB) and a prominent local community worker with connections to the Wiradjuri and Kamilaroi nations, the Reference Group is made up of representatives from the Aboriginal Liaison Service and ATSIEB. Targeted design focus workshops have been completed with the Group in November and December 2020, with a further workshop being scheduled with the Hospital Campus Masterplan. The CHE Project team have presented to the United Ngunnawal Elders Council and will also be participating in a NAIDOC Week event on 4 July 2021.

Local Community Reference Group

- Established in early 2020, the Local Community Reference Group's (LCRG) primary focus is to ensure the local community has their voice heard throughout the planning and development of the Project. The LCRG meets monthly.
- The latest meeting of the LCRG was held on the evening of 24 March 2021 and included a presentation on the Development Application submission as well as progress of the design development, including the opportunities and constraints that have informed the current traffic design. Public comment on the pre-Development Application closed on 24 February through the Hospital Expansion YourSay page. Submission of the Main Works Development Application occurred on 19 March 2021, with the DA currently undertaking its completeness check before it is lodged including the 20-day statutory notification period.
- Other recent topics have included:
 - A briefing on the early analysis and preferred location of the helicopter landing sites and supporting flight paths, including associated acoustic modelling
 - An examination of the external spaces and main entry points of the building. This included the proposed separation of ambulance and service vehicle access points from Gilmore Crescent and Palmer Street, as part of the design development, to optimise vehicular access points (a key risk mitigation measure for enhanced amenity and safety).

- Presentation of the concept of the built form of the Critical Services Building, including ‘the podium’, ‘relief’ and ‘the village’, which was well received, with the LCRG noting that the privacy that will be afforded to Palmer Street was an excellent outcome.
- Key themes to be explored further by the group include urban design and the public realm, parking and local traffic, school access, ambulance access, pedestrian connections through the Canberra Hospital campus to surrounding neighbourhoods, and delivery arrangements around the project site.

Recent Engagement Activities/Events

- As COVID-19 restrictions ease, the Territory will continue various direct engagements with the local community. The LCRG and CRG will continue to meet on a monthly basis.
- The project team will continue to maintain project messaging via the project website available at www.act.gov.au/canberrahospitalexpansion

Portfolio/s: Health

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

Talking points:

- As part of ongoing consultation with local residents, the Canberra Hospital Expansion Project Team continue to develop positive design solutions to address potential traffic concerns relating to the Project.
- Traffic flows will continue to be assessed and modelled as the CHE design progresses. On 23 October 2020 the Territory's delivery partner, Multiplex had their Traffic Consultant, GTA Consultants complete a traffic observation of the pick-up and set-down at Garran Primary School to identify possible improvements to mitigate traffic issues and improve safety around Garran Primary and the surrounding area. These results were presented to the Garran Primary P & C and the local Community Reference Group in November.
- Since that time GTA Consultants have continued to complete traffic modelling of the intersections around the Canberra Hospital as part of the design development of the Canberra Hospital Expansion Project. This continues to confirm the traffic changes and design solutions associated with the project and the closure of Hospital Road. This design development was presented to the Local Community Reference Group (LCRG) on 24 March, including the opportunities and constraints that have informed the current traffic design. (see sections below titled **Satellite Loading Dock off Gilmore Crescent** and **Ambulance Access off Palmer Street** following).

Traffic Study Data

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

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Lead Directorate:

Major Projects Canberra

at the time generally most appropriate for them).

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

Satellite Loading Dock off Gilmore Crescent

Talking points:

- The Innovation Scheme proposed by Multiplex separates the ambulance and logistics vehicle access to the new Critical Services Building (CSB) to reduce conflict and maintain operational efficiency. The introduction of a logistics entry off Gilmore Crescent decreases the likelihood of congestion and conflict between users and allows for uninterrupted ambulance access off Palmer Street. Dedicated medical practitioner on grade parking associated with the CSB will be accessed from Hospital Road and will be in close proximity to the Level 2 entry points.
- Discussion of this design development is ongoing with Garran Primary School and the local Garran community. The project team are continuing to work through feedback on the relocation of the logistics entry from Palmer Street to Gilmore Crescent. This logistics entry will be used by service vehicles (including waste removal and deliveries) to only service the CSB and not the entire campus. The number of vehicles accessing the driveway will be scheduled to distribute movements across the day. We will continue to work with Garran Primary School to address feedback regarding peak traffic periods in relation to school drop-off and pick-up times.

Ambulance Access off Palmer Street

Talking points:

- The current design separates the ambulance and logistics vehicle access to the new Critical Services Building to reduce conflict and maintain operational efficiency. The introduction of a dedicated ambulance entry point to the Critical Services Building will eliminate current traffic conflicts between emergency vehicles, pedestrians and private vehicles at the Yamba Drive entrance.
- A dedicated entrance, with the correct ramps and grades to efficiently service the Critical Services Building will ensure the ACT continues to deliver the best performing ambulance service in Australia. Discussion of this dedicated ambulance design is ongoing with Garran Primary School and the local Garran community, noting that our ambulances are staffed by trained emergency services drivers that are aware of the residential surrounds and nearby School Zone.

Helicopter Landing Site

Talking points:

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

Helicopter Landing Site

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

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

Portfolio/s: Sustainable Building and Construction**Cladding Rectification****Talking points:**

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

ACT Government Program

- A review of ACT Government owned buildings has been completed, and the sites of potential risks have been identified. This has involved a multi-stage process that identified, reviewed and assessed all buildings with potentially combustible cladding.
- The audit identified 23 sites requiring cladding rectification works.
- Of these, 21 sites are being progressed through Major Projects Canberra, with two sites within the Education portfolio being progressed directly by the Education Directorate.
- Based on preliminary cost estimates, \$19 million of funding was provisioned for the rectification works.
- 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 engineering consulting firm, GHD, has developed final designs and more accurate cost estimates for the 21 ACT Government sites. Site inspections have taken place, as required.
- The first round of rectification works will commence shortly and are aimed to be completed in the middle of this year. This includes 11 of the 21 ACT Government sites being delivered by MPC. The main program of works will commence in the financial year 2021-22.

Private Sector Program

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

Q+A

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

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

Privately-owned buildings

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 and fire doors *Will the ACT Government sites with potentially combustible cladding be identified to the public?*

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

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

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

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

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

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

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

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

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

Portfolio: Treasurer

Health

**ISSUE: Canberra Hospital Expansion Project – Progress
Update/Stakeholder Engagement****Talking points:****Main Works Update**

- The delivery of the state of the art emergency, surgical and critical care building remains on track for 2024.
- The public notification period for the Main Works Development Application has now commenced and will run for 6 weeks, closing on 18 June. The public are able to access the DA documents through Environment, Planning and Sustainable Development Directorate's DA website and searching either under the suburb of Garran (Block 1 Section 58) or through DA number 202138534.
- We welcome the communities input on this significant investment in health infrastructure for the ACT.
- Following the Public Notification period, it is expected that the final design and construct offer will be submitted in late May this year.

Ambulance Access off Palmer Street

- The current design separates the ambulance and logistics vehicle access to the new Critical Services Building (CSB) to reduce conflict and maintain operational efficiency. The introduction of a dedicated ambulance entry point to the CSB will eliminate current traffic conflicts between emergency vehicles, pedestrians, and private vehicles at the Yamba Drive entrance.
- A dedicated entrance, with the correct ramps and grades to efficiently service the new CSB will ensure the ACT continues to deliver the best performing ambulance service in Australia. Discussion of this dedicated ambulance bay entrance design is ongoing with Garran Primary School and the local Garran community, noting that everyday our trained emergency services drivers navigate through residential areas and school zones across Canberra.

Enabling Works Update

- We have continued to make excellent progress in the series of works required to enable the demolition of Buildings 5 and 24. Demolition of these buildings is required to facilitate the construction of the new Critical Services Building.
- Relocation of in-ground utilities along Hospital Road have now been completed. Multiplex are continuing their investigative works, including locating existing inground services, as part of the Early Works package for the Critical Services Building.

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Child at Risk Health Unit (CARHU)

- The works for this important community health service were completed in March 2021, with the space occupied in early April 2021.

Building 4

- The refurbishment of Building 4 has been completed, with the ANU Medical School and University of Canberra clinical training facilities relocated and modifications to the CHS Library.

Building 8

- The new Building 8 will provide upgraded facilities for the Canberra Sexual Health Centre and other key tertiary teaching and training facilities on the campus and remains on track for construction completion in late May and occupation in June 2021.

Building 9

- We have just completed minor refurbishment of Building 9, which has provided a much needed facelift to the campus accommodation.

Temporary carpark

- The contract for the design and construction of the temporary carpark on the former Woden CIT site was awarded to Dale & Hitchcock in September last year.
- The first stage of new car parking spaces is due to be completed in early June 2021. This will provide over 750 car parking spaces for hospital staff and contractors, freeing-up parking spaces on the campus. Stage 2 of the carpark is scheduled for completion in August 2021, and will provide approximately another 380 car parking spaces on that site.

Key information

Program of Delivery

- A 10-week Pre-Development Application consultation period for the Main Works Development Application occurred from 18 December 2020 to 24 February 2021 through the Yoursay page. This consultation focussed on the detailed designs for the Critical Services Building and the associated public realm.
- Multiplex lodged a Development Application for the design and construction of a Prototype Shed in December last year that closed on 24 February, with no public submissions received. Construction of the Prototype Shed is scheduled to commence in early June.
- In partnership with the ACT Government, Multiplex is preparing to formally open its "Connectivity Centre" adjacent to the Woden Interchange Canberra. The Connectivity Centre is a key element of Multiplex's plans to achieve the ambitious social procurement targets that include 10% of the value of sub-contracted works from Aboriginal and Torres Strait Islander accredited bodies and 30% of its onsite tradespersons from traineeships, apprenticeships and similar programs. This includes apprentices who have been unable to complete their previous apprenticeship from displacement as a result of the COVID-19 health pandemic.
- Multiplex successfully utilised a Connectivity Centre for its delivery of the comparable, and recently constructed, Westmead Hospital in Western Sydney.

User group consultation

- In 2019, the project established 10 specialised user groups to inform the early planning and design for the new facility. The user groups consist of approximately 120 clinicians, support staff, and consumer representatives that provide advice and input into the key aspects of the project's planning.
- Over 200 separate user group workshops with clinicians have already been completed since Major Projects Canberra took carriage for the delivery of the Project in July 2019.
- A number of pop-up public consultation sessions occurred in December 2020. These were held in various locations around Canberra including Manuka, Dickson and Woden. Pop-Ups completed in January include Erindale, Jamison and Kaleen. Pop-Ups completed in February include Chisholm, Lanyon, Gungahlin Marketplace, Kippax and Garran.

Consumer Reference Group

- Targeted design focus workshops have been completed with the Consumer Reference Group and their members in November 2020 and January 2021, with a final sketch design workshop completed on 24 February.
- The Consumer Reference Group is Chaired by a representative of the Health Care Consumers Association and also includes representatives from 12 community organisations.

CHS Aboriginal and Torres Strait Islander Reference Group

- Following feedback on elements sensitive design for welcoming and healing spaces in and around the Critical Services Building, in late October 2020 the Project formalised communication with the CHS' Aboriginal and Torres Strait Islander Consumer Reference Group.
- Chaired by Ms Diane Collins, a Deputy Chair of the Aboriginal and Torres Strait Islander Elected Body and a prominent local community worker with connections to the Wiradjuri and Kamilaroi nations, the Reference Group is made up of representatives from the Aboriginal Liaison Service and Aboriginal & Torres Strait Islander Elected Body.
- Targeted design focus workshops were completed with the Group in November and December 2020, with a further workshop being scheduled with the Hospital Campus Masterplan. The CHE Project team have also presented to the United Ngunnawal Elders Council and will be participating in a NAIDOC Week event on 4 July 2021.

Local Community Reference Group

- The latest meeting of the Consumer Reference Group was held on the evening of 28 April 2021 and included a presentation on arrival and departure points and movement around the Canberra Hospital campus. This included the opportunities and constraints that have informed the current traffic design.
- Key themes to be explored further by the group include urban design and the public realm, parking and local traffic, school access, ambulance access and patient transfers, pedestrian connections through the Canberra Hospital campus to surrounding neighbourhoods, and delivery arrangements around the project site. We are continuing to ask and listen to the concerns of local residents.

Portfolio/s: Treasurer

Skills

ISSUE: CIT Campus – Woden Progress Update**Talking points:**

- On 28 November 2019, the ACT Government announced that a new CIT campus will be built in the Woden Town Centre. This new, modern CIT campus will be a dedicated teaching and learning campus and complement a new passenger-friendly public transport interchange to be situated on Callam Street.
- On 24 August 2020, the Chief Minister and I announced that the ACT Government had formally approved the CIT Campus – Woden Business Case, which marks a significant milestone and major step-forward for the project.
- CIT Woden Campus will be a VET technology and service skills learning precinct, delivering courses to prepare students for roles in industries such as business, cyber security, IT, creative industries, hospitality and tourism.
- 6500 students will attend the CIT Woden Campus each year, which will benefit local business and industry whilst providing students with a contemporary and dynamic educational environment.
- The government is investing in the order of \$250 million to \$300 million in the new CIT Campus and youth foyer and new public transport interchange and associated works for Woden.
- More than 520 jobs are expected to be created during construction alone, in addition to the teaching and learning jobs that will be offered once the facility is operational.
- CIT Campus -Woden Project comprises of four packages of development works:
 - Package 1 - Woden Bus Layovers and ancillary roadworks;
 - Package 2 - Woden Transport Interchange including capacity for future Light Rail;
 - Package 3 - CIT Campus-Woden including a Youth Foyer and urban realm development; and
 - Package 4 - Yurauna Centre at CIT Bruce Campus.
- Upgrades and improvements planned for local roads and intersections will improve bus, car and active travel movement, while supporting the new Woden public transport interchange. Improvements will include new traffic signals at nearby intersections, improvements to intersections and the addition of pedestrian crossings to promote more active travel movements in the area.

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- To support the operations of the new Woden Public Transport Interchange, two new bus layover areas will be constructed on Launceston and Easty Streets.

Key Information

Procurement

- As part of the next design development stage, interest was sought from architecture and engineering firms through an open tender process to work closely with and provide advice to the ACT Government.
- 11 submissions were received from consortia of architectural and engineering firms, with the tender being awarded to the Arup/Hayball consortia on 12 November 2020.
- An expression of interest was advertised on 11 March 2021 for responses from pre-qualified Contractors for the Design and Construction (D&C) of the new CIT Campus at Woden which will include a 20 bed Youth Foyer on the site. Respondents will be shortlisted to Tender for the D&C works in July 2021.
- On the 23rd of March, two tender briefings were held, one online and another at the Hellenic Club. Both briefings were very well attended with over 34 different organisations interested in obtaining further information on the scope of works for Package 3 (the CIT Campus). Initial feedback was that the briefings were comprehensive and provided clarity on the scope of works. Those wishing to obtain further information are able to contact the project team through tendersACT using the Request for Information process.

Planning Approvals Process

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

Portfolio: Treasurer

Transport

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

- Approval for the light rail stage 2A business case was announced in September 2019 and is the first step in continuing the city light rail line to Woden.
- On 24 February 2021 the Federal Government announced that they have committed funding of \$132.5 million towards Light Rail Stage 2A.
- The ACT Government received approval on the EPBC with conditions from the Department of Agriculture, Water and the Environment on 2 February 2021; an important milestone in progressing Stage 2 of light rail to Woden.
- With the EPBC approval received, the next steps are to obtain the required planning approvals, including a Territory Development Approval and National Capital Authority (NCA) Works Approval, and then commence the procurement and construction of the project.
- After a competitive tender process and extensive evaluation, AECOM has been appointed Project Design and Technical Advisor for Canberra Light Rail Stage 2A and Stage 2B. On 13 April 2021, Major Projects Canberra signed the Technical Advisor Services Contract with AECOM.
- 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 Projects.
- AECOM will also provide ongoing independent technical advice throughout construction to ensure all work meets the highest standards.
- Under the Parliamentary Agreement, commitments were given to exploring the feasibility of the extension of the system to Mawson. Studies have commenced to explore the feasibility with the report due in mid 2021.
- Service location works:
 - Work is being carried out to identify and confirm the locations of utility services in the project footprint between the City and Commonwealth Park.
 - Information about the utility services (locations, sizes, type, material and so on) will be used in the development of the project design and help to reduce the risk of potential disruptions to services during early works and construction.
 - These investigation works are expected to be carried out over the coming months and are anticipated to conclude in mid-2021.

- The first major physical works to be undertaken will be the Raising of London Circuit. The ACT Government is working towards construction contracts being signed for these works later in 2021, though this is dependent upon Commonwealth planning approval processes and procurement processes.
- Light Rail Stage 2 will be the most complex infrastructure project undertaken in the ACT. Before contracts are entered into we need to ensure approvals are in place, technical challenges have been resolved, contract terms are appropriate and stakeholders have been fully consulted.
- The Federal Government has committed \$137 million to upgrade the Commonwealth Ave Bridge. The NCA will be responsible for the project, when completed it is expected to increase the load-bearing capacity of the bridge so it can handle current traffic and future expected volumes.
- Close collaboration across these initiatives will be important in order to minimise the disruption to road users during the construction period and to ensure the design of both projects are complementary– and I look forward to the ACT Government and the NCA, working closely together to integrate planning, design and delivery activities for these important projects. Close cooperation on both projects is already underway.

Key Information and Background

Expected Project Timelines

- Major physical works for Stage 2A will begin with utility relocations later in 2021 and the raising of London Circuit from 2022. Raising London Circuit is an important enabling road upgrade that will create an at-grade intersection for light rail vehicles to move through on their way from London Circuit to Commonwealth Avenue.
- Construction of Stage 2A is expected to take around two years. We are working hard to complete the early and enabling works, including raising London Circuit, so that breaking ground for Stage 2A can commence in 2024.
- The final delivery timeline will be subject to receiving Works Approval from the NCA and signing a contract with our delivery partner.

Communications and Stakeholder Engagement

- Regular project updates and construction notifications have been distributed along the 2A route and around Sandford Street.
- As we progress detailed design and the next stage of approvals for stage 2A (which includes applying for Works Approval and Development Applications), MPC will be seeking feedback from the community on various project aspects.

- Opportunities for feedback and when consultation will occur will be promoted through the ACT Government YourSay page, via our project updates/Electronic newsletters and at face to face pop up consultation events.
- In the coming months we will be out in the Light Rail 2A community to provide more information about the project and gain a better understanding of local business operations within the project footprints.
- The Community Reference Group met on 22 April 2021 to provide project updates and gain feedback from local community groups.
- The ACT Government released the Stage 2A Project fly-through to provide the community with a indicative visual understanding of the project after construction. This is available on YourSay and was shared on ACT Government social media pages.
- A media event was held on 28 April to announce the successful tenderer, AECOM as the appointed Project Design and Technical Advisor for Canberra Light Rail Stage 2A and Stage 2B.
- Additionally, an indicative project timeline was released that outlines the project's next steps, this is available on YourSay.

Light Rail 2B:

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

Portfolio/s: Sustainable Building and Construction**Cladding Rectification****Talking points:**

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

ACT Government Program

- A review of ACT Government owned buildings has been completed, and the sites of potential risks have been identified. This has involved a multi-stage process that identified, reviewed and assessed all buildings with potentially combustible cladding.
- The audit identified 23 sites requiring cladding rectification works.
- Of these, 21 sites are being progressed through Major Projects Canberra, with two sites within the Education portfolio being progressed directly by the Education Directorate.
- 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 engineering consulting firm, GHD, has developed final designs and more accurate cost estimates for the 21 ACT Government sites. Site inspections have taken place, as required.
- The first round of rectification works have commenced and are aimed to be completed in the middle of this year. This includes 11 of the 21 ACT Government sites being delivered by MPC.
- The main program of works will commence in the financial year 2021-22 with approaches to market to go out shortly.

Private Sector Program

- The ACT Government is creating a 'Government Concessional Loan Scheme' (the Scheme) to support the remediation of combustible cladding across eligible private sector buildings.
- The Scheme will involve a Government concessional loan scheme and is designed to encourage and assist in the remediation of higher-risk potentially combustible cladding on private buildings where their multi-owner nature may otherwise present a practical impediment to the replacement of such cladding.
- The Government will provide further information on scheme details in June.
- Apartment buildings including mixed-use apartment buildings of three storeys or higher will be eligible for the program.
- Phase 1 of the scheme will commence in the 2021/22 Financial Year with support provided by the ACT Government in the form of concessional loans for Owners Corporations to undertake initial testing and engineering investigations. This will enable owners corporations of eligible buildings to understand the cladding related risk of their buildings and the potential costs for remediation.
- Further information on the scheme will be available in mid 2021, including information on eligibility, the concessional loan arrangements, and the application process for building owners corporations.
- As Phase 1 progresses, the ACT Government will consider the best approaches to then encourage and support remediation works as part of Phase 2.
- Engagement with industry associations/representatives has occurred and will continue, to enable industry input to the development of the scheme.

Q+A

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

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

These risk assessments were also reviewed by ACT Fire and Rescue who concurred with this assessment.

Privately-owned buildings

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 .

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

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

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

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

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

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

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

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

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

The Government is investigating the development of a panel of project managers specifically for qualified project managers with extensive experience in cladding remediation work, wanting to undertake work under this Scheme. This will not only include the usual quality checks similar to those required under the existing ACT Construction Pre-Qualification Scheme, but specifically assess their direct experience in cladding work and their insurance coverage for cladding rectification work.

Background

Milestones	Date to be completed
1. Public announcement of Scheme details and commencement of education campaign	June 2021
2. Opening of registrations of interest for the Scheme	1 July 2021
3. Opening of full loan applications (subject to Treasury advice)	1 October 2021
4. Reporting back on the levels of take-up of the Scheme	First half 2022
5. Closing of applications for the Scheme	October 2022 (12 months after commencement)
Completion date of the Loan Scheme and receipt of all building reports (where there is sufficient take-up of the scheme):	1 December 2022

Cleared as complete and accurate: 27/04/2021
Cleared for public release by: Executive Group Manager Ext:55466
Contact Officer name: Adrian Piani Ext: 54326
Lead Directorate: Major Projects Canberra

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

- The Government has committed to continuing the Canberra Theatre Centre expansion and redevelopment project in the Parliamentary Agreement for this term of Government.
- The ACT Infrastructure Plan released by the ACT Government in October 2019 identifies the Canberra Theatre Centre redevelopment as a government five year priority.
- 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 to private developers, with revenue from the sale to partially offset the cost of building the theatre.
- Construction commencement is anticipated in the first half of 2024 however this is subject to resolution of carparking arrangements and other planning matters.
- The current Canberra Theatre was built in 1965, meaning it predates the Sydney Opera House. Designed for a city of 88,000 people, it has a current seating capacity of approximately 1,200.
- Because of the era in which it was built, the theatre lacks the space, facilities, and equipment to accommodate the requirements of modern touring shows.
- Canberra's population today makes our city an attractive market for touring shows and artists. However, the capacity and technical constraints of the Canberra Theatre means some larger touring shows bypass the ACT.
- The ACT Government has commenced design and scoping for a new theatre centre that has the seating capacity and facilities to support large scale national and international concerts, musicals, theatre and dance.
- The new facility is intended to see the existing theatre repurposed with a flexible flat floor and a new theatre constructed to accommodate approximately 2,000 people, while retaining The Playhouse Theatre which was built in 1998. The new facility will also include additional, and more flexible, spaces for live music, experimental and local performances.
- The new theatre centre will be delivered as part of the City Renewal Authority's broader plan for an Arts and Cultural Precinct.
- The precinct will link together the Canberra Museum and Gallery, the Legislative Assembly building and Civic Square with hotel, retail and commercial facilities. The precinct will become a renewed hub for Canberra's artistic and cultural life, while providing a new attraction for visitors to Canberra.

Cleared as complete and accurate: 03/05/2021

Cleared for public release by: Executive Branch Manager Ext:

Contact Officer name: Sophie Gray Mob: 0401674387

Lead Directorate: Major Projects Canberra

TRIM Ref:

- 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 has been appointed to prepare a Conservation Management Plan for the Civic Square Precinct, including the exterior of the Canberra Theatre Centre.

Key Information

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

Portfolio/s: Special Minister of State

Families and Community Services

Community Facilities (ACT Property Group Vacancies and Peppercorn Rents)

Talking Points:

- The current vacancy rate within the ACT Property Group (ACTPG) community facilities property portfolio is 1.9% as at 3 May 2021.
- 92 peppercorn tenancy arrangements are currently in place.

Key Information

- There are currently 50 organisations on the property applications register seeking government facilities space.
- ACTPG regularly assesses vacant properties/spaces against the waiting list and organisations requirements. ACTPG also undertakes an annual review with the applicant.

Background Information

- The applicable rental policy for community groups is the *Community and Other Tenancies, Application and Allocation Policy 2007* (Revised 2008). The ACTPG community facilities vacancy rate is a subset of the Budget Output 9.1(a) Accountability Indicator, Vacancy rate for properties designated for use by non-government tenants (KPI is 3.5%).
- This accountability indicator measures the occupancy rate for properties designated for use by non-government tenants (community groups and commercial organisations) by calculating the percentage of occupied space against the total of available non-government space.
- Most tenants on peppercorn arrangements occupy community accommodation based on historic arrangements from other agencies. Any new community tenants are charged rent in accordance with the ACTPG rent model as detailed above.
- Tenants on peppercorn arrangements are responsible for paying their own outgoings such as gas, electricity and water, and are invoiced for the first \$500 (Excl. GST) towards each item of repair and/or maintenance expenses.

Cleared as complete and accurate:	04/05/2021	
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Lead Directorate:	Chief Minister, Treasury and Economic Development	
TRIM Ref:	CMTEDD2021/218	

Portfolio/s: Special Minister of State**Rent Relief****Talking points:**

- As part of the Economic Stimulus Package response to the COVID-19 pandemic the Government has provided rent relief to 229 of its tenants through a COVID-19 Rent Relief Program.
- Assistance under this program has been provided to:
 - 186 community tenants
 - 42 commercial tenants
 - 1 residential tenant
- Commercial and residential tenants were able to access the program through an application process which required supporting evidence of the impact of COVID-19 on their operations while Community tenants received the rent waivers automatically.

Key Information

- The initial program covered the 9 months from 1 April 2020 to 31 December 2020.
- The rent relief program has been extended for up to six months from 1 January 2021 for tenants who are still severely impacted through loss of income due to COVID-19. All tenants are required to complete an application form and support is being provided on a case by case basis.
- ACTPG receives requests for waivers and will send to the Under Treasurer for approval.
- As of 28 February 2021, \$8,972,791.40 in rent waivers have been provided to tenants of ACT Government.

Background Information

- The National Cabinet mandated a Code of Conduct for Commercial Leases. In concert with implementing the code of conduct the ACT Government included a program of rent relief, for its tenants to be an exemplar of the model landlord in these uncertain times.
- A Cross-Government working group was formed to implement the rent relief program. The waivers reported here were made under COVID-19 Rent Relief Program and waived under the *Financial Management Act 1996*.

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- The Education Directorate and Environment, Planning and Sustainable Development Directorate are organising related licence adjustments/hire fee reductions in addition to the waivers included under the Rent Relief Program.

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TRIM Ref:	CMTEDD2021/218	

Portfolio/s: Special Minister of State

**Government Accommodation Projects – Civic Office Buildings 1 and 2 and
Dickson Office Building**

Talking points:

- On 25 January 2016 the ACT Government announced that it would commission the development of new office buildings in the Constitution Place development in Civic and a new building in Dickson. In December 2019 the Government also decided to lease upgraded office buildings in the Finlay Crisp Centre in Civic.
- The new buildings reflect the implementation of the ACT Government's 'hub and spoke' whole of government office accommodation strategy, and have provided an opportunity to sell and vacate aging owned office buildings, upgrade older privately owned stock, and better utilise strategic sites.
- The new Civic Office Building (COB1) was handed over to the Territory on 19 January 2021, and from 1 March 2021 approximately 1,900 ACT public servants will begin relocating into the building.
- As a part of the redevelopment of the Finlay Crisp precinct the Territory will lease two upgraded buildings (known as COB2) - Allara house (1 Allara Street) and Nara house (3 Constitution Avenue).
- The Constitution Place development and the redevelopment of Finlay Crisp Offices will help revitalise Civic and is a major component of the Government's City renewal strategy.
- The new Dickson Office building (DOB) was handed over to the Territory on 17 June 2020.

Key Information

Civic Office Building (Constitution Place – COB1)

- Following a Registration of Interest and Request for Tender process a contract with CPG was signed on 31 August 2016 and settlement on the land occurred on 15 November 2016.
- At the time of Practical Completion (PC), the base building works and fit-out works had been completed apart from the rectification of defects. The majority of the defects, including Territory identified significant defects, have been rectified and staff from four directorates (CMTEDD, JACS, CSD and ED) have successfully moved into the new building.
- The Constitution Place project has created a new precinct in city east and realises part of the Government's wider vision for city renewal. The new precinct houses a

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TRIM Ref:	CMTEDD2021/218	

new private office building, boutique hotel, public gym, along with street level cafes and landscaped plazas, adding a major boost to jobs and economic activity in the currently under-utilised area.

- The Office Sub-lease and the Car Park Licence have been finalised in consultation with the ACT Government Solicitor and ACT Property Group, and the building will be leased by the Territory for a term of 20-years from the date of Practical Completion.
- The agreed Civic Office (COB1) fit-out budget of \$42.0 million (base) was amended by the addition of approximately \$6.152 million of Omnibus funding provided in the 2019-20 ACT Budget.

Civic Office Building 2 (COB2)

- On 18 December 2019 the Government supported a business case as part of Budget Appropriation 2019-20 to commission the fit out of a second office building in the Civic precinct.
- COB2 comprises two buildings within the Finlay Crisp precinct - Nara House and Allara House. The Territory has agreed to a lease of 13,500 square metres, being the whole of Allara house and levels Ground, 3, 4 and 5 of Nara house. Levels 1 and 2 of Nara house have not been leased by the Territory with a first right of refusal provisioned into the contract.
- COB2 will accommodate a total of 15 work groups, including statutory office holders and independent commissions.
- Allara House and Nara House will both undergo an extensive renovation and refurbishment with costs for the upgrade works being shared between the landlord and the Territory. The Territory will lease the buildings for 20 years from the time of Practical Completion.
- In addition, the 12,500 square metre Customs House has been secured rent free to the Territory as staging space for workgroups while upgrade works to Allara and Nara houses occurs and is also being utilised by some workgroups ahead of COB1 becoming available.
- The Allara House building has been 'gutted', and the Territory approved the 90% design package on 15 December 2020. Allara House is contractually agreed to achieve Practical Completion (PC) by 28 June 2021.
- A 90% design milestone for Nara Centre was achieved on 23 February 2021. Nara House is contractually agreed to achieve PC on 10 September 2021.
- The COB2 project has an approved fit-out budget (Capital) of \$42.6 million and is spread across the 2019-20 and 2020-21 Financial Year. The fitout budget notified to the landlord is \$35 million.

Cleared as complete and accurate:	04/05/2021	
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Dickson Office Building (DOB)

- Doma Group Pty Ltd (Doma) was selected as the preferred tenderer on 3 April 2017. Contracts were exchanged on 20 December 2017 and settlement on the land occurred on 1 May 2018. Practical Completion for the Dickson Office Building (DOB) was achieved on 16 June 2020.
- The sale of the former Dickson MVR site was one of the sites identified under the Commonwealth's Asset Recycling Initiative (ARI), which involved the investment of the sale proceeds from identified assets into an agreed infrastructure project (Transport Canberra Light Rail Project). This included a 15% bonus payment by the Commonwealth for the sale of the land.
- The former MVR site is being developed into a new mixed-use precinct, which includes the now completed Government office building which accommodates up to 1,300 ACT Government public servants (from TCCS, EPSDD, SLA and Access Canberra) and includes an Access Canberra Service Centre.
- The Territory is to lease the government building for 20 years (with options to extend) but decided to capital fund the fitout. The original fitout budget of \$26 million was amended by an additional \$3.732 million Omnibus funding provided in the 2019-20 ACT Budget.
- The precinct will incorporate commercial and retail uses such as commercial offices, medical centre, gym, minimart, as well as residential accommodation and a childcare facility. The first stage of the project was completed with the construction of the Government office building and the new residential building. DOMA Group has commenced the second stage of the development.

Background Information

- The *Whole of Government Office Accommodation Strategy* recommends the development of a Civic hub to accommodate the policy and administrative functions of government, as well as regional satellite offices to accommodate support agencies and service delivery functions.
- 'Omnibus funding' has been provided to transition directorates into the new Dickson and Civic Office Buildings and will be used to undertake building and fit-out modifications, digitisation and records management, ICT infrastructure, communal work points and technology and business change processes to support directorates to transition into the new buildings and new contemporary work practices.

Portfolio/s: Special Minister of State

Treasurer

Government Office Projects – Childcare Centre**Talking points:**

- It is proposed to have childcare centres operate at the two new Government office buildings, being 480 Northbourne Avenue, Dickson and 220 London Circuit, City.
- Both developers for the City and Dickson Office Buildings have been working with the Children's Education and Care Assurance (CECA) to obtain their service approval for the centres.
- The childcare Operator of the Dickson childcare centre, Wonderschool, has advised that they were approved to operate a childcare centre by CECA in early March 2021.
- On 9 March 2021 the operator of the Dickson Childcare Centre, Wonder School, commenced operation with a total of 72 placements for children from 0 to 5 years old.
- The City operator, Montessori Education, are yet to be approved by CECA.

Key Information

- Advice is that the landlords are liaising regularly with CECA to ensure that they are meeting all requirements to obtain the service approval.
- The Treasurer agreed for the Territory to commence negotiations to sub-lease the area previously identified for childcare as space for additional office accommodation. Noting alternate childcare arrangements will need to be secured within close proximity of the Civic Office Building.
- The Treasurer also agreed for a new business case to be brought forward for phase 2 for the 2021/22 Budget following discussions with Capital Airport Group.

Background Information

- Civic landlord is Capital Property Group and Dickson landlord is Doma Group.
- The Agreements for Lease for both of the new City and Dickson Office buildings include the following requirements for each developer:
 - minimum childcare placement requirements; and
 - to deliver an operational childcare centre within six-months of the original Practical Completion date.

Cleared as complete and accurate:	05/05/2021	
Cleared for public release by:	Executive Group Manager	Ext: 75618
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Lead Directorate:	Chief Minister, Treasury and Economic Development	
TRIM Ref:	CMTEDD2021/218	

- The Dickson developer, DOMA, and the childcare operator are seeking approval for 95 placements.
- The Agreement for Lease requires that 90 childcare placements be delivered.
- DOMA have advised that they have lodged an appeal with ACAT seeking approval from the childcare regulator for 95 placements.

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MINISTER STEEL
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11-13 May 2021

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

- Approval for the light rail stage 2A business case was announced in September 2019 and is the first step in continuing the city light rail line to Woden.
- On 24 February 2021 the Federal Government announced that they have committed funding of \$132.5 million towards Light Rail Stage 2A.
- The ACT Government received approval on the EPBC with conditions from the Department of Agriculture, Water and the Environment on 2 February 2021; an important milestone in progressing Stage 2 of light rail to Woden.
- With the EPBC approval received, the next steps are to obtain the required planning approvals, including a Territory Development Approval and National Capital Authority (NCA) Works Approval, and then commence the procurement and construction of the project.
- After a competitive tender process and extensive evaluation, AECOM has been appointed Project Design and Technical Advisor for Canberra Light Rail Stage 2A and Stage 2B. On 13 April 2021, Major Projects Canberra signed the Technical Advisor Services Contract with AECOM.
- 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 Projects.
- AECOM will also provide ongoing independent technical advice throughout construction to ensure all work meets the highest standards.
- Under the Parliamentary Agreement, commitments were given to exploring the feasibility of the extension of the system to Mawson. Studies have commenced to explore the feasibility with the report due in mid 2021.
- Service location works:
 - Work is being carried out to identify and confirm the locations of utility services in the project footprint between the City and Commonwealth Park.
 - Information about the utility services (locations, sizes, type, material and so on) will be used in the development of the project design and help to reduce the risk of potential disruptions to services during early works and construction.
 - These investigation works are expected to be carried out over the coming months and are anticipated to conclude in mid-2021.

- Light Rail Stage 2 will be the most complex infrastructure project undertaken in the ACT. Before contracts are entered into we need to ensure approvals are in place, technical challenges have been resolved, contract terms are appropriate and stakeholders have been fully consulted.
- The Federal Government has committed \$137 million to upgrade the Commonwealth Ave Bridge. The NCA will be responsible for the project, when completed it is expected to increase the load-bearing capacity of the bridge so it can handle current traffic and future expected volumes.
- Close collaboration across these initiatives will be important in order to minimise the disruption to road users during the construction period and to ensure the design of both projects are complementary– and I look forward to the ACT Government and the NCA, working closely together to integrate planning, design and delivery activities for these important projects. Close cooperation on both projects is already underway.

Expected Project Timelines

- Major physical works for Stage 2A will begin with utility relocations later in 2021 and the raising of London Circuit from 2022. Raising London Circuit is an important enabling road upgrade that will create an at-grade intersection for light rail vehicles to move through on their way from London Circuit to Commonwealth Avenue.
- Construction of Stage 2A is expected to take around two years. We are working hard to complete the early and enabling works, including raising London Circuit, so that breaking ground for Stage 2A can commence in 2024.
- The final delivery timeline will be subject to receiving Works Approval from the NCA and signing a contract with our delivery partner.

Communications and Stakeholder Engagement

- Regular project updates and construction notifications have been distributed along the 2A route and around Sandford Street.
- As we progress detailed design and the next stage of approvals for stage 2A (which includes applying for Works Approval and Development Applications), MPC will be seeking feedback from the community on various project aspects.
- Opportunities for feedback and when consultation will occur will be promoted through the ACT Government YourSay page, via our project updates/Electronic newsletters and at face to face pop up consultation events.
- In the coming months we will be out in the Light Rail 2A community to provide more information about the project and gain a better understanding of local business operations within the project footprints.
- The Community Reference Group met on 22 April 2021 to provide project updates and gain feedback from local community groups.

- The ACT Government released the Stage 2A Project fly-through to provide the community with a indicative visual understanding of the project after construction. This is available on YourSay and was shared on ACT Government social media pages.
- A media event was held on 28 April to announce the successful tenderer, AECOM as the appointed Project Design and Technical Advisor for Canberra Light Rail Stage 2A and Stage 2B.
- Additionally, an indicative project timeline was released that outlines the project's next steps, this is available on YourSay.

Light Rail 2B:

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

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

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

Power systems

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

Portfolio/s: Transport and City Services

Raising London Circuit

Talking points:

- Raising London Circuit is a major road project that provides an important foundation for extending light rail to Woden. It underpins light rail design work, ensures there is seamless integration of light rail infrastructure and provides a level and more accessible intersection for light rail and its passengers.
- Raising London Circuit will also provide better pedestrian connectivity between the City and the Acton Waterfront. It will complement City Renewal Authority activities in the City.
- Raising London Circuit involves changing the current split-level, overpass-underpass configuration into a more pedestrian and cyclist-friendly intersection, by raising the road level on either side of Commonwealth Avenue.
- Raising London Circuit is a key enabling works project for Light Rail Stage 2A, providing the means for the Light Rail to transition from London Circuit to Commonwealth Avenue.
- Broadly, the scope of this project includes:
 - The raising of the London Circuit roadway on the east and west side of Commonwealth Avenue to create an at-grade intersection with Commonwealth Avenue thereby replacing the grade separation that is currently in place;
 - Road pavements, kerbs, footways, street lighting and urban landscaping elements, including tying in to side-streets and existing frontage developments and undeveloped sites;
 - Relocation and protection of utilities and services that traverse the extents of London Circuit between Edinburgh Avenue on the west side of Commonwealth Avenue and Constitution Avenue on the east side. This will include diversion of certain utility and watermain infrastructure around Vernon Circle;
 - Stormwater and drainage infrastructure including attenuation infrastructure on London Circuit; and
 - Light rail infrastructure (other than road-base material), will not be included in the scope of this works package. However, it is required that space-proofing for light rail infrastructure is assured and that its subsequent implementation will be with the minimal amount of disruption to the built infrastructure as is necessary.
- The construction period for raising London Circuit is intended to take approximately 24 months with initial works expected to commence in late 2021, subject to National Capital Authority planning approvals.

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Cleared for public release by:

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Contact Officer name:

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Lead Directorate:

Major Projects Canberra

- Through the 2020-21 budget, the government will invest \$2.1 million this financial year to further progress the design of Raising London Circuit as part of Light Rail Stage 2A early works.
- Funding has been fully provisioned to deliver this project, however the funding profile has not been released at this stage to ensure the Territory receives a value for money outcome in the future procurement process.

Key Information

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

Portfolio/s: Transport

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

Talking points:

- The ACT Government is progressing plans to bring the benefits of light rail to Mitchell. Funding is secured and construction has commenced on a new light rail stop to better service the area's growing business district.
- Last financial year the ACT Government committed \$150,000 to design a light rail stop for Mitchell. Further to the funding already earmarked by the ACT Government for this project, additional stimulus funding announced by the Australian Government allowed us to progress from design to construction.
- Commonwealth funding represented approximately half of the cost to deliver the stop and enabled the Territory to finalise project arrangements, including final costs. The Territory matched the Commonwealth funding to deliver the project.
- The light rail stop in Mitchell is under construction immediately south of the Sandford Street intersection with Flemington Road. It will be similar in design to other island stops along the light rail alignment.
- First works were commenced by Canberra Metro on 6 December 2020 with the new stop expected to become operational in the second half of 2021.
- The second of the two system shutdowns to undertake work on the Sanford Street Stop has been finalised. Replacement services were arranged by Transport Canberra and City Services on both occasions. Remaining works will now revert to being carried out during engineering hours and during the day, with no further service shutdowns planned.
- Engagement commenced early with the local traders in Mitchell to support them during the project's construction phase. Local knowledge and lessons learnt during Stage 1 were used to enhance communications strategies and advise construction schedules and plans.

Background:

- Light Rail Stage 1 has 13 stops from Gungahlin to City, including two stops in the Mitchell area on Flemington Road, being:
 - 'Well Station Drive'; and
 - 'EPIC and Racecourse'.
- In planning for locations of light rail stops for Stage 1, the Government analysed current and projected demand along the route, together with a technical assessment focused on defining stop locations. Criteria such as access to stops and connectivity with the local population were taken into account as part of this process.

- The Government recognised that Mitchell is a growing area and will be positively impacted by the growth of Gungahlin as a whole. With this in mind, the Project Agreement for Light Rail Stage 1 required Canberra Metro to design and construct light rail with a provision for an additional stop immediately south of the Sandford Street-Morriset Road intersection, with Flemington Road to be constructed in the future.
- Given the strong patronage on the light rail system and responding to community feedback, the Government made the commitment to deliver the Mitchell stop as early as possible.
- In the 2019-20 Budget the Government provided funding to deliver a light rail stop at Mitchell. Capital funding was provided across the 2019-20 and 2020-21 financial years. This followed funding in the 2018-19 Budget to support contract review and detailed design of the stop at Mitchell.
- Transport Canberra and City Services Directorate are separately delivering a shared path along Flemington Road, providing better and safer access between Franklin and Mitchell, particularly to and from the Mitchell commercial precinct and the light rail stops.

Portfolio: Transport

ISSUE: Light Rail City to Woden – EPBC Referral

Talking points:

- Major Projects Canberra (MPC) submitted referrals for the project under the Commonwealth's *Environment Protection and Biodiversity Conservation Act* (EPBC Act) – City to Commonwealth Park (2A) and Commonwealth Park to Woden (2B).
- The EPBC Act is administered by the Australian Government Department of Agriculture, Water and the Environment (DAWE). Prior to 1 February 2020, administration of the EPBC Act was by the Department of the Environment and Energy (DoEE).
- On 13 January 2020, the ACT Government received notice from DoEE that Stage 2A was a controlled action with the process to be assessed on preliminary documentation.
- On 16 January 2020, the ACT Government received a notice from DoEE that Stage 2B was a controlled action with the process to be assessed by environmental impact statement.
- EPBC preliminary documentation was lodged with the DAWE on 6 May 2020. MPC received a response from the Department and lodged a response on 27 July 2020 to address the comments provided.
- The preliminary documentation considers the socio-economic impacts and benefits of the project, along with areas of Commonwealth environmental significance. The preliminary documentation was available for public consultation for an extended 20 business days between 14 August and 14 September 2020.
- All comments received were managed by MPC and a response was lodged on the 13 November 2020 with DAWE, along with the preliminary documentation, to make a final determination on the project. The Submissions Report was placed on public exhibition for information.
- The ACT Government received approval with conditions from DAWE 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.
- MPC is in the process of preparing the GSM Plan and procuring Biodiversity offsets. Completion of these activities is expected by the middle of this year, enabling works to commence (subject to receipt of other planning approvals, DA and WA).
- Prior to the commencement of the main works, the approval specifically allows for the completion of preliminary investigations and other works.

- We will continue consultation with all stakeholders as the project develops, ensuring that we provide the best outcomes for our community now and well into the future.

Background Information

Stage 2A Referral Decision

- 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.

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 “Environmental Impact Statement” (EIS).
- This is the expected outcome. The assessment process for Stage 2B is more extensive than Stage 2A, reflecting the complexity of issues to be considered.
- On 11 March 2020, the 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.
- MPC will further develop project design and prepare the Draft EIS for submission to the department and public exhibition.
- 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.

Public Notification

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

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Cleared for public release by: Executive Group Manager
Contact Officer name: Ashley Cahif Ext: 51212
Lead Directorate: Major Projects Canberra

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

Portfolio/s: Transport

ISSUE: Light Rail Stage 2 Delays

Talking points:

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

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Cleared for public release by: Executive Group Manager Ext: 55466

Contact Officer name: Ashley Cahif Ext: 51212

Lead Directorate: Major Projects Canberra

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

Key Information

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

Portfolio/s: Transport**ISSUE:** **Light Rail Stage 2 – Slovenian Club****Talking points:**

- The Slovenian Club is located at 19 Irving St, Phillip, adjacent to the proposed Light Rail Stage 2B corridor, and the Inter Town Public Transport Route.
- The Church of Pentecost Australia building, also located on the site, is hard against the boundary adjacent to the proposed Stage 2B rail corridor. It is a constrained area with respect to drainage, utilities and potential future pedestrian/active travel conflicts.
- Around May 2018, the light rail team, then part of Transport Canberra and City Services, became aware that an application had been made to renew the lease of the site.
- Given the potential conflicts with the rail corridor and potential need for a construction compound in the area, in July 2018 the light rail team had recommended that the lease not be renewed.
- Since this time, there has been further consideration of this matter, noting that design of the light rail system at this location is at a very early stage. Although the site is constrained, Major Projects Canberra (MPC) has determined that it may be possible to construct the light rail system without encroaching upon the site.
- This matter will not be able to be determined with certainty until further technical investigations are undertaken as part of more detailed design for Light Rail Stage 2B.
- MPC contacted the Slovenian Club on 12 August 2020 to arrange a stakeholder meeting on this matter. The Slovenian Club advised once the association were in a position to consider the information provided they would be in contact. MPC is yet to receive any further correspondence from the Slovenian Club.
- Environment, Planning and Sustainable Development Directorate (EPSDD) advised in a letter to the Slovenian Club dated 22 July 2020:

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

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

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

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

Portfolio/s: Transport**ISSUE:** **Light Rail Stage 2 – 2020-21 Budget business cases****Talking points:**Raising London Circuit

- The ACT Government brought forward funding of \$2.1 million to 2020-21 which was previously provisioned in the Territory Budget for expenditure in 2021-22 and 2022-23.
- The funds will be used to progress design of the 'Raised London Circuit' component of the Light Rail Stage 2A project. This will provide enhanced pedestrian connectivity between the City and the Acton Waterfront, as well as facilitate the delivery of light rail to Woden.
- EPBC Approval of Light Rail Stage 2A, including the '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.

Mawson Viability

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

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Cleared for public release by: Executive Group Manager

Contact Officer name: Ashley Cahif

Ext: 51212

Lead Directorate: Major Projects Canberra

ISSUE: Budget Bid Payment - Canberra Metro**Talking points:**

- Major Projects Canberra (MPC) entered into negotiations in August 2019 with Canberra Metro to deliver Light Rail Stage 2A (LRS2A). On 30 March 2020, MPC executed an Augmentation Agreement with Canberra Metro for Canberra Metro to:
 - Undertake LRS2A design and development; and
 - Undertake activities to develop an offer for construction of the LRS2A rail system.
- Under the Augmentation Agreement, Canberra Metro were paid approximately \$15 million to undertake design development activities pursuant to Work Orders.
- As such, under the Augmentation Agreement, Canberra Metro's bid costs were to be paid, up to a cap of \$5 million, if the ACT Government terminated the process or did not accept an offer by 31 December 2020.
- In mid-2020, the Territory agreed that no contracts for LRS2A would be entered into due to the risks associated with the global uncertainty in the infrastructure sector as a result of COVID-19, and to ensure Canberrans get value for money in the contract.
- MPC has now paid the Canberra Metro invoice for bid costs of \$5 million.
- This is current market practice in Australian large scale and complex infrastructure projects, and recognises the significant costs incurred by the private sector in bidding potentially acting as an impediment to participation in bidding for large infrastructure projects.
 - A recent example of bid cost reimbursement is the North East Link Project in Melbourne, unsuccessful bidders were entitled to up to \$50 million of bid costs and the Metro Tunnel Project entitled unsuccessful bidders to up to \$15 million of bid costs.
- Importantly:
 - This payment does not represent a 'profit' for Canberra Metro. It reimburses Canberra Metro (up to the \$5m cap) for costs it genuinely incurred in developing a proposal for Light Rail Stage 2A in consultation with the ACT Government. Canberra Metro has provided justification and supporting evidence for these costs; and
 - The payment is for work that continues to be of value to the Territory, noting that design and other activities are continuing off the back of the proposal work undertaken earlier by Canberra Metro.
- The Territory has now recommenced negotiations with Canberra Metro following the Commonwealth's funding announcement and with the project risks associated with COVID-19 more fully understood.

- This is a notifiable invoice and will be listed on the notifiable invoices register.
- Project costs will not be released at this stage. This is to assist the ACT Government in achieving the best outcome possible. The ACT Government expects to release project costs once commercial negotiations are complete.

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 was lodged on the ACT Notifiable Contracts Register on 28 April 2021.
- The contract runs until June 2025 with options for further extension.
- We look forward to working with AECOM to bring the design for Canberra Light Rail Stage 2A and 2B to life.

Costs

- It is expected that the value of the work to undertake the design of LRS2A and LRS2B could be up to \$93 million for both Stage 2A and 2B over the contract term of 5 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 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, Light Rail Stage 2A and the Environmental Impact Statement studies for Stage 2B, with a view to submitting the Works Approval and Development Approval for the LRS2A Project later this year.

Portfolio/s: Treasurer

Skills

ISSUE: CIT Campus – Woden Progress Update**Talking points:**

- On 28 November 2019, the ACT Government announced that a new CIT campus will be built in the Woden Town Centre. This new, modern CIT campus will be a dedicated teaching and learning campus and complement a new passenger-friendly public transport interchange to be situated on Callam Street.
- On 24 August 2020, the Chief Minister and I announced that the ACT Government had formally approved the CIT Campus – Woden Business Case, which marks a significant milestone and major step-forward for the project.
- CIT Woden Campus will be a VET technology and service skills learning precinct, delivering courses to prepare students for roles in industries such as business, cyber security, IT, creative industries, hospitality and tourism.
- 6500 students will attend the CIT Woden Campus each year, which will benefit local business and industry whilst providing students with a contemporary and dynamic educational environment.
- The government is investing in the order of \$250 million to \$300 million in the new CIT Campus and youth foyer and new public transport interchange and associated works for Woden.
- More than 520 jobs are expected to be created during construction alone, in addition to the teaching and learning jobs that will be offered once the facility is operational.
- CIT Campus -Woden Project comprises of four packages of development works:
 - Package 1 - Woden Bus Layovers and ancillary roadworks;
 - Package 2 - Woden Transport Interchange including capacity for future Light Rail;
 - Package 3 - CIT Campus-Woden including a Youth Foyer and urban realm development; and
 - Package 4 - Yurauna Centre at CIT Bruce Campus.
- Upgrades and improvements planned for local roads and intersections will improve bus, car and active travel movement, while supporting the new Woden public transport interchange. Improvements will include new traffic signals at nearby intersections, improvements to intersections and the addition of pedestrian crossings to promote more active travel movements in the area.

- To support the operations of the new Woden Public Transport Interchange, two new bus layover areas will be constructed on Launceston and Easty Streets.

Procurement

- As part of the next design development stage, interest was sought from architecture and engineering firms through an open tender process to work closely with and provide advice to the ACT Government.
- 11 submissions were received from consortia of architectural and engineering firms, with the tender being awarded to the Arup/Hayball consortia on 12 November 2020.
- An expression of interest was advertised on 11 March 2021 for responses from pre-qualified Contractors for the Design and Construction (D&C) of the new CIT Campus at Woden which will include a 20 bed Youth Foyer on the site. Respondents will be shortlisted to Tender for the D&C works in July 2021.
- On the 23rd of March, two tender briefings were held, one online and another at the Hellenic Club. Both briefings were very well attended with over 34 different organisations interested in obtaining further information on the scope of works for Package 3 (the CIT Campus). Initial feedback was that the briefings were comprehensive and provided clarity on the scope of works. Those wishing to obtain further information are able to contact the project team through tendersACT using the Request for Information process.

Planning Approvals Process

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

Portfolio/s: Skills/Transport

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

Talking points:

- In mid-January 2021, the Development Application (DA) was submitted for the new Woden public transport interchange.
- Consultation was extended until 16 April 2021 so the community had a greater opportunity to view and comment on the design for:
 - The new Woden public transport interchange on Callam Street;
 - New bus layovers on Launceston and Easty Street; and
 - Upgrades and improvements to local roads and intersections.
- Upgrades to bike paths, footpaths and other active travel routes are also a component of these works, reflecting the ACT Government's commitment to connecting people to our local and regional centres and continuing to grow Canberra as a truly sustainable city.
- In December 2020, Major Projects Canberra completed formal Pre-DA public consultation for the new Woden public transport interchange with community members, local business, future users of the site (such as bus drivers, CIT trainers, assessors and students) and other key stakeholders.
 - More than 650 members of the public were consulted, 21 detailed stakeholder briefings and 11 community information pop-ups were held, and 183 responses to our online survey were received. There were also 1236 visits to the CIT virtual consultation room.
 - The findings of this consultation are published in a 'What we Heard' report available to view or download on the [YourSay website](#).
 - We are responding meaningfully to each of the key points of feedback that we received from the public:
 1. We heard that the community values protection from the elements, including shading for hot summer days and spaces to stay warm in winter while waiting for public transport.

Response: The design of the canopies for the new Woden public transport interchange is currently being finalised. It incorporates the community's desire for protection from the elements. Further detail will be released prior to construction starting on the new public transport interchange.

Landscaping, screening and wind tunnel issues are also being considered to allow for Canberra's summer and winter.

'Smart' technology, such as electronic timetables, will be included in the new transport interchange, reducing passenger wait times.

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Cleared for public release by:

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Lead Directorate:

Major Projects Canberra

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2. We heard the community values green space and landscaping, including grassed areas, garden spaces and large trees for shade.

Response: The project will significantly increase green space including tree canopy from its current condition using the guidelines set out in 'Canberra's Living Infrastructure Plan, 2019', which outlines the ACT Government's ambition of urban areas striving to achieve 30 per cent coverage of tree canopy or a tree canopy equivalent (such as green roofs, shrub beds, wetlands and rain gardens) by 2045. The CIT Woden campus project site currently has 16 per cent canopy coverage, and this will be increased to 21 per cent.

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3. We have heard the community's feedback that the new public transport interchange on Callam Street will increase the walking distance to Westfield for the elderly, people with disabilities, and others.

Response: The addition of the pedestrian-friendly east west boulevard linking the new transport interchange, Woden Town Square and Westfield, as well as improved wayfinding, will add to the usability and accessibility of the new transport interchange. The design principles for the CIT Campus Woden facilities refers to the ground floor plane of the Campus building/s as being transparent and porous allowing easy and clear access through the buildings as they front Callam Street and then through the building/s towards Westfield.

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4. We heard that the community want to feel safe when using public transport.

Response: Safety and security are key priorities of this project. Better lighting, more staff and CCTV, and clear lines of sight providing better passive surveillance are all features of the new Woden public transport interchange and CIT campus.

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5. We heard the community's feedback that the closure of Callam Street to private vehicles will place traffic pressure on nearby roads.

Response: The project team is considering all options to ensure traffic, pedestrians and cyclists can move easily through Woden after Callam Street is closed; this includes the possibility of a new shared connection that would link Bowes and Bradley Streets.

While further analysis is undertaken on this possible connection, if it were to be installed it would be a safe, shared zone giving priority to pedestrians with a similar look and feel to Bunda Street in the city. The possible connection would not cater to large numbers of cars, but would help with the movement of local traffic while also ensuring safety for CIT students, commuters and the public.

- This public consultation period supports the DAs for the new Public Transport Interchange, Bus Layovers and associated works were submitted in mid-January 2021 and closed on the 16 April 2021.
- We will continue to seek community and key stakeholder feedback as we move into the planning approvals process for the new CIT campus later in 2021. This will include feedback into the boulevard linking the interchange and Westfield, as well as the CIT campus design, functionality and green space. We will also ensure the community and stakeholders have input into the design and landscaping of a proposed new pedestrian priority shared zone connection between Bowes and Bradley streets.
- 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 but could be realised in planting, wayfinding, artwork and incorporation of stories into design. Best practice engagement methods are being utilised to ensure that this consultation is meaningful.

Previous Community Consultation

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

Portfolio/s: Skills

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

Talking points:

Site Location

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

Lovett Tower and Borrowdale House

- Lovett Tower and Borrowdale House were not considered to be suitable locations for the new CIT facility as adaptive re-use of ageing office infrastructure does not provide the same opportunity to deliver a customised smart-learning environment which supports world-leading educational outcomes.
- Major constraints for the adaptive re-use of these facilities include small floor plates, low ceiling to floor heights, limited connectivity between floors beyond lifts, and a small land area limiting the opportunity to produce a campus feel. The combined site area of Lovett Tower and Borrowdale House is only 3,200m², compared to over 11,000m² for the preferred site option.

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

Portfolio/s: Transport**ISSUE: WODEN PUBLIC TRANSPORT INTERCHANGE – Progress Update****Talking points:**

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

Procurement

- As part of the next design development stage, interest was sought from architecture and engineering firms through an open tender process to work closely with and provide advice to the ACT Government.
- 11 submissions were received from consortia of architectural and engineering firms, with the tender being awarded to the Arup/Hayball consortia on 12 November 2020.
- The new Bus Layover and Ancillary Roadworks package of work – Package 1 has proceeded to public tender to pre-qualified tenderers at the end of January 2021. Tenders closed in mid-March 2021 with construction planned to commence in May 2021. Completion of these works is due in September 2021.
- The new Transport Interchange package of work – Package 2 – proceeded to select Request for Tender stage in mid-February 2021. Tenders closed in April 2021 with construction planned to commence in June 2021. This package of the project is planned for construction completion by the end of March 2022.
- An expression of interest was advertised on 11 March 2021 for responses from pre-qualified Contractors for the Design and Construction (D&C) of the new CIT Campus at Woden which will include a 20 bed Youth Foyer on the site. Respondents will be shortlisted to Tender for the D&C works in July 2021.
- On the 23 of March, two tender briefings were held, one online and another at the Hellenic Club. Both briefings were very well attended with over 34 different organisations interested in obtaining further information on the scope of works for Package 3 (the CIT Campus). Initial feedback was that the briefings were comprehensive and provided clarity on the scope of works. Those wishing to obtain further information are able to contact the project team through tendersACT using the Request for Information process.

Planning Approvals

- The Development Application (DA) for the Bus Layover and Ancillary Roadworks was lodged in mid-January 2021, the public notification period was extended at the request of the Woden Community Council, and concluded in April 2021.
- The DA for the Transport Interchange was lodged in mid-January 2021 and was concluded in April 2021.
 - Public representations were received by Environment, Planning and Sustainable Development Directorate.
 - An Estate Development Plan for the new CIT Campus-Woden on the current Woden Bus Interchange site was submitted for Agency Review in mid-January 2021.
- DAs for the CIT Campus-Woden building development are planned for submission by the D&C Contractor following contract award, in approximately May 2022.

Portfolio/s: Skills**ISSUE: CIT Campus Woden – Sustainability Strategy****Talking points:**

- The CIT Woden Campus project intends to lead by example on climate change and has committed to a range of ambitious sustainability goals.
- A sustainability strategy is developed which outlines how the project intends to deliver on the Territory's policy targets such as the Welbeing Framework, Climate Change and Transport strategies.
- Sustainability performance is a key criteria embedded in the designs of the CIT Woden Campus project including the following initiatives:
 - the building will be all-electric supporting the transition away from fossil fuels.
 - best practice energy and water efficiency design features and fittings including high performance façade to minimise resource consumption and maximise thermal comfort.
 - best practice waste management through both construction and operations including consideration for an onsite organics capture and reuse system.
 - targeting onsite solar photovoltaic capacity to cover 15% of the building's electricity consumption, linked to an onsite microgrid enabling electricity storage.
 - a range of water sensitive landscapes on the ground floor, rooftop and terraces will maximise living infrastructure and associated social, economic, and environmental benefits. This includes edible indigenous community gardens for CIT teaching and learning activities.
 - improved urban realm and green space aiming for over 23% of footprint to be urban realm and public space, with a key focus on improving the walkability to and through the campus, by increasing greenery, landscaping and other placemaking treatments.
 - working towards a 30% urban tree canopy across the project site with a net increase in tree canopy cover.
 - a range of smart campus inclusions enabling proactive building management systems and enabling visibility to occupants and visitors of sustainability achievements.
 - a best practice end of trip facility providing secure bicycle storage, lockers, and showers for a significant proportion of students and staff each day.

- colocation at the new transport interchange providing staff and students with a range of options to choose a sustainable transport mode for journeys to campus
- best practice occupant health and wellbeing initiatives through the application of the WELL rating tool; a performance based system that measures, monitors and certifies features of the built environment that impacts human health.
- Achieving high social and environmental sustainability outcomes is expected to result in ongoing reduced operating and maintenance costs, through reduced water and energy consumption. The campus will be high profile and showcasing sustainability is a key educational goal.
- The project is currently in design stage and scheduled for construction to commence in 2022.
- There is strong community and stakeholder support for setting ambitious sustainability goals for both the construction stage and the operations of the new campus.

Background

- Sustainability targets and achievements will be set and verified through the industry recognized Green Building Council of Australia - Green Star Buildings rating tool.
- The Green Star strategy adopted for the project is a minimum target of a 5 Star Green Star Buildings rating to encourage innovation and best practice across a broad range of social and environmental sustainability categories.
- The project is testing the use of a carbon calculator tool through its procurement and construction program. The tool requires tenderers to state the material impact expected from construction and plan for managing greenhouse gas emissions intensive materials (such as concrete). This tool is also used to calculate the greenhouse gas emissions of the operational aspects of the tenderer's as they apply to the project. This tool will be used as the basis for monthly reporting by the successful tenderer to enable the project to monitor its environmental impact and CO2 emissions from construction.

Portfolio/s: Skills

ISSUE: CIT Campus Woden – Electronic Vehicle (EV) Charging Infrastructure

Talking points:

- ACT's Government is committed to all newly leased ACT Government passenger fleet vehicles to be zero emissions from 2020-21.
- The new CIT Woden campus will have 72 spaces in total in the basement carpark, with provision made for 22 to be allocated with EV charging capacity and two of those spots with rapid charging capacity.
 - 10 of the total 72 car spaces will be allocated to the CIT fleet and the remaining for general CIT Staff parking (to be allocated at CIT's discretion).

ISSUE: CIT Campus – Parking

Talking points:

- The onsite parking to be provided as part of the CIT Campus Woden project will be in line with the CIT Campus Woden Business Case endorsed by the ACT Government.
- There will be basement parking and site/building services accommodated beneath the Callam Street wing for 72 vehicles and five vehicle parking spaces at surface level for the youth foyer.
- This level of carparking provision within the project is supported by the City, Town Centre and Dickson Parking Analysis – 2019 Surveys, which identifies 7,550 spaces available throughout the town centre (refer to figure below).
- The majority of public parking is provided around the Woden office areas and Westfield Woden to support the highest concentration of workers and centre visitors. As of 2019 (pre- COVID-19), the overall parking utilisation peaks at 80%. Based on the number of developments currently being planned, the overall number of carparks is expected to drop to approximately 7100 (approx. 6% reduction) by 2025, irrespective of this development.

Type	Number of spaces	Percentage of overall spaces	Number of carparks
Westfield	2,050	27%	3
Other Private	1,300	17%	4
ACT Government – Off-street spaces	2,750	36%	17
ACT Government – On-street spaces	1,450	19%	n/a
ACT Government - Total	4,200	56%	17 + on-street
Woden Total	7,550	n/a	24

*Figure 1: Overall number of public car parking spaces by operator, 2019. City, Town Centre and Dickson Parking Analysis - 2019 Surveys. * Number of carparks refers to carpark banks that are located around Woden.*

- Major Projects Canberra will continue to engage with the surrounding community including Westfield and the Hellenic Club, to ensure the provision of parking in the area meets the needs of the community.
- Active Travel infrastructure and links will help to connect the community to the new CIT Campus, and meet the requirements of the new campus obtaining a Green Star Design and As Built Performance, new 2020 version now termed Green Star Buildings 5* (Australian Excellence). Green Star is an internationally recognised sustainability rating system which is helping to improve environmental efficiencies in

buildings, boosting productivity, and improving the health and wellbeing of occupants.

- In order to meet the provision of bicycle amenity and parking within the Green Star rating, the campus will require approx. 160+ bike parking spaces as part of broader end-of-trip facilities that are to be provided within the campus.
- Outside the campus the project is introducing to the precinct, two secure TCCS bike storage facilities around the Public Transport Interchange for transport patrons. These facilities will further enhance the capacity of bike amenity.
- The new CIT Campus Woden will be situated directly adjacent to the Woden Transport Interchange and the future light rail terminus station. Which will help staff and student access hundreds of different bus services each day.
- This public transport infrastructure aligns with the new and enhanced pedestrian and bicycle connections surrounding the site, is anticipated that the new campus will meet the Environment, Planning and Sustainable Development Directorate's Parking and Vehicular Access General Code case by case requirements, which states (page 1); *The parking provision rates take account of factors such as the availability of public parking and the potential for relevant shared parking with neighbouring developments, accessibility of the location to public transport, and relevant transport, economic, social and environmental policies, such as travel demand management measures.*

Portfolio: Health**ISSUE: Critical Services Building****Talking points:**

- The Canberra Hospital Expansion Project will deliver increased capacity across Canberra Hospital's adult intensive care, paediatric intensive care, surgical, coronary care and emergency services.
- The new facility will be constructed as an integrated building creating the heart of the hospital campus and will be connected to other hospital functions through public, clinical and logistical transfer links.
- At approximately 43,000m², the new facility will enable a bigger, better Canberra Hospital to meet the needs of our growing city and region. It is the largest healthcare infrastructure commitment ever undertaken by the ACT Government.
- The new **Intensive Care Unit (ICU)** will provide 60 beds and will include:
 - four dedicated paediatric beds
 - family zones that will provide families with children in the ICU access to a support area, including a lounge and play area
 - a multi-purpose therapy space to provide early, integrated rehabilitation which assists with patient's recovery
 - a dedicated pod of beds, which can be converted into a complete isolation pod in the event of an infectious threat; and
 - dedicated critical care bays, which will enable high-end, complex interventions, reducing the need to transfer these patients.
- The expansion will see 22 new **theatres**. This will include state-of-the-art hybrid and interventional radiology theatres to allow the latest advances in medical technology to be used.
- The **Coronary Care Unit** will include:
 - 32 acute cardiac care beds, including bariatric and isolation beds
 - Four Cardiac Catheterisation Laboratories, including one Hybrid 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 – 72 more than currently available at Canberra Hospital. In addition, the new ED will include a separate dedicated paediatric stream.
- The new facility will add to the **medical imaging facilities** available at Canberra Hospital, with:
 - Four X-ray rooms – one with Orthopantomogram;
 - Three CT Scanners;

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Cleared for public release by:

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Lead Directorate:

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- Two Ultrasound Rooms;
- One Ultrasound Procedure Room; and
- Two MRIs (including one Intraoperative MRI).
- The provision of 12 **ambulance bays**, including nine patient drop-off/operational bays and three ambulance parking/waiting bays. The CHE Project team are exploring a further four parking/waiting bays, including one emergency vehicle parking space to assist in custodial transfers. The team are also exploring a future second entrance/exit to the Ambulance Bay.
- The Critical Services Building will include two additional wards providing 64 **surgical inpatient beds** and storage spaces for important healthcare equipment with an overall total of 156 inpatient beds.
- Relocation of the hospital's **helipad** to the northern end of the Critical Services Building's rooftop. This location has been selected as it provides the essential clinical connection with the new building, improving helicopter operations.

Family Focused Design

- Research shows that when people can freely use outdoor areas, agitation and aggression reduce, and rehabilitation, recovery and independence are promoted.
- With this in mind, key design elements of the new facility include a focus on meeting the needs of both patients and staff through access to indoor and outdoor areas for relaxation and quiet reflection as well as places where families can gather together and socialise.

Connection to Country

- The Critical Services Building frames views to mountains, responds to the palette of natural flora and surrounding geological landmarks as well as creating enjoyable landscaped courtyards within the hospital campus. The CHE Project Team are working with both the Canberra Hospital's Aboriginal and Torres Strait Islander Reference Group and the United Ngunnawal Elders Council to ensure the new Critical Services Building embodies a connection to country.

Portfolio: Treasurer

Health

**ISSUE: Canberra Hospital Expansion Project – Progress
Update/Stakeholder Engagement****Talking points:****Main Works Update**

- The delivery of the state of the art emergency, surgical and critical care building remains on track for 2024.
- The public notification period for the Main Works Development Application has now commenced and will run for 6 weeks, closing on 18 June. The public are able to access the DA documents through Environment, Planning and Sustainable Development Directorate's DA website and searching either under the suburb of Garran (Block 1 Section 58) or through DA number 202138534.
- We welcome the community's input on this significant investment in health infrastructure for the ACT.
- Following the Public Notification period, it is expected that the final design and construct offer will be submitted in late May this year.

Ambulance Access off Palmer Street

- The current design separates the ambulance and logistics vehicle access to the new Critical Services Building (CSB) to reduce conflict and maintain operational efficiency. The introduction of a dedicated ambulance entry point to the CSB will eliminate current traffic conflicts between emergency vehicles, pedestrians, and private vehicles at the Yamba Drive entrance.
- A dedicated entrance, with the correct ramps and grades to efficiently service the new CSB will ensure the ACT continues to deliver the best performing ambulance service in Australia. Discussion of this dedicated ambulance bay entrance design is ongoing with Garran Primary School and the local Garran community, noting that everyday our trained emergency services drivers navigate through residential areas and school zones across Canberra.

Enabling Works Update

- We have continued to make excellent progress in the series of works required to enable the demolition of Buildings 5 and 24. Demolition of these buildings is required to facilitate the construction of the new Critical Services Building.
- Relocation of in-ground utilities along Hospital Road have now been completed. Multiplex are continuing their investigative works, including locating existing inground services, as part of the Early Works package for the Critical Services Building.

Child at Risk Health Unit (CARHU)

- The works for this important community health service were completed in March 2021, with the space occupied in early April 2021.

Building 4

- The refurbishment of Building 4 has been completed, with the ANU Medical School and University of Canberra clinical training facilities relocated and modifications to the CHS Library.

Building 8

- The new Building 8 will provide upgraded facilities for the Canberra Sexual Health Centre and other key tertiary teaching and training facilities on the campus and remains on track for construction completion in late May and occupation in June 2021.

Building 9

- We have just completed minor refurbishment of Building 9, which has provided a much needed facelift to the campus accommodation.

Temporary carpark

- The contract for the design and construction of the temporary carpark on the former Woden CIT site was awarded to Dale & Hitchcock in September last year.
- The first stage of new car parking spaces is due to be completed in early June 2021. This will provide over 750 car parking spaces for hospital staff and contractors, freeing-up parking spaces on the campus. Stage 2 of the carpark is scheduled for completion in August 2021, and will provide approximately another 380 car parking spaces on that site.

Key information**Program of Delivery**

- A 10-week Pre-Development Application consultation period for the Main Works Development Application occurred from 18 December 2020 to 24 February 2021 through the Yoursay page. This consultation focussed on the detailed designs for the Critical Services Building and the associated public realm.
- Multiplex lodged a Development Application for the design and construction of a Prototype Shed in December last year that closed on 24 February, with no public submissions received. Construction of the Prototype Shed is scheduled to commence in early June.
- In partnership with the ACT Government, Multiplex is preparing to formally open its "Connectivity Centre" adjacent to the Woden Interchange Canberra. The Connectivity Centre is a key element of Multiplex's plans to achieve the ambitious social procurement targets that include 10% of the value of sub-contracted works from Aboriginal and Torres Strait Islander accredited bodies and 30% of its onsite tradespersons from traineeships, apprenticeships and similar programs. This includes apprentices who have been unable to complete their previous apprenticeship from displacement as a result of the COVID-19 health pandemic.

Multiplex successfully utilised a Connectivity Centre for its delivery of the comparable, and recently constructed, Westmead Hospital in Western Sydney. **User group consultation**

- In 2019, the project established 10 specialised user groups to inform the early planning and design for the new facility. The user groups consist of approximately 120 clinicians, support staff, and consumer representatives that provide advice and input into the key aspects of the project's planning.
- Over 200 separate user group workshops with clinicians have already been completed since Major Projects Canberra took carriage for the delivery of the Project in July 2019.
- A number of pop-up public consultation sessions occurred in December 2020. These were held in various locations around Canberra including Manuka, Dickson and Woden. Pop-Ups completed in January include Erindale, Jamison and Kaleen. Pop-Ups completed in February include Chisholm, Lanyon, Gungahlin Marketplace, Kippax and Garran.

Consumer Reference Group

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Lead Directorate:	Major Projects Canberra	

- Targeted design focus workshops have been completed with the Consumer Reference Group and their members in November 2020 and January 2021, with a final sketch design workshop completed on 24 February.
- The Consumer Reference Group is Chaired by a representative of the Health Care Consumers Association and also includes representatives from 12 community organisations.

CHS Aboriginal and Torres Strait Islander Reference Group

- Following feedback on elements sensitive design for welcoming and healing spaces in and around the Critical Services Building, in late October 2020 the Project formalised communication with the CHS' Aboriginal and Torres Strait Islander Consumer Reference Group.
- Chaired by Ms Diane Collins, a Deputy Chair of the Aboriginal and Torres Strait Islander Elected Body and a prominent local community worker with connections to the Wiradjuri and Kamilaroi nations, the Reference Group is made up of representatives from the Aboriginal Liaison Service and Aboriginal & Torres Strait Islander Elected Body.
- Targeted design focus workshops were completed with the Group in November and December 2020, with a further workshop being scheduled with the Hospital Campus Masterplan. The CHE Project team have also presented to the United Ngunnawal Elders Council and will be participating in a NAIDOC Week event on 4 July 2021.

Local Community Reference Group

- The latest meeting of the Consumer Reference Group was held on the evening of 28 April 2021 and included a presentation on arrival and departure points and movement around the Canberra Hospital campus. This included the opportunities and constraints that have informed the current traffic design.
- Key themes to be explored further by the group include urban design and the public realm, parking and local traffic, school access, ambulance access and patient transfers, pedestrian connections through the Canberra Hospital campus to surrounding neighbourhoods, and delivery arrangements around the project site. We are continuing to ask and listen to the concerns of local residents.

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

- The Government has committed to continuing the Canberra Theatre Centre expansion and redevelopment project in the Parliamentary Agreement for this term of Government.
- The ACT Infrastructure Plan released by the ACT Government in October 2019 identifies the Canberra Theatre Centre redevelopment as a government five year priority.
- 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 to private developers, with revenue from the sale to partially offset the cost of building the theatre.
- Construction commencement is anticipated in 2024, however this is subject to resolution of planning matters.
- The ACT Government has been undertaking project scoping, precinct heritage and masterplanning assessments, early design development and commercial analysis as a part of developing a full business case for a new theatre centre that will have the seating capacity and facilities to support large scale national and international concerts, musicals, theatre and dance.
- The new theatre centre will be delivered as part of the City Renewal Authority's broader plan for an Arts and Cultural Precinct.
- The precinct will link together the Canberra Museum and Gallery, the Legislative Assembly building and Civic Square with hotel, retail and commercial facilities. The precinct will become a renewed hub for Canberra's artistic and cultural life, while providing a new attraction for visitors to Canberra.
- The Civic Square Precinct including the Canberra Theatre Centre was heritage listed on 22 September 2020. Detail design of the facility will support the heritage values of the precinct. Architectural heritage consultant, Phillip Leeson Architects has been appointed to prepare a Conservation Management Plan for the Civic Square Precinct, including the exterior of the Canberra Theatre Centre.

Key Information

- The Canberra Theatre site comprises Blocks 18, 20 and 23 Section 19 City. All are identified as Designated Areas and fall under the jurisdiction of the National Capital Authority and require Works Approval for redevelopment.
- On 24 October 2019, the Canberra Theatre Centre Redevelopment was announced as a designated project, determining that the project will be delivered by Major Projects Canberra subject to business case approval.

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Major Projects Canberra

TRIM Ref:

- 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 Supply Bill, \$400,000 ex GST is allocated to progress planning for the project.
- A cross agency steering committee oversees the redevelopment project with representatives from the Canberra Theatre Centre, Cultural Facilities Corporation, artsACT, the City Renewal Authority, Treasury and Major Projects Canberra.

Background

- The current Canberra Theatre was built in 1965, meaning it predates the Sydney Opera House. Designed for a city of 88,000 people, it has a current seating capacity of approximately 1,200.
- Because of the era in which it was built, the theatre lacks the space, facilities, and equipment to accommodate the requirements of modern touring shows.
- Canberra's population today makes our city an attractive market for touring shows and artists. However, the capacity and technical constraints of the Canberra Theatre means some larger touring shows bypass the ACT.
- The 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.

Portfolio/s: Sustainable Building and Construction

Cladding Rectification

Talking points:

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

ACT Government Program

- A review of ACT Government owned buildings has been completed, and the sites of potential risks have been identified. This has involved a multi-stage process that identified, reviewed and assessed all buildings with potentially combustible cladding.
- The audit identified 23 sites requiring cladding rectification works.
- Of these, 21 sites are being progressed through Major Projects Canberra, with two sites within the Education portfolio being progressed directly by the Education Directorate.
- 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 engineering consulting firm, GHD, has developed final designs and more accurate cost estimates for the 21 ACT Government sites. Site inspections have taken place, as required.
- The first round of rectification works have commenced and are aimed to be completed in the middle of this year. This includes 11 of the 21 ACT Government sites being delivered by MPC.
- The main program of works will commence in the financial year 2021-22 with approaches to market to go out shortly.

Private Sector Program

- The ACT Government is creating a 'Government Concessional Loan Scheme' (the Scheme) to support the remediation of combustible cladding across eligible private sector buildings.
- The Scheme will involve a Government concessional loan scheme and is designed to encourage and assist in the remediation of higher-risk potentially combustible cladding on private buildings where their multi-owner nature may otherwise present a practical impediment to the replacement of such cladding.
- Apartment buildings including mixed-use apartment buildings of three storeys or higher will be eligible for the program.
- Phase 1 of the scheme will commence in the 2021/22 Financial Year with support provided by the ACT Government in the form of concessional loans for Owners Corporations to undertake initial testing and engineering investigations. This will enable owners corporations of eligible buildings to understand the cladding related risk of their buildings and the potential costs for remediation.
- Further information on the scheme will be available in mid 2021, including information on eligibility, the concessional loan arrangements, and the application process for building owners corporations.
- As Phase 1 progresses, the ACT Government will consider the best approaches to then encourage and support remediation works as part of Phase 2.
- Engagement with industry associations/representatives has occurred and will continue, to enable industry input to the development of the scheme.

Q+A

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

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

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Privately-owned buildings

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 .

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

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

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

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

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

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

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

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

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

The Government is investigating the development of a panel of project managers specifically for qualified project managers with extensive experience in cladding remediation work, wanting to undertake work under this Scheme. This will not only include the usual quality checks similar to those required under the existing ACT Construction Pre-Qualification Scheme, but specifically assess their direct experience in cladding work and their insurance coverage for cladding rectification work.

Background

Milestones	Date to be completed	
Cleared as complete and accurate:	27/04/2021	
Cleared for public release by:	Executive Group Manager	Ext:55466
Contact Officer name:	Adrian Piani	Ext: 54326
Lead Directorate:	Major Projects Canberra	

1. Public announcement of Scheme details and commencement of education campaign	June 2021
2. Opening of registrations of interest for the Scheme	1 July 2021
3. Opening of full loan applications (subject to Treasury advice)	1 October 2021
4. Reporting back on the levels of take-up of the Scheme	First half 2022
5. Closing of applications for the Scheme	October 2022 (12 months after commencement)
Completion date of the Loan Scheme and receipt of all building reports (where there is sufficient take-up of the scheme):	1 December 2022

Portfolio: Treasurer

Health

**ISSUE: Canberra Hospital Expansion Project – Progress
Update/Stakeholder Engagement****Talking points:****Main Works Update**

- The delivery of the state of the art emergency, surgical and critical care building remains on track for 2024.
- The Territory's delivery partner, Multiplex, submitted the final Design and Construct offer on 24 May, with Major Projects Canberra and the Territory's consultants now assessing the offer.

Development Application

- A 6 week public notification period for the Main Works Development Application has commenced and will close on 18 June. The public are able to access the Development Application documents through Environment, Planning and Sustainable Development Directorate's DA website and searching either under the suburb of Garran (Block 1 Section 58) or through DA number 202138534.
- We welcome the community's input on this significant investment in health infrastructure for the ACT.

Ambulance Access off Palmer Street

- The design separates the ambulance and logistics vehicle access to the new Critical Services Building to reduce conflict and maintain operational efficiency. The introduction of a dedicated ambulance entry point to the Critical Services Building will eliminate current traffic conflicts between emergency vehicles, pedestrians, and private vehicles at the Yamba Drive entrance.
- A dedicated entrance, with the correct ramps and grades to efficiently service the new Critical Services Building will ensure the ACT continues to deliver the best performing ambulance service in Australia. Discussion of this dedicated ambulance bay entrance design is ongoing with Garran Primary School and the local Garran community, noting that everyday our trained emergency services drivers navigate through residential areas and school zones across Canberra.

Enabling Works Update

- We have continued to progress the series of works required to enable the demolition of Buildings 5 and 24. Demolition of these buildings is required to facilitate the construction of the new Critical Services Building.

- Relocation of in-ground utilities along Hospital Road have now been completed. Multiplex are continuing their investigative works, including locating existing inground services, as part of the Early Works package for the Critical Services Building.

Child at Risk Health Unit (CARHU)

- The works for this important community health service were completed in March 2021, with the space occupied in early April 2021.

Building 4

- The refurbishment of Building 4 has been completed, with the ANU Medical School and University of Canberra clinical training facilities relocated and modifications to the CHS Library.

Building 8

- The new Building 8 will provide upgraded facilities for the Canberra Sexual Health Centre and other key tertiary teaching and training facilities on the campus with construction completed in late May/early June and occupation underway.

Building 9

- We have just completed minor refurbishment of Building 9, which has provided a much needed facelift to the campus accommodation.

Temporary carpark

- The contract for the design and construction of the temporary carpark on the former Woden CIT site was awarded to Dale & Hitchcock in September last year.
- The first stage of new car parking spaces has been completed with the first 200—300 spaces in use. A further 450 spaces will come on line by the end of June. This will provide over 750 car parking spaces for hospital staff and contractors, freeing-up parking spaces on the campus. Stage 2 of the carpark is scheduled for completion in August 2021, and will provide approximately another 380 car parking spaces on that site.

Key information

Program of Delivery

- Multiplex lodged a Development Application for the design and construction of a Prototype Shed in December last year that closed on 24 February, with no public submissions received. Construction of the Prototype Shed is scheduled to commence in late June.
- In partnership with the ACT Government, Multiplex is preparing to formally open its "Connectivity Centre" adjacent to the Woden Interchange and Town Square. The Connectivity Centre is a key element of Multiplex's plans to achieve social procurement targets that include 10% of the value of sub-contracted works from Aboriginal and Torres Strait Islander accredited bodies and 30% of its onsite tradespersons from traineeships, apprenticeships and similar programs. This includes apprentices who have been unable to complete their previous apprenticeship from displacement as a result of the COVID-19 health pandemic.

- Multiplex successfully utilised a Connectivity Centre for its delivery of the comparable, and recently constructed, Westmead Hospital in Western Sydney.

User group consultation

- In 2019, the project established 10 specialised user groups to inform the early planning and design for the new facility. The user groups consist of approximately 120 clinicians, support staff, and consumer representatives that provide advice and input into the key aspects of the project's planning.
- Over 200 separate user group workshops with clinicians have already been completed since Major Projects Canberra took carriage for the delivery of the Project in July 2019.
- A number of pop-up public consultation sessions occurred in December 2020. These were held in various locations around Canberra including Manuka, Dickson and Woden. Pop-Ups completed in January include Erindale, Jamison and Kaleen. Pop-Ups completed in February include Chisholm, Lanyon, Gungahlin Marketplace, Kippax and Garran.

Consumer Reference Group

- Targeted design focus workshops have been completed with the Consumer Reference Group and their members in November 2020 and January 2021, with a final sketch design workshop completed on 24 February.
- The Consumer Reference Group is Chaired by a representative of the Health Care Consumers Association and also includes representatives from 12 community organisations.

CHS Aboriginal and Torres Strait Islander Reference Group

- Following feedback on elements sensitive design for welcoming and healing spaces in and around the Critical Services Building, in late October 2020 the Project formalised communication with the CHS' Aboriginal and Torres Strait Islander Consumer Reference Group.
- Chaired by Ms Diane Collins, a Deputy Chair of the Aboriginal and Torres Strait Islander Elected Body and a prominent local community worker with connections to the Wiradjuri and Kamilaroi nations, the Reference Group is made up of representatives from the Aboriginal Liaison Service and Aboriginal & Torres Strait Islander Elected Body.
- Targeted design focus workshops were completed with the Group in late 2020, with a further workshop being scheduled with the Hospital Campus Masterplan. The CHE Project team have also presented to the United Ngunnawal Elders Council and will be participating in a NAIDOC Week event on 4 July 2021.

Local Community Reference Group

- The latest meeting of the Local Community Reference Group was held on the evening of 26 May 2021 and included a question and answer forum on the Development Application currently on public exhibition. We are continuing to listen to the concerns of local residents.
- Key themes to be explored further by the group include urban design and the public realm, parking and local traffic, school access, ambulance access and patient transfers, pedestrian connections through the Canberra Hospital campus to surrounding neighbourhoods, and delivery arrangements around the project site.

Portfolio/s: Treasurer

Skills

ISSUE: CIT Campus – Woden Progress Update**Talking points:**

- On 28 November 2019, the ACT Government announced that a new CIT campus will be built in the Woden Town Centre. This new, modern CIT campus will be a dedicated teaching and learning campus and complement a new passenger-friendly public transport interchange to be situated on Callam Street.
- On 24 August 2020, the Chief Minister and I announced that the ACT Government had formally approved the CIT Campus – Woden Business Case, which marked a significant milestone and major step-forward for the project.
- CIT Woden Campus will be a VET technology and service skills learning precinct, delivering courses to prepare students for roles in industries such as business, cyber security, IT, creative industries, hospitality and tourism.
- Over 6500 students will attend the CIT Woden Campus each year, which will benefit local business and industry whilst providing students with a contemporary and dynamic educational environment.
- 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 Campus-Woden including a Youth Foyer and urban realm development; and
 - Package 4 - Yurauna Centre at CIT Bruce Campus.
- Upgrades and improvements planned for local roads and intersections will improve bus, car and active travel movement, while supporting the new Woden public transport interchange. Improvements will include new traffic signals at nearby intersections, improvements to intersections and the addition of pedestrian crossings to promote more active travel movements in the area.

Cleared as complete and accurate: 26/05/2021

Cleared for public release by:

Contact Officer name:

Lead Directorate:

Executive Group Manager

Wayne Ford

Major Projects Canberra

Ext: 55466

Ext: 52048

- 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.
- Mobilisation and construction will commence in June 2021.

Package 2

- The RFT for Package 2 – Transport Interchange closed on the 15 April 2021. The Evaluation Panel are currently evaluating tender responses. Award of contract is anticipated in mid-June 2021.

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 was appointed on 12 November 2020.
- The design process is continuing with the Functional Design Brief being finalised.
- The Final Output Specifications, Functional Design Brief and a Reference Design will form part of the briefing contract documents that will be issued for tender as part of the Design and Construct Package 3 works.
- A Request for Expressions of Interest (REOI) was advertised on 11 March 2021 for responses from D&C contractors interested to be pre-qualified for tender for Package 3 works.
- Expressions of Interest have been received and are currently being evaluated. A shortlist of these respondents will be invited to participate in a tender process in Mid-July 2021.

Planning Approvals Process

- An Estate Development Plan (EDP) EDP Development Application (DA) is forecast to be submitted in June 2021 with a Notice of Decision to be received prior to the engagement of the Package 3 D&C Contractor.
- In quarter 1 of 2022, a DA for the demolition of the existing Woden Bus Interchange will be submitted by the Package 3 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 mid-2022.

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

- Approval for the light rail stage 2A business case was announced in September 2019 and is the first step in continuing the city light rail line to Woden.
- On 24 February 2021 the Federal Government announced that they have committed funding of \$132.5 million towards Light Rail Stage 2A.
- The ACT Government received approval on the EPBC with conditions from the Department of Agriculture, Water and the Environment on 2 February 2021; an important milestone in progressing Stage 2 of light rail to Woden.
- With the EPBC approval received, the next steps are to obtain the required planning approvals, including a Territory Development Approval and National Capital Authority (NCA) Works Approval, and then commence the procurement and construction of the project.
- After a competitive tender process and extensive evaluation, AECOM has been appointed Project Design and Technical Advisor for Canberra Light Rail Stage 2A and Stage 2B. On 13 April 2021, Major Projects Canberra signed the Technical Advisor Services Contract with AECOM.
- 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 Projects.
- AECOM will also provide ongoing independent technical advice throughout construction to ensure all work meets the highest standards.
- Under the Parliamentary Agreement, commitments were given to exploring the feasibility of the extension of the system to Mawson. Studies have commenced to explore the feasibility with the report due in mid 2021.
- Service location works:
 - Work is being carried out to identify and confirm the locations of utility services in the project footprint between the City and Commonwealth Park.
 - Information about the utility services (locations, sizes, type, material and so on) will be used in the development of the project design and help to reduce the risk of potential disruptions to services during early works and construction.
 - These investigation works are expected to be carried out over the coming months and are anticipated to conclude in mid-2021.

- Light Rail Stage 2 will be the most complex infrastructure project undertaken in the ACT. Before contracts are entered into we need to ensure approvals are in place, technical challenges have been resolved, contract terms are appropriate and stakeholders have been fully consulted.
- The Federal Government has committed \$137 million to upgrade the Commonwealth Ave Bridge. The NCA will be responsible for the project, when completed it is expected to increase the load-bearing capacity of the bridge so it can handle current traffic and future expected volumes.
- Close collaboration across these initiatives will be important in order to minimise the disruption to road users during the construction period and to ensure the design of both projects are complementary– and I look forward to the ACT Government and the NCA, working closely together to integrate planning, design and delivery activities for these important projects. Close cooperation on both projects is already underway.

Expected Project Timelines

- Major physical works for Stage 2A will begin with utility relocations later in 2021 and the raising of London Circuit from 2022. Raising London Circuit is an important enabling road upgrade that will create an at-grade intersection for light rail vehicles to move through on their way from London Circuit to Commonwealth Avenue.
- Construction of Stage 2A is expected to take around two years. We are working hard to complete the early and enabling works, including raising London Circuit, so that breaking ground for Stage 2A can commence in 2024.
- The final delivery timeline will be subject to receiving Works Approval from the NCA and signing a contract with our delivery partner.

Communications and Stakeholder Engagement

- Regular project updates and construction notifications have been distributed along the 2A route and around Sandford Street.
- As we progress detailed design and the next stage of approvals for stage 2A (which includes applying for Works Approval and Development Applications), MPC will be seeking feedback from the community on various project aspects.
- Opportunities for feedback and when consultation will occur will be promoted through the ACT Government YourSay page, via our project updates/Electronic newsletters and at face to face pop up consultation events.
- In the coming months we will be out in the Light Rail 2A community to provide more information about the project and gain a better understanding of local business operations within the project footprints.
- The Community Reference Group met on 22 April 2021 to provide project updates and gain feedback from local community groups.

- The ACT Government released the Stage 2A Project fly-through to provide the community with a indicative visual understanding of the project after construction. This is available on YourSay and was shared on ACT Government social media pages.
- The ACT Government has now launched the Light to Woden website which includes links to the Virtual Engagement Room and Interactive Virtual Map.
- The new virtual engagement tool will support face to face engagement activities, which are also underway with business and residents in the City precincts.
- The Virtual Engagement Room can be found via the light rail to Woden website.
- Additionally, an indicative project timeline was released that outlines the project's next steps, this is available on YourSay.

Light Rail 2B:

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

Portfolio/s: Sustainable Building and Construction

Cladding Rectification

Talking points:

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

ACT Government Program

- A review of ACT Government owned buildings has been completed, and the sites of potential risks have been identified. This has involved a multi-stage process that identified, reviewed and assessed all buildings with potentially combustible cladding.
- The audit identified 23 sites requiring cladding rectification works.
- Of these, 21 sites are being progressed through Major Projects Canberra, with two sites within the Education portfolio being progressed directly by the Education Directorate.
- 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 rectification works have commenced and are aimed to be completed in the middle of this year. This includes 11 of the 21 ACT Government sites being delivered by MPC.
- All 11 first-round sites are in contract, and have undergone site inspections and meetings with on-site management, replacement materials are on order, construction drawings being finalised and building approvals sought. Work is currently occurring on five of the 11 sites. The main program of works will commence in the financial year 2021-22 with the Request for Expressions of Interest currently out to market.

Private Sector Program

- The ACT Government is creating a 'Government Concessional Loan Scheme' (the Scheme) to support the remediation of combustible cladding across eligible private sector buildings.
- The Scheme will involve a Government concessional loan and is designed to encourage and assist in the remediation of higher-risk potentially combustible cladding on private buildings where their multi-owner nature may otherwise present a practical impediment to the replacement of such cladding.
- Apartment buildings including mixed-use apartment buildings of three storeys or higher will be eligible for the program.
- Phase 1 of the scheme will commence in the 2021/22 Financial Year with support provided by the ACT Government in the form of concessional loans for Owners Corporations to undertake initial testing and engineering investigations. This will enable owners corporations of eligible buildings to understand the cladding related risk of their buildings and the potential costs for remediation.
- Further information on the scheme will be available in mid 2021, including information on eligibility, the concessional loan arrangements, and the application process for building owners corporations.
- As Phase 1 progresses, the ACT Government will consider the best approaches to then encourage and support remediation works as part of Phase 2.
- Engagement with industry associations/representatives has occurred and will continue, to enable industry input to the development of the scheme.

Q+A

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

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

Privately-owned buildings

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 .

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

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

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

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

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

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Background

Milestones	Date to be completed
1. Commencement of education campaign	June 2021
2. Opening of registrations of interest for the Scheme	1 July 2021
3. Opening of full loan applications (subject to Treasury advice)	2 August 2021
4. Reporting back on the levels of take-up of the Scheme	First half 2022
5. Closing of applications for the Scheme	August 2022 (12 months after commencement)
Completion date of the Loan Scheme and receipt of all building reports (where there is sufficient take-up of the scheme):	1 December 2022

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

- The Government has committed to continuing the Canberra Theatre Centre expansion and redevelopment project in the Parliamentary Agreement for this term of Government.
- The ACT Infrastructure Plan released by the ACT Government in October 2019 identifies the Canberra Theatre Centre redevelopment as a government five year priority.
- 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 to private developers, with revenue from the sale to partially offset the cost of building the theatre.
- Construction commencement is anticipated in 2024, however this is subject to resolution of planning matters.
- The ACT Government has been undertaking project scoping, precinct heritage and masterplanning assessments, early design development and commercial analysis as a part of developing a full business case for a new theatre centre that will have the seating capacity and facilities to support large scale national and international concerts, musicals, theatre and dance.
- The new theatre centre will be delivered as part of the City Renewal Authority's broader plan for an Arts and Cultural Precinct.
- The precinct will link together the Canberra Museum and Gallery, the Legislative Assembly building and Civic Square with hotel, retail and commercial facilities. The precinct will become a renewed hub for Canberra's artistic and cultural life, while providing a new attraction for visitors to Canberra.
- The Civic Square Precinct including the Canberra Theatre Centre was heritage listed on 22 September 2020. Detail design of the facility will support the heritage values of the precinct. Architectural heritage consultant, Phillip Leeson Architects has been appointed to prepare a Conservation Management Plan for the Civic Square Precinct, including the exterior of the Canberra Theatre Centre.

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.

Cleared as complete and accurate:	26/05/2021	
Cleared for public release by:	Executive Branch Manager	
Contact Officer name:	Sophie Gray	Mob: 0401 674 387
Lead Directorate:	Major Projects Canberra	
TRIM Ref:		

- On 24 October 2019, the Canberra Theatre Centre Redevelopment was announced as a designated project, determining that the project will be delivered by Major Projects Canberra 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 Supply Bill, \$400,000 ex GST is allocated to progress planning for the project.
- A cross agency steering committee oversees the redevelopment project with representatives from the Canberra Theatre Centre, Cultural Facilities Corporation, artsACT, the City Renewal Authority, Treasury and Major Projects Canberra.

Background

- The current Canberra Theatre was built in 1965, meaning it predates the Sydney Opera House. Designed for a city of 88,000 people, it has a current seating capacity of approximately 1,200.
- Because of the era in which it was built, the theatre lacks the space, facilities, and equipment to accommodate the requirements of modern touring shows.
- Canberra's population today makes our city an attractive market for touring shows and artists. However, the capacity and technical constraints of the Canberra Theatre means some larger touring shows bypass the ACT.
- The 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.

Portfolio/s: Arts

Canberra Theatre Redevelopment Project

Talking points:

- The Government has committed to continuing the Canberra Theatre Centre expansion and redevelopment project in the Parliamentary Agreement for this term of Government.
- The ACT Infrastructure Plan released by the ACT Government in October 2019 identifies the Canberra Theatre Centre redevelopment as a government five year priority.
- 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.
- Construction commencement is anticipated in 2024, however this is subject to resolution of planning matters.
- The ACT Government has been undertaking project scoping, precinct heritage and masterplanning assessments, early design development and commercial analysis as a part of developing a full business case for a new theatre centre that will have the seating capacity and facilities to support large scale national and international concerts, musicals, theatre and dance.
- The new theatre centre will be delivered as part of the City Renewal Authority's broader plan for an Arts and Cultural Precinct.
- The precinct will link together the Canberra Museum and Gallery, the Legislative Assembly building, the Civic Library building and Civic Square with hotel, retail and commercial facilities.
- The precinct will become a renewed hub for Canberra's artistic and cultural life, while providing a new attraction for visitors to Canberra.
- The Civic Square Precinct including the Canberra Theatre Centre was heritage listed on 22 September 2020. Detail design of the facility will support the heritage values of the precinct. Architectural heritage consultant, Phillip Leeson Architects has been appointed to prepare a Conservation Management Plan for the Civic Square Precinct, including the exterior of the Canberra Theatre Centre.

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.

Cleared as complete and accurate:	10/06/2021	
Cleared for public release by:	Executive Branch Manager	
Contact Officer name:	Sophie Gray	Mob: 0401 674 387
Lead Directorate:	Major Projects Canberra	
TRIM Ref:		

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- In 2018-19 financial year, \$800,000 ex GST was allocated for preparation of a business case and a further \$400,000 ext GST was provided in 2019-2020 for the same purpose.
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Background

- The current Canberra Theatre was built in 1965, meaning it predates the Sydney Opera House. Designed for a city of 88,000 people, it has a current seating capacity of approximately 1,200.
- Because of the era in which it was built, the theatre lacks the space, facilities, and equipment to accommodate the requirements of modern touring shows.
- Canberra's population today makes our city an attractive market for touring shows and artists. However, the capacity and technical constraints of the Canberra Theatre means some larger touring shows bypass the ACT.
- The 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.

Portfolio/s: Special Minister of State

Families and Community Services

Community Facilities (ACT Property Group Vacancies and Peppercorn Rents)

Talking Points:

- The current vacancy rate within the ACT Property Group (ACTPG) community facilities property portfolio is 1.9% as at May 2021.
- 92 peppercorn tenancy arrangements are currently in place.

Key Information

- There are currently 50 organisations on the property applications register seeking government facilities space.
- ACTPG regularly assesses vacant properties/spaces against the waiting list and organisations requirements. ACTPG also undertakes an annual review with the applicant.

Background Information

- The applicable rental policy for community groups is the *Community and Other Tenancies, Application and Allocation Policy 2007* (Revised 2008). The ACTPG community facilities vacancy rate is a subset of the Budget Output 9.1(a) Accountability Indicator, Vacancy rate for properties designated for use by non-government tenants (KPI is 3.5%).
- This accountability indicator measures the occupancy rate for properties designated for use by non-government tenants (community groups and commercial organisations) by calculating the percentage of occupied space against the total of available non-government space.
- Most tenants on peppercorn arrangements occupy community accommodation based on historic arrangements from other agencies. Any new community tenants are charged rent in accordance with the ACTPG rent model as detailed above.
- Tenants on peppercorn arrangements are responsible for paying their own outgoings such as gas, electricity and water, and are invoiced for the first \$500 (Excl. GST) towards each item of repair and/or maintenance expenses.

Cleared as complete and accurate:	24/05/2021	
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Lead Directorate:	Chief Minister, Treasury and Economic Development	
TRIM Ref:	CMTEDD2021/220	

Portfolio/s: Special Minister of State**Rent Relief****Talking points:**

- As part of the Economic Stimulus Package response to the COVID-19 pandemic the Government has provided rent relief to 229 of its tenants through a COVID-19 Rent Relief Program.
- Assistance under this program has been provided to:
 - 186 community tenants
 - 42 commercial tenants
 - 1 residential tenant
- Commercial and residential tenants were able to access the program through an application process which required supporting evidence of the impact of COVID-19 on their operations while Community tenants received the rent waivers automatically.

Key Information

- The initial program covered the 9 months from 1 April 2020 to 31 December 2020.
- The rent relief program has been extended for up to six months from 1 January 2021 for tenants who are still severely impacted through loss of income due to COVID-19. All tenants are required to complete an application form and support is being provided on a case by case basis.
- ACTPG receives requests for waivers and will send to the Under Treasurer for approval.
- As of 28 February 2021, \$8,972,791.40 in rent waivers have been provided to tenants of ACT Government.

Background Information

- The National Cabinet mandated a Code of Conduct for Commercial Leases. In concert with implementing the code of conduct the ACT Government included a program of rent relief, for its tenants to be an exemplar of the model landlord in these uncertain times.
- A Cross-Government working group was formed to implement the rent relief program. The waivers reported here were made under COVID-19 Rent Relief Program and waived under the *Financial Management Act 1996*.

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- The Education Directorate and Environment, Planning and Sustainable Development Directorate are organising related licence adjustments/hire fee reductions in addition to the waivers included under the Rent Relief Program.

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Portfolio/s: Special Minister of State

Government Accommodation Projects – Civic Office Buildings 1 and 2 and Dickson Office Building

Talking points:

- On 25 January 2016 the ACT Government announced that it would commission the development of new office buildings in the Constitution Place development in Civic and a new building in Dickson. In December 2019 the Government also decided to lease upgraded office buildings in the Finlay Crisp Centre in Civic.
- The new buildings reflect the implementation of the ACT Government's 'hub and spoke' whole of government office accommodation strategy, and have provided an opportunity to sell and vacate aging owned office buildings, upgrade older privately owned stock, and better utilise strategic sites.
- The new Civic Office Building (COB1) was handed over to the Territory on 19 January 2021, and approximately 1,900 ACT public servants have been relocated into the building – though the building is currently being operated on a COVID-safe basis.
- As a part of the redevelopment of the Finlay Crisp precinct the Territory will lease two upgraded buildings (known as COB2) - Allara house (1 Allara Street) and Nara house (3 Constitution Avenue).
- The Constitution Place development and the redevelopment of Finlay Crisp Offices will help revitalise Civic and is a major component of the Government's City renewal strategy.
- The new Dickson Office building (DOB) was handed over to the Territory on 17 June 2020.

Key Information

Civic Office Building (Constitution Place – COB1)

- Following a Registration of Interest and Request for Tender process a contract with CPG was signed on 31 August 2016 and settlement on the land occurred on 15 November 2016.
- At the time of Practical Completion (PC), the base building works and fit-out works had been completed apart from the rectification of defects. The majority of the defects, including Territory identified significant defects, have been rectified and staff from four directorates (CMTEDD, JACS, CSD and ED) have successfully moved into the new building.

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- The Constitution Place project has created a new precinct in city east and realises part of the Government's wider vision for city renewal. The new precinct houses a new private office building, boutique hotel, public gym, along with street level cafes and landscaped plazas, adding a major boost to jobs and economic activity in the currently under-utilised area.
- The Office Sub-lease and the Car Park Licence have been finalised in consultation with the ACT Government Solicitor and ACT Property Group, and the building will be leased by the Territory for a term of 20-years from the date of Practical Completion.
- The agreed Civic Office (COB1) fit-out budget of \$42.0 million (base) was amended by the addition of approximately \$6.152 million of Omnibus funding provided in the 2019-20 ACT Budget.

Civic Office Building 2 (COB2)

- On 18 December 2019 the Government supported a business case as part of Budget Appropriation 2019-20 to commission the fit out of a second office building in the Civic precinct.
- COB2 comprises two buildings within the Finlay Crisp precinct - Nara House and Allara House. The Territory has agreed to a lease of 13,500 square metres, being the whole of Allara house and levels Ground, 3, 4 and 5 of Nara house. Levels 1 and 2 of Nara house have not been leased by the Territory with a first right of refusal provisioned into the contract.
- COB2 will accommodate a total of 15 work groups, including statutory office holders and independent commissions.
- Allara House and Nara House will both undergo an extensive renovation and refurbishment with costs for the upgrade works being shared between the landlord and the Territory. The Territory will lease the buildings for 20 years from the time of Practical Completion.
- In addition, the 12,500 square metre Customs House has been secured rent free to the Territory as staging space for workgroups while upgrade works to Allara and Nara houses occurs and is also being utilised by some workgroups ahead of COB1 becoming available.
- The Allara House building has been 'guttled', and the Territory approved the 90% design package on 15 December 2020. Allara House is contractually agreed to achieve Practical Completion (PC) by 28 July 2021.
- A 90% design milestone for Nara Centre was achieved on 23 February 2021. Nara House is contractually agreed to achieve PC on 10 September 2021.
- The COB2 project has an approved fit-out budget (Capital) of \$42.6 million and is spread across the 2019-20, 2020-21 and 2021-22 Financial Years. The fitout budget notified to the landlord is \$35 million.

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Dickson Office Building (DOB)

- Doma Group Pty Ltd (Doma) was selected as the preferred tenderer on 3 April 2017. Contracts were exchanged on 20 December 2017 and settlement on the land occurred on 1 May 2018. Practical Completion for the Dickson Office Building (DOB) was achieved on 16 June 2020.
- The sale of the former Dickson MVR site was one of the sites identified under the Commonwealth's Asset Recycling Initiative (ARI), which involved the investment of the sale proceeds from identified assets into an agreed infrastructure project (Transport Canberra Light Rail Project). This included a 15% bonus payment by the Commonwealth for the sale of the land.
- The former MVR site is being developed into a new mixed-use precinct, which includes the now completed Government office building which accommodates up to 1,300 ACT Government public servants (from TCCS, EPSDD, SLA and Access Canberra) and includes an Access Canberra Service Centre.
- The Territory is to lease the government building for 20 years (with options to extend) but decided to capital fund the fitout. The original fitout budget of \$26 million was amended by an additional \$3.732 million Omnibus funding provided in the 2019-20 ACT Budget.
- The precinct will incorporate commercial and retail uses such as commercial offices, medical centre, gym, minimart, as well as residential accommodation and a childcare facility. The first stage of the project was completed with the construction of the Government office building and the new residential building. DOMA Group has commenced the second stage of the development.

Background Information

- The *Whole of Government Office Accommodation Strategy* recommends the development of a Civic hub to accommodate the policy and administrative functions of government, as well as regional satellite offices to accommodate support agencies and service delivery functions.
- 'Omnibus funding' has been provided to transition directorates into the new Dickson and Civic Office Buildings and will be used to undertake building and fit-out modifications, digitisation and records management, ICT infrastructure, communal work points and technology and business change processes to support directorates to transition into the new buildings and new contemporary work practices.

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Portfolio/s: Special Minister of State

Treasurer

Government Office Projects – Childcare Centre**Talking points:**

- The tenders for the two new Government office buildings at 480 Northbourne Avenue, Dickson and 220 London Circuit, City included the provision of childcare centres on the new sites (but not part of the lease for the buildings).
- Both developers for the City and Dickson Office Buildings have been working with the Children's Education and Care Assurance (CECA) to obtain their service approval for the centres.
- The childcare Operator of the Dickson childcare centre, Wonderschool, has advised that they were approved to operate a childcare centre by CECA in early March 2021.
- On 9 March 2021 the operator of the Dickson Childcare Centre, Wonder School, commenced operation with a total of 72 placements for children from 0 to 5 years old.
- The proposed City operator, Montessori Education, are yet to be approved by CECA.

Key Information

- Advice is that the respective landlords have had extensive discussions and meetings with CECA to ensure that they are capable of meeting all requirements to obtain the service approval.
- The Dickson Childcare centre is operational though there are ongoing discussions between DOMA and CECA (see below).
- In relation to Civic, the Treasurer agreed that the Territory commence preliminary discussions with Capital Property Group to sub-lease the area previously identified for childcare as space for alternative accommodation options, as Capital Property Group was having difficulties in achieving the relevant accreditation specifications. Should this eventuate alternate childcare arrangements would need to be secured within close proximity of the building.
- The Government Accommodation Projects team is preparing a business case to be brought forward for phase 2 of the 2021/22 Budget, following discussions with Capital Airport Group.

Background Information

- The Civic landlord is Capital Property Group, and the Dickson landlord is Doma Group.
- The Agreements for Lease for both of the new City and Dickson Office buildings include the following requirements for each developer:

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- minimum childcare placement requirements (60 places for Civic and 90 spaces for Dickson); and
 - to deliver an operational childcare centre within six-months of the original Practical Completion date.
- The Dickson developer, DOMA, and the childcare operator are seeking approval for 95 placements.
 - The Agreement for Lease requires that 90 childcare placements be delivered.
 - DOMA have advised that they have lodged an appeal with ACAT seeking approval from the childcare regulator for 95 placements.

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22-24 June 2021

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

- The Request for Tender for Enabling Works (Utilities) for Light Rail Stage 2A was released to market on 1 June 2021. The Request for Tender will remain open until 29 June 2021. It is anticipated a contract will be executed late July 2021.
- Approval for the light rail stage 2A business case was announced in September 2019 and is the first step in continuing the city light rail line to Woden.
- On 24 February 2021 the Federal Government announced that they have committed funding of \$132.5 million towards Light Rail Stage 2A.
- The ACT Government received approval on the EPBC with conditions from the Department of Agriculture, Water and the Environment on 2 February 2021; an important milestone in progressing Stage 2 of light rail to Woden.
- With the EPBC approval received, the next steps are to obtain the required planning approvals, including a Territory Development Approval and National Capital Authority (NCA) Works Approval, and then commence the procurement and construction of the project.
- After a competitive tender process and extensive evaluation, AECOM has been appointed Project Design and Technical Advisor for Canberra Light Rail Stage 2A and Stage 2B. On 13 April 2021, Major Projects Canberra signed the Technical Advisor Services Contract with AECOM.
- 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 Projects.
- AECOM will also provide ongoing independent technical advice throughout construction to ensure all work meets the highest standards.
- Under the Parliamentary Agreement, commitments were given to exploring the feasibility of the extension of the system to Mawson. Studies have commenced to explore the feasibility with the report due in mid 2021.
- Service location works:
 - Work is being carried out to identify and confirm the locations of utility services in the project footprint between the City and Commonwealth Park.
 - Information about the utility services (locations, sizes, type, material and so on) will be used in the development of the project design and help to reduce the risk of potential disruptions to services during early works and construction.

- These investigation works are expected to be carried out over the coming months and are anticipated to conclude in mid-2021.
- Light Rail Stage 2 will be the most complex infrastructure project undertaken in the ACT. Before contracts are entered into we need to ensure approvals are in place, technical challenges have been resolved, contract terms are appropriate and stakeholders have been fully consulted.
- The Federal Government has committed \$137 million to upgrade the Commonwealth Ave Bridge. The NCA will be responsible for the project, when completed it is expected to increase the load-bearing capacity of the bridge so it can handle current traffic and future expected volumes.
- Close collaboration across these initiatives will be important in order to minimise the disruption to road users during the construction period and to ensure the design of both projects are complementary– and I look forward to the ACT Government and the NCA, working closely together to integrate planning, design and delivery activities for these important projects. Close cooperation on both projects is already underway.

Expected Project Timelines

- Major physical works for Stage 2A will begin with utility relocations later in 2021 and the raising of London Circuit from 2022. Raising London Circuit is an important enabling road upgrade that will create an at-grade intersection for light rail vehicles to move through on their way from London Circuit to Commonwealth Avenue.
- Construction of Stage 2A is expected to take around two years. We are working hard to complete the early and enabling works, including raising London Circuit, so that breaking ground for Stage 2A can commence in 2024.
- The final delivery timeline will be subject to receiving Works Approval from the NCA and signing a contract with our delivery partner.

Communications and Stakeholder Engagement

- Regular project updates and construction notifications have been distributed along the 2A route and around Sandford Street.
- As we progress detailed design and the next stage of approvals for stage 2A (which includes applying for Works Approval and Development Applications), MPC will be seeking feedback from the community on various project aspects.
- Opportunities for feedback and when consultation will occur will be promoted through the ACT Government YourSay page, via our project updates/Electronic newsletters and at face to face pop up consultation events.
- In the coming months we will be out in the Light Rail 2A community to provide more information about the project and gain a better understanding of local business operations within the project footprints.

- The Community Reference Group met on 22 April 2021 to provide project updates and gain feedback from local community groups.
- The ACT Government released the Stage 2A Project fly-through to provide the community with a indicative visual understanding of the project after construction. This is available on YourSay and was shared on ACT Government social media pages.
- The ACT Government has now launched the Light to Woden website which includes links to the Virtual Engagement Room and Interactive Virtual Map.
- The new virtual engagement tool will support face to face engagement activities, which are also underway with business and residents in the City precincts.
- The Virtual Engagement Room can be found via the light rail to Woden website.
- Additionally, an indicative project timeline was released that outlines the project's next steps, this is available on YourSay.

Light Rail 2B:

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

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

- The Request for Tender (RFT) for Enabling Works (Utilities) for Light Rail Stage 2A was released to market on 1 June 2021. The Request for Tender will remain open until 29 June 2021. It is anticipated a contract will be executed late July 2021.
- Light Rail Stage 2 Commercial Advisor (RFT) was open to the market from 22 March 2021 until 22 April 2021. Following a competitive tender process and extensive evaluation, Major Projects Canberra is pleased to announce PwC has been appointed as the Commercial Advisor for Light Rail City to Woden.
 - The contract runs until June 2025 with options for further extension. It is expected that the value of the work to be undertaken could be up to \$1.1 million for both Stage 2A and 2B over the contract term of five years.
- Approval for the light rail stage 2A business case was announced in September 2019 and is the first step in continuing the city light rail line to Woden.
- On 24 February 2021 the Federal Government announced that they have committed funding of \$132.5 million towards Light Rail Stage 2A.
- The ACT Government received approval on the Environmental Protection and Biodiversity Conservation (EPBC) with conditions from the Department of Agriculture, Water and the Environment on 2 February 2021; an important milestone in progressing Stage 2A of light rail to Woden.
- With the EPBC approval received, the next steps are to obtain the required planning approvals, including a Territory Development Approval and National Capital Authority (NCA) Works Approval, and then commence the procurement and construction of the project.

Mawson Extension

- Under the Parliamentary and Governing Agreement for the 10th Legislative Assembly, commitments were given to exploring the feasibility of the extension of the system to Mawson. Studies have commenced to explore the feasibility with the report due in shortly.

Service Location Works:

- Work is being carried out to identify and confirm the locations of utility services in the project footprint between the City and Commonwealth Park. Information (locations, sizes, type, material and so on) will be used in the development of the project design and help to reduce the risk of potential disruptions to services during early works and construction.

- These investigation works are expected to be carried out over the coming months and are anticipated to conclude in mid-2021.

Federal Funding:

- On 24 February 2021 the Federal Government announced that they have committed funding of \$132.5 million towards Light Rail Stage 2A.
- The Federal Government has also committed \$137 million to upgrade the Commonwealth Ave Bridge. The NCA will be responsible for the project and when completed it is expected to increase the load-bearing capacity of the bridge so it can handle current traffic and future expected volumes.
- Close collaboration across these initiatives will be important in order to minimise the disruption to road users during the construction period and to ensure the design of both projects are complementary. The ACT Government and NCA are working closely together to integrate planning, design and delivery activities for these important projects.

Expected Project Timelines

- Major physical works for Stage 2A will begin with utility relocations later in 2021 and the raising of London Circuit from 2022. Raising London Circuit is an important enabling road upgrade that will create an at-grade intersection for light rail vehicles to move through on their way from London Circuit to Commonwealth Avenue.
- Construction of Stage 2A is expected to take around two years. We are working hard to complete the early and enabling works, including raising London Circuit, so that breaking ground for Stage 2A can commence in 2024.
- The final delivery timeline will be subject to receiving Works Approval from the NCA and signing a contract with our delivery partner.

Communications and Stakeholder Engagement

- Regular project updates and construction notifications are being distributed along the 2A route and around Sandford Street.
- As we progress detailed design and the next stage of approvals for stage 2A (which includes applying for Works Approval and Development Applications), Major Projects Canberra will be seeking feedback from the community on various project aspects.
- Opportunities for feedback and consultation will be promoted through the ACT Government YourSay page, via our project updates/electronic newsletters and at face to face pop up consultation events.
- The Community Reference Group met on 22 April 2021 to provide project updates and gain feedback from local community groups.

- The ACT Government released the Stage 2A Project fly-through to provide the community with a indicative visual understanding of the project after construction. This is available on YourSay and was shared on ACT Government social media pages.
- The ACT Government has now launched the Light to Woden website which includes links to the Virtual Engagement Room and Interactive Virtual Map.
- The new virtual engagement tool will support face to face engagement activities, which are also underway with business and residents in the City precincts.
- Additionally, an indicative project timeline was released that outlines the project's next steps, this is available on YourSay.

Light Rail 2B:

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

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

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

Power systems

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

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

- The light rail network is better connecting Canberra to meet out growing city's transport needs today and in the decades to come.
- Building on the success of Stage 1 from Gungahlin to City, Stage 2 of light rail to Woden will provide the network's north-south spine.
- By building light rail to Woden, we are delivering the next stage of Canberra's integrated public transport network. This will give people more transport options, help reduce traffic gridlock and support Canberra's transition to a zero emissions future.
- Stage 2 of light rail 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.

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

- Approval for the light rail stage 2A business case was announced in September 2019.
- The ACT Government received approval under the the Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act) for light rail between the City and Commonwealth Park with conditions from the Department of Agriculture, Water and the Environment on 2 February 2021.
- 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.
- The estimated journey time for the full route from the City to Woden is approximately 25-30 minutes.
- A combined Gungahlin to Commonwealth Park service will have the same hours of operation and frequency as the existing City to Gungahlin service.

- The Federal Government has committed \$137 million to upgrade the Commonwealth Avenue Bridge. The National Capital Authority (NCA) will be responsible for the project, when completed it is expected to increase the load-bearing capacity of the bridge so it can handle current traffic and future expected volumes.
- Close collaboration across these initiatives will be important in order to minimise the disruption to road users during the construction period and to ensure the design of both projects are complementary. The ACT Government and NCA, working closely together to integrate planning, design and delivery activities for these important projects. Close cooperation on both projects is already underway.

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 the alignment between the Alinga Street and Commonwelath Park allows us to maintain our beautiful and distinctive city centre views, while also offering an attractive commute option.

Portfolio/s: Transport and City Services**Raising London Circuit****Talking points:**

- Raising London Circuit is a major road project that provides an important foundation for extending light rail to Woden. It underpins light rail design work, ensures there is seamless integration of light rail infrastructure and provides a level and more accessible intersection for light rail and its passengers.
- Raising London Circuit will also provide better pedestrian connectivity between the City and the Acton Waterfront. It will complement City Renewal Authority activities in the City.
- Raising London Circuit involves changing the current split-level, overpass-underpass configuration into a more pedestrian and cyclist-friendly intersection, by raising the road level on either side of Commonwealth Avenue.
- Raising London Circuit is a key enabling works project for Light Rail Stage 2A, providing the means for the Light Rail to transition from London Circuit to Commonwealth Avenue.
- Broadly, the scope of this project includes:
 - The raising of the London Circuit roadway on the east and west side of Commonwealth Avenue to create an at-grade intersection with Commonwealth Avenue thereby replacing the grade separation that is currently in place;
 - Road pavements, kerbs, footways, street lighting and urban landscaping elements, including tying in to side-streets and existing frontage developments and undeveloped sites;
 - Relocation and protection of utilities and services that traverse the extents of London Circuit between Edinburgh Avenue on the west side of Commonwealth Avenue and Constitution Avenue on the east side. This will include diversion of certain utility and watermain infrastructure around Vernon Circle;
 - Stormwater and drainage infrastructure including attenuation infrastructure on London Circuit; and
 - Light rail infrastructure (other than road-base material), will not be included in the scope of this works package. However, it is required that space-proofing for light rail infrastructure is assured and that its subsequent implementation will be with the minimal amount of disruption to the built infrastructure as is necessary.
- The construction period for raising London Circuit is intended to take approximately 24 months with initial works expected to commence in late 2021, subject to National Capital Authority planning approvals.

Cleared as complete and accurate: 26/05/2021

Cleared for public release by: Executive Group Manager

Contact Officer name: Ashley Cahif

Lead Directorate:

Major Projects Canberra

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- Through the 2020-21 budget, the government will invest \$2.1 million this financial year to further progress the design of Raising London Circuit as part of Light Rail Stage 2A early works.
- Funding has been fully provisioned to deliver this project, however the funding profile has not been released at this stage to ensure the Territory receives a value for money outcome in the future procurement process.

Key Information

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

Portfolio/s: Transport and City Services

Raising London Circuit

Talking points:

- Raising London Circuit is a major road project that provides an important foundation for extending light rail to Woden. It underpins light rail design work, ensures there is seamless integration of light rail infrastructure and provides a level and more accessible intersection for light rail and its passengers.
- Raising London Circuit will also provide better pedestrian connectivity between the City and the Acton Waterfront. It will complement City Renewal Authority activities in the City.
- Raising London Circuit involves changing the current split-level, overpass-underpass configuration into a more pedestrian and cyclist-friendly intersection, by raising the road level on either side of Commonwealth Avenue.
- Raising London Circuit is a key enabling works project for Light Rail Stage 2A, providing the means for the Light Rail to transition from London Circuit to Commonwealth Avenue.
- Broadly, the scope of this project includes:
 - The raising of the London Circuit roadway on the east and west side of Commonwealth Avenue to create an at-grade intersection with Commonwealth Avenue thereby replacing the grade separation that is currently in place;
 - Road pavements, kerbs, footways, street lighting and urban landscaping elements, including tying in to side-streets and existing frontage developments and undeveloped sites;
 - Relocation and protection of utilities and services that traverse the extents of London Circuit between Edinburgh Avenue on the west side of Commonwealth Avenue and Constitution Avenue on the east side. This will include diversion of certain utility and watermain infrastructure around Vernon Circle;
 - Stormwater and drainage infrastructure including attenuation infrastructure on London Circuit; and
 - Light rail infrastructure (other than road-base material), will not be included in the scope of this works package. However, it is required that space-proofing for light rail infrastructure is assured and that its subsequent implementation will be with the minimal amount of disruption to the built infrastructure as is necessary.
- The construction period for raising London Circuit is intended to take approximately 24 months with initial works expected to commence in late 2021, subject to National Capital Authority planning approvals.

Cleared as complete and accurate: 26/05/2021

Cleared for public release by: Executive Group Manager

Contact Officer name: Ashley Cahif

Ext:51212

Lead Directorate: Major Projects Canberra

- Through the 2020-21 budget, the government will invest \$2.1 million this financial year to further progress the design of Raising London Circuit as part of Light Rail Stage 2A early works.
- Funding has been fully provisioned to deliver this project, however the funding profile has not been released at this stage to ensure the Territory receives a value for money outcome in the future procurement process.

Key Information

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

Portfolio/s: Transport

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

Talking points:

- The ACT Government is progressing plans to bring the benefits of light rail to Mitchell. Funding is secured and construction has commenced on a new light rail stop to better service the area's growing business district.
- Last financial year the ACT Government committed \$150,000 to design a light rail stop for Mitchell. Further to the funding already earmarked by the ACT Government for this project, additional stimulus funding announced by the Australian Government allowed us to progress from design to construction.
- Commonwealth funding represented approximately half of the cost to deliver the stop and enabled the Territory to finalise project arrangements, including final costs. The Territory matched the Commonwealth funding to deliver the project.
- The light rail stop in Mitchell is under construction immediately south of the Sandford Street intersection with Flemington Road. It will be similar in design to other island stops along the light rail alignment.
- First works were commenced by Canberra Metro on 6 December 2020 with the new stop expected to become operational in the second half of 2021.
- The second of the two system shutdowns to undertake work on the Sanford Street Stop has been finalised. Replacement services were arranged by Transport Canberra and City Services on both occasions. Remaining works will now revert to being carried out during engineering hours and during the day, with no further service shutdowns planned.
- Engagement commenced early with the local traders in Mitchell to support them during the project's construction phase. Local knowledge and lessons learnt during Stage 1 were used to enhance communications strategies and advise construction schedules and plans.

Background:

- Light Rail Stage 1 has 13 stops from Gungahlin to City, including two stops in the Mitchell area on Flemington Road, being:
 - 'Well Station Drive'; and
 - 'EPIC and Racecourse'.
- In planning for locations of light rail stops for Stage 1, the Government analysed current and projected demand along the route, together with a technical assessment focused on defining stop locations. Criteria such as access to stops and connectivity with the local population were taken into account as part of this process.

- The Government recognised that Mitchell is a growing area and will be positively impacted by the growth of Gungahlin as a whole. With this in mind, the Project Agreement for Light Rail Stage 1 required Canberra Metro to design and construct light rail with a provision for an additional stop immediately south of the Sandford Street-Morriset Road intersection, with Flemington Road to be constructed in the future.
- Given the strong patronage on the light rail system and responding to community feedback, the Government made the commitment to deliver the Mitchell stop as early as possible.
- In the 2019-20 Budget the Government provided funding to deliver a light rail stop at Mitchell. Capital funding was provided across the 2019-20 and 2020-21 financial years. This followed funding in the 2018-19 Budget to support contract review and detailed design of the stop at Mitchell.
- Transport Canberra and City Services Directorate are separately delivering a shared path along Flemington Road, providing better and safer access between Franklin and Mitchell, particularly to and from the Mitchell commercial precinct and the light rail stops.

Portfolio/s: Transport

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

Talking points:

- Last financial year the ACT Government committed \$150,000 to design a light rail stop for Mitchell. Further to the funding already earmarked by the ACT Government for this project, additional stimulus funding announced by the Australian Government allowed us to progress from design to construction.
- Commonwealth funding represented approximately half of the cost to deliver the stop and enabled the Territory to finalise project arrangements, including final costs. The Territory matched the Commonwealth funding to deliver the project.
- The light rail stop in Mitchell is under construction immediately south of the Sandford Street intersection with Flemington Road. It will be similar in design to other island stops along the light rail alignment.
- First works were commenced by Canberra Metro on 6 December 2020 with the new stop expected to become operational in the second half of 2021.
- On Tuesday, 8 June the temporary containment screens at Sanford Street Stop were removed. The stop area will no longer have physical screens between the stop platform and the operating Light Rail Vehicles. For safety, the stop has been delineated with bollards, cones and extendable rails. This will remain in place until the stop is operational in the second half of 2021.
- The Sanford Street stop is now electrically energised with services and equipment now live for testing.
- Engagement commenced early with the local traders in Mitchell to support them during the project's construction phase. Local knowledge and lessons learnt during Stage 1 were used to enhance communications strategies and advise construction schedules and plans.

Background:

- Light Rail Stage 1 has 13 stops from Gungahlin to City, including two stops in the Mitchell area on Flemington Road, being:
 - 'Well Station Drive'; and
 - 'EPIC and Racecourse'.
- In planning for locations of light rail stops for Stage 1, the Government analysed current and projected demand along the route, together with a technical assessment focused on defining stop locations. Criteria such as access to stops and connectivity with the local population were taken into account as part of this process.

- The Government recognised that Mitchell is a growing area and will be positively impacted by the growth of Gungahlin as a whole. With this in mind, the Project Agreement for Light Rail Stage 1 required Canberra Metro to design and construct light rail with a provision for an additional stop immediately south of the Sandford Street-Morriset Road intersection, with Flemington Road to be constructed in the future.
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- In the 2019-20 Budget the Government provided funding to deliver a light rail stop at Mitchell. Capital funding was provided across the 2019-20 and 2020-21 financial years. This followed funding in the 2018-19 Budget to support contract review and detailed design of the stop at Mitchell.
- Transport Canberra and City Services Directorate are separately delivering a shared path along Flemington Road, providing better and safer access between Franklin and Mitchell, particularly to and from the Mitchell commercial precinct and the light rail stops.

Portfolio: Transport

ISSUE: Light Rail City to Woden – EPBC Referral

Talking points:

- Major Projects Canberra (MPC) submitted referrals for the project under the Commonwealth's *Environment Protection and Biodiversity Conservation Act* (EPBC Act) – City to Commonwealth Park (2A) and Commonwealth Park to Woden (2B).
- The EPBC Act is administered by the Australian Government Department of Agriculture, Water and the Environment (DAWE). Prior to 1 February 2020, administration of the EPBC Act was by the Department of the Environment and Energy (DoEE).
- On 13 January 2020, the ACT Government received notice from DoEE that Stage 2A was a controlled action with the process to be assessed on preliminary documentation.
- On 16 January 2020, the ACT Government received a notice from DoEE that Stage 2B was a controlled action with the process to be assessed by environmental impact statement.
- EPBC preliminary documentation was lodged with the DAWE on 6 May 2020. MPC received a response from the Department and lodged a response on 27 July 2020 to address the comments provided.
- The preliminary documentation considers the socio-economic impacts and benefits of the project, along with areas of Commonwealth environmental significance. The preliminary documentation was available for public consultation for an extended 20 business days between 14 August and 14 September 2020.
- All comments received were managed by MPC and a response was lodged on the 13 November 2020 with DAWE, along with the preliminary documentation, to make a final determination on the project. The Submissions Report was placed on public exhibition for information.
- The ACT Government received approval with conditions from DAWE 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.
- MPC is in the process of preparing the GSM Plan and procuring Biodiversity offsets. Completion of these activities is expected by the middle of this year, enabling works to commence (subject to receipt of other planning approvals, DA and WA).
- Prior to the commencement of the main works, the approval specifically allows for the completion of preliminary investigations and other works.

- We will continue consultation with all stakeholders as the project develops, ensuring that we provide the best outcomes for our community now and well into the future.

Background Information

Stage 2A Referral Decision

- 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.

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 “Environmental Impact Statement” (EIS).
- This is the expected outcome. The assessment process for Stage 2B is more extensive than Stage 2A, reflecting the complexity of issues to be considered.
- On 11 March 2020, the 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.
- MPC will further develop project design and prepare the Draft EIS for submission to the department and public exhibition.
- 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.

Public Notification

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

Cleared as complete and accurate:	26/05/2021	
Cleared for public release by:	Executive Group Manager	
Contact Officer name:	Ashley Cahif	Ext: 51212
Lead Directorate:	Major Projects Canberra	

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

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

- Major Projects Canberra (MPC) submitted referrals for the project under the Commonwealth's *Environment Protection and Biodiversity Conservation Act* (EPBC Act) – City to Commonwealth Park (2A) and Commonwealth Park to Woden (2B).
- The EPBC Act is administered by the Australian Government Department of Agriculture, Water and the Environment (DAWE). Prior to 1 February 2020, administration of the EPBC Act was by the Department of the Environment and Energy (DoEE).
- On 13 January 2020, the ACT Government received notice from DoEE that Stage 2A was a controlled action with the process to be assessed on preliminary documentation.
- On 16 January 2020, the ACT Government received a notice from DoEE that Stage 2B was a controlled action with the process to be assessed by an Environmental Impact Statement.
- On 6 May 2020, the EPBC preliminary documentation was lodged with the DAWE. MPC received a response from DAWE and lodged a reply addressing the department's comments on 27 July 2020.
- The preliminary documentation was available for public consultation for an extended 20 business days between 14 August and 14 September 2020. The preliminary documentation considers the socio-economic impacts and benefits of the project, along with areas of Commonwealth environmental significance.
- On the 13 November 2020, MPC lodged a response to the Public Consultation with DAWE along with the preliminary documentation, to make a final determination on the project. The Submissions Report was placed on public exhibition for information.
- On 2 February 2021, the ACT Government received approval with conditions from DAWE.
- 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.
- MPC is in the process of preparing the GSM Plan and procuring Biodiversity offsets. Completion of these activities is expected by mid 2021. This will enable works to commence (subject to receipt of other planning approvals, Development Approval and Works Approval).
- Prior to the commencement of the main works, the approval specifically allows for the completion of preliminary investigations and other works.

- We will continue consultation with all stakeholders as the project develops, ensuring that we provide the best outcomes for our community now and well into the future.

Background Information

Stage 2A Referral Decision

- 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.

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, the 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.
- MPC will further develop project design and prepare the Draft EIS for submission to the department and public exhibition.
- 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.

Public Notification

- DoEE opened the referrals for Stage 2A and Stage 2B for public comment in July 2019, for the statutory period of 10 business days.

Cleared as complete and accurate:	09/06/2021	
Cleared for public release by:	Executive Group Manager	
Contact Officer name:	Ashley Cahif	Ext: 51212
Lead Directorate:	Major Projects Canberra	

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

Portfolio/s: Transport

ISSUE: Light Rail Stage 2 Delays

Talking points:

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

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

Key Information

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

Portfolio/s: Transport

ISSUE: Light Rail Stage 2 Delays

Talking points:

- COVID-19 has created uncertainty in the infrastructure sector internationally.
- As the project will include international partners and supply chains, understanding and managing the risk associated with this global uncertainty is essential to ensuring Canberrans get value for money in a future contract.
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- The ACT Government continues to progress work to deliver Light Rail to Woden however final control over approval timeframes lies with the Commonwealth.

Portfolio/s: Transport**ISSUE:** Light Rail Stage 2 – Slovenian Club**Talking points:**

- The Slovenian Club is located at 19 Irving St, Phillip, adjacent to the proposed Light Rail Stage 2B corridor, and the Inter Town Public Transport Route.
- The Church of Pentecost Australia building, also located on the site, is hard against the boundary adjacent to the proposed Stage 2B rail corridor. It is a constrained area with respect to drainage, utilities and potential future pedestrian/active travel conflicts.
- Around May 2018, the light rail team, then part of Transport Canberra and City Services, became aware that an application had been made to renew the lease of the site.
- Given the potential conflicts with the rail corridor and potential need for a construction compound in the area, in July 2018 the light rail team had recommended that the lease not be renewed.
- Since this time, there has been further consideration of this matter, noting that design of the light rail system at this location is at a very early stage. Although the site is constrained, Major Projects Canberra (MPC) has determined that it may be possible to construct the light rail system without encroaching upon the site.
- This matter will not be able to be determined with certainty until further technical investigations are undertaken as part of more detailed design for Light Rail Stage 2B.
- MPC contacted the Slovenian Club on 12 August 2020 to arrange a stakeholder meeting on this matter. The Slovenian Club advised once the association were in a position to consider the information provided they would be in contact. MPC is yet to receive any further correspondence from the Slovenian Club.
- Environment, Planning and Sustainable Development Directorate (EPSDD) advised in a letter to the Slovenian Club dated 22 July 2020:

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

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

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

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

Cleared as complete and accurate: 26/05/2021

Cleared for public release by: Executive Group Manager

Contact Officer name: Ashley Cahif

Ext: 51212

Lead Directorate: Major Projects Canberra

Portfolio/s: Transport**ISSUE:** **Light Rail Stage 2 – Slovenian Club****Talking points:**

- The Slovenian Club is located at 19 Irving St, Phillip, adjacent to the proposed Light Rail Stage 2B corridor, and the Inter Town Public Transport Route.
- The Church of Pentecost Australia building, also located on the site, is hard against the boundary adjacent to the proposed Stage 2B rail corridor. It is a constrained area with respect to drainage, utilities and potential future pedestrian/active travel conflicts.
- Around May 2018, the light rail team, then part of Transport Canberra and City Services, became aware that an application had been made to renew the lease of the site.
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- Since this time, there has been further consideration of this matter, noting that design of the light rail system at this location is at a very early stage. Although the site is constrained, Major Projects Canberra (MPC) has determined that it may be possible to construct the light rail system without encroaching upon the site.
- This matter will not be able to be determined with certainty until further technical investigations are undertaken as part of more detailed design for Light Rail Stage 2B.
- MPC contacted the Slovenian Club on 12 August 2020 to arrange a stakeholder meeting on this matter. The Slovenian Club advised once the association were in a position to consider the information provided they would be in contact. MPC is yet to receive any further correspondence from the Slovenian Club.
- Environment, Planning and Sustainable Development Directorate (EPSDD) advised in a letter to the Slovenian Club dated 22 July 2020:

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Cleared as complete and accurate: 26/05/2021

Cleared for public release by: Executive Group Manager

Contact Officer name: Ashley Cahif

Ext: 51212

Lead Directorate: Major Projects Canberra

Portfolio/s: Transport**ISSUE:** **Light Rail Stage 2 – 2020-21 Budget business cases****Talking points:**Raising London Circuit

- The ACT Government brought forward funding of \$2.1 million to 2020-21 which was previously provisioned in the Territory Budget for expenditure in 2021-22 and 2022-23.
- The funds will be used to progress design of the 'Raised London Circuit' component of the Light Rail Stage 2A project. This will provide enhanced pedestrian connectivity between the City and the Acton Waterfront, as well as facilitate the delivery of light rail to Woden.
- EPBC Approval of Light Rail Stage 2A, including the '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.

Mawson Viability

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

Cleared as complete and accurate: 26/05/2021

Cleared for public release by: Executive Group Manager

Contact Officer name: Ashley Cahif

Ext: 51212

Lead Directorate: Major Projects Canberra

Portfolio/s: Transport**ISSUE:** **Light Rail Stage 2 – 2020-21 Budget business cases****Talking points:****Raising London Circuit**

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- Through the 2020-21 budget, the government will invest \$1.269 million this financial year to undertake the study of viability, benefits and disadvantages of the project.
- The preliminary feasibility report is currently anticipated to be delivered by the middle of the year for consideration by Government.
- If an extension of Light Rail Stage 2 to Mawson appears feasible and potentially attractive, it will then be included in a future Stage 2B Business Case for consideration by the ACT Government.

ISSUE: Budget Bid Payment - Canberra Metro**Talking points:**

- Major Projects Canberra (MPC) entered into negotiations in August 2019 with Canberra Metro to deliver Light Rail Stage 2A (LRS2A). On 30 March 2020, MPC executed an Augmentation Agreement with Canberra Metro for Canberra Metro to:
 - Undertake LRS2A design and development; and
 - Undertake activities to develop an offer for construction of the LRS2A rail system.
- Under the Augmentation Agreement, Canberra Metro were paid approximately \$15 million to undertake design development activities pursuant to Work Orders.
- As such, under the Augmentation Agreement, Canberra Metro's bid costs were to be paid, up to a cap of \$5 million, if the ACT Government terminated the process or did not accept an offer by 31 December 2020.
- In mid-2020, the Territory agreed that no contracts for LRS2A would be entered into due to the risks associated with the global uncertainty in the infrastructure sector as a result of COVID-19, and to ensure Canberrans get value for money in the contract.
- MPC has now paid the Canberra Metro invoice for bid costs of \$5 million.
- This is current market practice in Australian large scale and complex infrastructure projects, and recognises the significant costs incurred by the private sector in bidding potentially acting as an impediment to participation in bidding for large infrastructure projects.
 - A recent example of bid cost reimbursement is the North East Link Project in Melbourne, unsuccessful bidders were entitled to up to \$50 million of bid costs and the Metro Tunnel Project entitled unsuccessful bidders to up to \$15 million of bid costs.
- Importantly:
 - This payment does not represent a 'profit' for Canberra Metro. It reimburses Canberra Metro (up to the \$5m cap) for costs it genuinely incurred in developing a proposal for Light Rail Stage 2A in consultation with the ACT Government. Canberra Metro has provided justification and supporting evidence for these costs; and
 - The payment is for work that continues to be of value to the Territory, noting that design and other activities are continuing off the back of the proposal work undertaken earlier by Canberra Metro.
- The Territory has now recommenced negotiations with Canberra Metro following the Commonwealth's funding announcement and with the project risks associated with COVID-19 more fully understood.

- This is a notifiable invoice and will be listed on the notifiable invoices register.
- Project costs will not be released at this stage. This is to assist the ACT Government in achieving the best outcome possible. The ACT Government expects to release project costs once commercial negotiations are complete.

ISSUE: Budget Bid Payment - Canberra Metro**Talking points:**

- Major Projects Canberra (MPC) entered into negotiations in August 2019 with Canberra Metro to deliver Light Rail Stage 2A (LRS2A). On 30 March 2020, MPC executed an Augmentation Agreement with Canberra Metro for Canberra Metro to:
 - Undertake LRS2A design and development; and
 - Undertake activities to develop an offer for construction of the LRS2A rail system.
- Under the Augmentation Agreement, Canberra Metro were paid approximately \$15 million to undertake design development activities pursuant to Work Orders.
- As such, under the Augmentation Agreement, Canberra Metro's bid costs were to be paid, up to a cap of \$5 million, if the ACT Government terminated the process or did not accept an offer by 31 December 2020.
- In mid-2020, the Territory agreed that no contracts for LRS2A would be entered into due to the risks associated with the global uncertainty in the infrastructure sector as a result of COVID-19, and to ensure Canberrans get value for money in the contract.
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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, Light Rail Stage 2A and the Environmental Impact Statement studies for Stage 2B, with a view to submitting the Works Approval and Development Approval for the LRS2A Project later this year.

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- The contract runs until June 2025 with options for further extension.
- We look forward to working with AECOM to bring the design for Canberra Light Rail Stage 2A and 2B to life.

Costs

- It is expected that the value of the work to undertake the design of LRS2A and LRS2B could be up to \$93 million for both Stage 2A and 2B over the contract term of 5 years.
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- 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 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.
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Portfolio/s: Treasurer

Skills

ISSUE: CIT Campus – Woden Progress Update**Talking points:**

- On 28 November 2019, the ACT Government announced that a new CIT campus will be built in the Woden Town Centre. This new, modern CIT campus will be a dedicated teaching and learning campus and complement a new passenger-friendly public transport interchange to be situated on Callam Street.
- On 24 August 2020, the Chief Minister and I announced that the ACT Government had formally approved the CIT Campus – Woden Business Case, which marked a significant milestone and major step-forward for the project.
- CIT Woden Campus will be a VET technology and service skills learning precinct, delivering courses to prepare students for roles in industries such as business, cyber security, IT, creative industries, hospitality and tourism.
- Over 6500 students will attend the CIT Woden Campus each year, which will benefit local business and industry whilst providing students with a contemporary and dynamic educational environment.
- 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 Campus-Woden including a Youth Foyer and urban realm development; and
 - Package 4 - Yurauna Centre at CIT Bruce Campus.
- Upgrades and improvements planned for local roads and intersections will improve bus, car and active travel movement, while supporting the new Woden public transport interchange. Improvements will include new traffic signals at nearby intersections, improvements to intersections and the addition of pedestrian crossings to promote more active travel movements in the area.

Cleared as complete and accurate: 26/05/2021

Cleared for public release by:

Contact Officer name:

Lead Directorate:

Executive Group Manager

Wayne Ford

Major Projects Canberra

Ext: 55466

Ext: 52048

- 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.
- Mobilisation and construction will commence in June 2021.

Package 2

- The RFT for Package 2 – Transport Interchange closed on the 15 April 2021. The Evaluation Panel are currently evaluating tender responses. Award of contract is anticipated in mid-June 2021.

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 was appointed on 12 November 2020.
- The design process is continuing with the Functional Design Brief being finalised.
- The Final Output Specifications, Functional Design Brief and a Reference Design will form part of the briefing contract documents that will be issued for tender as part of the Design and Construct Package 3 works.
- A Request for Expressions of Interest (REOI) was advertised on 11 March 2021 for responses from D&C contractors interested to be pre-qualified for tender for Package 3 works.
- Expressions of Interest have been received and are currently being evaluated. A shortlist of these respondents will be invited to participate in a tender process in Mid-July 2021.

Planning Approvals Process

- An Estate Development Plan (EDP) EDP Development Application (DA) is forecast to be submitted in June 2021 with a Notice of Decision to be received prior to the engagement of the Package 3 D&C Contractor.
- In quarter 1 of 2022, a DA for the demolition of the existing Woden Bus Interchange will be submitted by the Package 3 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 mid-2022.

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Cleared as complete and accurate: 08/06/2021

Cleared for public release by:

Contact Officer name:

Lead Directorate:

Executive Group Manager

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Major Projects Canberra

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Portfolio/s: Skills/Transport

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

Talking points:

- In mid-January 2021, the Development Application (DA) was submitted for the new Woden public transport interchange.
- Consultation was extended until 16 April 2021 so the community had a greater opportunity to view and comment on the design for:
 - The new Woden public transport interchange on Callam Street;
 - New bus layovers on Launceston and Easty Street; and
 - Upgrades and improvements to local roads and intersections.
- Upgrades to bike paths, footpaths and other active travel routes are also a component of these works, reflecting the ACT Government's commitment to connecting people to our local and regional centres and continuing to grow Canberra as a truly sustainable city.
- In December 2020, Major Projects Canberra completed formal Pre-DA public consultation for the new Woden public transport interchange with community members, local business, future users of the site (such as bus drivers, CIT trainers, assessors and students) and other key stakeholders.
 - More than 650 members of the public were consulted, 21 detailed stakeholder briefings and 11 community information pop-ups were held, and 183 responses to our online survey were received. There were also 1236 visits to the CIT virtual consultation room.
 - The findings of this consultation are published in a 'What we Heard' report available to view or download on the [YourSay website](#).
 - We are responding meaningfully to each of the key points of feedback that we received from the public:
 1. We heard that the community values protection from the elements, including shading for hot summer days and spaces to stay warm in winter while waiting for public transport.

Response: The design of the canopies for the new Woden public transport interchange is currently being finalised. It incorporates the community's desire for protection from the elements. Further detail will be released prior to construction starting on the new public transport interchange.

Landscaping, screening and wind tunnel issues are also being considered to allow for Canberra's summer and winter.

'Smart' technology, such as electronic timetables, will be included in the new transport interchange, reducing passenger wait times.

Cleared as complete and accurate: 08/06/2021

Cleared for public release by: Executive Group Manager Ext: 55466

Contact Officer name: Wayne Ford Ext: 52048

Lead Directorate: Major Projects Canberra

2. We heard the community values green space and landscaping, including grassed areas, garden spaces and large trees for shade.

Response: The project will significantly increase green space including tree canopy from its current condition using the guidelines set out in 'Canberra's Living Infrastructure Plan, 2019', which outlines the ACT Government's ambition of urban areas striving to achieve 30 per cent coverage of tree canopy or a tree canopy equivalent (such as green roofs, shrub beds, wetlands and rain gardens) by 2045. The CIT Woden campus project site currently has 16 per cent canopy coverage, and this will be increased to 21 per cent.

3. We have heard the community's feedback that the new public transport interchange on Callam Street will increase the walking distance to Westfield for the elderly, people with disabilities, and others.

Response: The addition of the pedestrian-friendly east west boulevard linking the new transport interchange, Woden Town Square and Westfield, as well as improved wayfinding, will add to the usability and accessibility of the new transport interchange. The design principles for the CIT Campus Woden facilities refers to the ground floor plane of the Campus building/s as being transparent and porous allowing easy and clear access through the buildings as they front Callam Street and then through the building/s towards Westfield.

4. We heard that the community want to feel safe when using public transport.

Response: Safety and security are key priorities of this project. Better lighting, more staff and CCTV, and clear lines of sight providing better passive surveillance are all features of the new Woden public transport interchange and CIT campus.

5. We heard the community's feedback that the closure of Callam Street to private vehicles will place traffic pressure on nearby roads.

Response: The project team is considering all options to ensure traffic, pedestrians and cyclists can move easily through Woden after Callam Street is closed; this includes the possibility of a new shared connection that would link Bowes and Bradley Streets.

While further analysis is undertaken on this possible connection, if it were to be installed it would be a safe, shared zone giving priority to pedestrians with a similar look and feel to Bunda Street in the city. The possible connection would not cater to large numbers of cars, but would help with the movement of local traffic while also ensuring safety for CIT students, commuters and the public.

- This public consultation period supports the DAs for the new Public Transport Interchange, Bus Layovers and associated works were submitted in mid-January 2021 and closed on the 16 April 2021.
- We will continue to seek community and key stakeholder feedback as we move into the planning approvals process for the new CIT campus later in 2021. This will include feedback into the boulevard linking the interchange and Westfield, as well as the CIT campus design, functionality and green space. We will also ensure the community and stakeholders have input into the design and landscaping of a proposed new pedestrian priority shared zone connection between Bowes and Bradley streets.
- 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 but could be realised in planting, wayfinding, artwork and incorporation of stories into design. Best practice engagement methods are being utilised to ensure that this consultation is meaningful.

Previous Community Consultation

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

Portfolio/s: Skills/Transport

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

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Cleared as complete and accurate:	26/05/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
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Portfolio/s: Skills

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

Talking points:

Site Location

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

Lovett Tower and Borrowdale House

- Lovett Tower and Borrowdale House were not considered to be suitable locations for the new CIT facility as adaptive re-use of ageing office infrastructure does not provide the same opportunity to deliver a customised smart-learning environment which supports world-leading educational outcomes.
- Major constraints for the adaptive re-use of these facilities include small floor plates, low ceiling to floor heights, limited connectivity between floors beyond lifts, and a small land area limiting the opportunity to produce a campus feel. The combined site area of Lovett Tower and Borrowdale House is only 3,200m², compared to over 11,000m² for the preferred site option.

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

Portfolio/s: Transport

ISSUE: Woden Public Transport Interchange – Bus Layover & Ancillary Roadworks Package 1

Talking points:

Procurement

- In November 2020 following an open tender process, MPC engaged an Arup/Hayball consortia as a multi-discipline Reference Design and Technical Advisor.
- This consortia includes architectural and engineering professionals and is working with the ACT Government to finalise the development and refinement of the transport interchange design, incorporating feedback gathered during public consultation undertaken in mid and late 2020.
- The new Bus Layover and Ancillary Roadworks package of work – Package 1 proceeded to public tender and closed in mid-March 2021.
- Following tender evaluation the contract was awarded to Canberra Contractors in May 2021.
- Construction is planned to commence in June 2021 and forecast to be completed in late 2021.

Planning Approvals

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

Construction

- Construction activities will commence in June 2021.
- Construction completion is expected in November 2021.

Portfolio/s: Transport

ISSUE: Woden Public Transport Interchange – Bus Layover & Ancillary Roadworks Package 1

Talking points:

Procurement

- In November 2020 following an open tender process, MPC engaged an Arup/Hayball consortia as a multi-discipline Reference Design and Technical Advisor.
- This consortia includes architectural and engineering professionals and is working with the ACT Government to finalise the development and refinement of the transport interchange design, incorporating feedback gathered during public consultation undertaken in mid and late 2020.
- The new Bus Layover and Ancillary Roadworks package of work – Package 1 proceeded to public tender and closed in mid-March 2021.
- Following tender evaluation the contract was awarded to Canberra Contractors in May 2021.
- Construction is planned to commence in June 2021 and forecast to be completed in late 2021.

Planning Approvals

- The Development Application for the Bus Layover and Ancillary Roadworks was lodged in the first quarter of 2021.
- The public notification period concluded in April 2021.

Portfolio/s: Transport

ISSUE: Woden Public Transport Interchange – The Interchange

Talking points:

Procurement

- In November 2020 following an open tender process, MPC engaged Arup/Hayball as Reference Design and Technical Advisor multi-discipline consultant consortium with architectural and engineering professionals.
- This consultant is working with the ACT Government to finalise the development and refinement of the transport interchange design, incorporating feedback gathered during public consultation undertaken in mid and late 2020.
- The new Transport Interchange package of work proceeded to select Request for Tender stage for a design and construct contract in mid-February 2021.
- Tenders closed in April 2021 and are currently being evaluated.
- Construction is planned to commence in the third quarter of 2021, with construction completion by the end of the first quarter of 2022.

Planning Approvals

- The Development Application for the Transport Interchange was lodged in the first quarter of 2021.
- The public notification concluded in April 2021.
 - Public representations were received by Environment, Planning and Sustainable Development Directorate.

Portfolio/s: Skills**ISSUE: CIT Campus Woden – Sustainability Strategy****Talking points:**

- The CIT Woden Campus project intends to lead by example on climate change and has committed to a range of ambitious sustainability goals.
- A sustainability strategy is developed which outlines how the project intends to deliver on the Territory's policy targets such as the Welbeing Framework, Climate Change and Transport strategies.
- Sustainability performance is a key criteria embedded in the designs of the CIT Woden Campus project including the following initiatives:
 - the building will be all-electric supporting the transition away from fossil fuels.
 - best practice energy and water efficiency design features and fittings including high performance façade to minimise resource consumption and maximise thermal comfort.
 - best practice waste management through both construction and operations including consideration for an onsite organics capture and reuse system.
 - targeting onsite solar photovoltaic capacity to cover 15% of the building's electricity consumption, linked to an onsite microgrid enabling electricity storage.
 - a range of water sensitive landscapes on the ground floor, rooftop and terraces will maximise living infrastructure and associated social, economic, and environmental benefits. This includes edible indigenous community gardens for CIT teaching and learning activities.
 - improved urban realm and green space aiming for over 23% of footprint to be urban realm and public space, with a key focus on improving the walkability to and through the campus, by increasing greenery, landscaping and other placemaking treatments.
 - working towards a 30% urban tree canopy across the project site with a net increase in tree canopy cover.
 - a range of smart campus inclusions enabling proactive building management systems and enabling visibility to occupants and visitors of sustainability achievements.
 - a best practice end of trip facility providing secure bicycle storage, lockers, and showers for a significant proportion of students and staff each day.

- colocation at the new transport interchange providing staff and students with a range of options to choose a sustainable transport mode for journeys to campus
- best practice occupant health and wellbeing initiatives through the application of the WELL rating tool; a performance based system that measures, monitors and certifies features of the built environment that impacts human health.
- Achieving high social and environmental sustainability outcomes is expected to result in ongoing reduced operating and maintenance costs, through reduced water and energy consumption. The campus will be high profile and showcasing sustainability is a key educational goal.
- The project is currently in design stage and scheduled for construction to commence in 2022.
- There is strong community and stakeholder support for setting ambitious sustainability goals for both the construction stage and the operations of the new campus.

Background

- Sustainability targets and achievements will be set and verified through the industry recognized Green Building Council of Australia - Green Star Buildings rating tool.
- The Green Star strategy adopted for the project is a minimum target of a 5 Star Green Star Buildings rating to encourage innovation and best practice across a broad range of social and environmental sustainability categories.
- The project is testing the use of a carbon calculator tool through its procurement and construction program. The tool requires tenderers to state the material impact expected from construction and plan for managing greenhouse gas emissions intensive materials (such as concrete). This tool is also used to calculate the greenhouse gas emissions of the operational aspects of the tenderer's as they apply to the project. This tool will be used as the basis for monthly reporting by the successful tenderer to enable the project to monitor its environmental impact and CO2 emissions from construction.

Portfolio/s: Transport

ISSUE: Woden Public Transport Interchange – The Interchange

Talking points:

Procurement

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- The Development Application for the Transport Interchange was lodged in the first quarter of 2021.
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 - Public representations were received by Environment, Planning and Sustainable Development Directorate.

Portfolio/s: Skills

ISSUE: CIT Campus Woden – Electronic Vehicle (EV) Charging Infrastructure

Talking points:

- ACT's Government is committed to all newly leased ACT Government passenger fleet vehicles to be zero emissions from 2020-21.
- The new CIT Woden campus will have 72 spaces in total in the basement carpark, with provision made for 22 to be allocated with EV charging capacity and two of those spots with rapid charging capacity.
 - 10 of the total 72 car spaces will be allocated to the CIT fleet and the remaining for general CIT Staff parking (to be allocated at CIT's discretion).

Portfolio/s: Skills**ISSUE: CIT Campus Woden – Sustainability Strategy****Talking points:**

- The CIT Woden Campus project intends to lead by example on climate change and has committed to a range of ambitious sustainability goals.
- A sustainability strategy is developed which outlines how the project intends to deliver on the Territory's policy targets such as the Welbeing Framework, Climate Change and Transport strategies.
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 - 10 of the total 72 car spaces will be allocated to the CIT fleet and the remaining for general CIT Staff parking (to be allocated at CIT's discretion).

ISSUE: CIT Campus – Parking

Talking points:

- The onsite parking to be provided as part of the CIT Campus Woden project will be in line with the CIT Campus Woden Business Case endorsed by the ACT Government.
- There will be basement parking and site/building services accommodated beneath the Callam Street wing for 72 vehicles and five vehicle parking spaces at surface level for the youth foyer.
- This level of carparking provision within the project is supported by the City, Town Centre and Dickson Parking Analysis – 2019 Surveys, which identifies 7,550 spaces available throughout the town centre (refer to figure below).
- The majority of public parking is available around the Woden office areas and Westfield Woden to support the highest concentration of workers and centre visitors. As of 2019 (pre- COVID-19), the overall parking utilisation peaks at 80%. Based on the number of developments currently being planned, the overall number of carparks is expected to drop to approximately 7100 (approx. 6% reduction) by 2025, irrespective of this development.

Type	Number of spaces	Percentage of overall spaces	Number of carparks
Westfield	2,050	27%	3
Other Private	1,300	17%	4
ACT Government – Off-street spaces	2,750	36%	17
ACT Government – On-street spaces	1,450	19%	n/a
ACT Government - Total	4,200	56%	17 + on-street
Woden Total	7,550	n/a	24

*Figure 1: Overall number of public car parking spaces by operator, 2019. City, Town Centre and Dickson Parking Analysis - 2019 Surveys. * Number of carparks refers to carpark banks that are located around Woden.*

- Public transport and Active Travel infrastructure and links will help to connect the community to the new CIT Campus, and meet the requirements of the new campus obtaining a Green Star Design and As Built Performance, new 2020 version now termed Green Star Buildings 5* (Australian Excellence). Green Star is an internationally recognised sustainability rating system which is helping to improve environmental efficiencies in buildings, boosting productivity, and improving the health and wellbeing of occupants.

- In order to meet the provision of bicycle amenity and parking within the Green Star rating, the campus will require approx. 160+ bike parking spaces as part of broader end-of-trip facilities that are to be provided within the campus.
- Outside the campus the project is introducing to the precinct, two secure TCCS bike storage facilities around the Public Transport Interchange for transport patrons. These facilities will further enhance the capacity of bike amenity.
- The new CIT Campus Woden will be situated directly adjacent to the Woden Transport Interchange and the future light rail terminus station. Which will help staff and student access hundreds of different bus services each day.
- This public transport infrastructure aligns with the new and enhanced pedestrian and bicycle connections surrounding the site, is anticipated that the new campus will meet the Environment, Planning and Sustainable Development Directorate's Parking and Vehicular Access General Code case by case requirements, which states (page. 1); *The parking provision rates take account of factors such as the availability of public parking and the potential for relevant shared parking with neighbouring developments, accessibility of the location to public transport, and relevant transport, economic, social and environmental policies, such as travel demand management measures.*
- Exact arrangements relating to staff and student parking will be developed as the project progresses and following ongoing consultation.

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Portfolio: Health**ISSUE: Critical Services Building****Talking points:**

- At approximately 43,000m², the new facility will enable a bigger, better Canberra Hospital to meet the needs of our growing city and region. It is the largest healthcare infrastructure commitment ever undertaken by the ACT Government.
- The new **Intensive Care Unit (ICU)** will provide 60 beds and will include:
 - Four dedicated paediatric beds;
 - Family zones that will provide families with children in the ICU access to a support area, including a lounge and play area;
 - A multi-purpose therapy space to provide early, integrated rehabilitation which assists with patients' recovery;
 - A dedicated pod of beds, which can be converted into a complete isolation pod in the event of an infectious threat; and
 - Dedicated critical care bays, which will enable high-end, complex interventions, reducing the need to transfer these patients.
- The expansion will see 22 new **theatres**. This will include state-of-the-art hybrid and interventional radiology theatres to allow the latest advances in medical technology to be used.
- The **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 – 72 more than currently available at Canberra Hospital. In addition, the new ED will include a separate dedicated paediatric stream.
- The new facility will add to the **medical imaging facilities** available at Canberra Hospital, with:
 - Four X-ray rooms – one with Orthopantomogram;
 - Three CT Scanners;
 - Two Ultrasound Rooms;
 - One Ultrasound Procedure Room; and
 - Two MRIs (including one Intraoperative MRI).

- The provision of 12 **ambulance bays**, including nine patient drop-off/operational bays and three ambulance parking/waiting bays. The CHE Project team are exploring a further four parking/waiting bays, including one emergency vehicle parking space to assist in custodial transfers. The team are also exploring a future second entrance/exit to the Ambulance Bay.
- The Critical Services Building will include two additional wards providing 64 **inpatient beds** and storage spaces for important healthcare equipment with an overall total of 156 inpatient beds.
- Relocation of the hospital's **helipad** to the northern end of the Critical Services Building's rooftop. This location has been selected as it provides the essential clinical connection with the new building, improving helicopter operations.

Family Focused Design

- Key design elements of the new facility include a focus on meeting the needs of both patients and staff through access to indoor and outdoor areas for relaxation and quiet reflection as well as places where families can gather together and socialise.

Connection to Country

- The CHE Project Team are working with both the Canberra Hospital's Aboriginal and Torres Strait Islander Reference Group and the United Ngunnawal Elders Council to ensure the new Critical Services Building embodies a connection to country.

Portfolio: Health**ISSUE: Canberra Hospital Expansion - Key Facts and Figures****Talking points:**

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Cleared as complete and accurate: 10/06/2021

Cleared for public release by:

Contact Officer name:

Lead Directorate:

Executive Branch Manager

Martin Little

Major Projects Canberra

Ext: 55466

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Portfolio: Treasurer

Health

**ISSUE: Canberra Hospital Expansion Project – Progress
Update/Stakeholder Engagement****Talking points:****Main Works Update**

- The delivery of the state of the art emergency, surgical and critical care building remains on track for 2024.
- The Territory's delivery partner, Multiplex, submitted the final Design and Construct offer on 24 May, with Major Projects Canberra and the Territory's consultants now assessing the offer.

Development Application

- A 6 week public notification period for the Main Works Development Application has commenced and will close on 18 June. The public are able to access the Development Application documents through Environment, Planning and Sustainable Development Directorate's DA website and searching either under the suburb of Garran (Block 1 Section 58) or through DA number 202138534.
- We welcome the community's input on this significant investment in health infrastructure for the ACT.

Ambulance Access off Palmer Street

- The design separates the ambulance and logistics vehicle access to the new Critical Services Building to reduce conflict and maintain operational efficiency. The introduction of a dedicated ambulance entry point to the Critical Services Building will eliminate current traffic conflicts between emergency vehicles, pedestrians, and private vehicles at the Yamba Drive entrance.
- A dedicated entrance, with the correct ramps and grades to efficiently service the new Critical Services Building will ensure the ACT continues to deliver the best performing ambulance service in Australia. Discussion of this dedicated ambulance bay entrance design is ongoing with Garran Primary School and the local Garran community, noting that everyday our trained emergency services drivers navigate through residential areas and school zones across Canberra.

Enabling Works Update

- We have continued to progress the series of works required to enable the demolition of Buildings 5 and 24. Demolition of these buildings is required to facilitate the construction of the new Critical Services Building.

- Relocation of in-ground utilities along Hospital Road have now been completed. Multiplex are continuing their investigative works, including locating existing inground services, as part of the Early Works package for the Critical Services Building.

Child at Risk Health Unit (CARHU)

- The works for this important community health service were completed in March 2021, with the space occupied in early April 2021.

Building 4

- The refurbishment of Building 4 has been completed, with the ANU Medical School and University of Canberra clinical training facilities relocated and modifications to the CHS Library.

Building 8

- The new Building 8 will provide upgraded facilities for the Canberra Sexual Health Centre and other key tertiary teaching and training facilities on the campus with construction completed in late May/early June and occupation underway.

Building 9

- We have just completed minor refurbishment of Building 9, which has provided a much needed facelift to the campus accommodation.

Temporary carpark

- The contract for the design and construction of the temporary carpark on the former Woden CIT site was awarded to Dale & Hitchcock in September last year.
- The first stage of new car parking spaces has been completed with the first 200—300 spaces in use. A further 450 spaces will come on line by the end of June. This will provide over 750 car parking spaces for hospital staff and contractors, freeing-up parking spaces on the campus. Stage 2 of the carpark is scheduled for completion in August 2021, and will provide approximately another 380 car parking spaces on that site.

Key information

Program of Delivery

- Multiplex lodged a Development Application for the design and construction of a Prototype Shed in December last year that closed on 24 February, with no public submissions received. Construction of the Prototype Shed is scheduled to commence in late June.
- In partnership with the ACT Government, Multiplex is preparing to formally open its "Connectivity Centre" adjacent to the Woden Interchange and Town Square. The Connectivity Centre is a key element of Multiplex's plans to achieve social procurement targets that include 10% of the value of sub-contracted works from Aboriginal and Torres Strait Islander accredited bodies and 30% of its onsite tradespersons from traineeships, apprenticeships and similar programs. This includes apprentices who have been unable to complete their previous apprenticeship from displacement as a result of the COVID-19 health pandemic.

- Multiplex successfully utilised a Connectivity Centre for its delivery of the comparable, and recently constructed, Westmead Hospital in Western Sydney.

User group consultation

- In 2019, the project established 10 specialised user groups to inform the early planning and design for the new facility. The user groups consist of approximately 120 clinicians, support staff, and consumer representatives that provide advice and input into the key aspects of the project's planning.
- Over 200 separate user group workshops with clinicians have already been completed since Major Projects Canberra took carriage for the delivery of the Project in July 2019.
- A number of pop-up public consultation sessions occurred in December 2020. These were held in various locations around Canberra including Manuka, Dickson and Woden. Pop-Ups completed in January include Erindale, Jamison and Kaleen. Pop-Ups completed in February include Chisholm, Lanyon, Gungahlin Marketplace, Kippax and Garran.

Consumer Reference Group

- Targeted design focus workshops have been completed with the Consumer Reference Group and their members in November 2020 and January 2021, with a final sketch design workshop completed on 24 February.
- The Consumer Reference Group is Chaired by a representative of the Health Care Consumers Association and also includes representatives from 12 community organisations.

CHS Aboriginal and Torres Strait Islander Reference Group

- Following feedback on elements sensitive design for welcoming and healing spaces in and around the Critical Services Building, in late October 2020 the Project formalised communication with the CHS' Aboriginal and Torres Strait Islander Consumer Reference Group.
- Chaired by Ms Diane Collins, a Deputy Chair of the Aboriginal and Torres Strait Islander Elected Body and a prominent local community worker with connections to the Wiradjuri and Kamilaroi nations, the Reference Group is made up of representatives from the Aboriginal Liaison Service and Aboriginal & Torres Strait Islander Elected Body.
- Targeted design focus workshops were completed with the Group in late 2020, with a further workshop being scheduled with the Hospital Campus Masterplan. The CHE Project team have also presented to the United Ngunnawal Elders Council and will be participating in a NAIDOC Week event on 4 July 2021.

Local Community Reference Group

- The latest meeting of the Local Community Reference Group was held on the evening of 26 May 2021 and included a question and answer forum on the Development Application currently on public exhibition. We are continuing to listen to the concerns of local residents.
- Key themes to be explored further by the group include urban design and the public realm, parking and local traffic, school access, ambulance access and patient transfers, pedestrian connections through the Canberra Hospital campus to surrounding neighbourhoods, and delivery arrangements around the project site.

Portfolio: Treasurer

Health

**ISSUE: Canberra Hospital Expansion Project – Progress
Update/Stakeholder Engagement****Talking points:****Main Works Update**

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- The Territory's delivery partner, Multiplex, submitted the final Design and Construct offer on 24 May, with the offer currently being assessed by the Territory. An outcome is expected to be announced in the coming weeks.

Development Application (DA)

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Key information

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- A number of pop-up public consultation sessions occurred in December 2020. These were held in various locations around Canberra including Manuka, Dickson and Woden. Pop-Ups completed in January include Erindale, Jamison and Kaleen. Pop-Ups completed in February include Chisholm, Lanyon, Gungahlin Marketplace, Kippax and Garran.

Consumer Reference Group

- Targeted design focus workshops have been completed with the Consumer Reference Group and their members in November 2020 and January 2021, with a final sketch design workshop completed on 24 February.
- The Consumer Reference Group is Chaired by a representative of the Health Care Consumers Association and also includes representatives from 12 community organisations.

CHS Aboriginal and Torres Strait Islander Reference Group

- Following feedback on elements sensitive design for welcoming and healing spaces in and around the Critical Services Building, in late October 2020 the Project formalised communication with the CHS' Aboriginal and Torres Strait Islander Consumer Reference Group.
- Chaired by Ms Diane Collins, a Deputy Chair of the Aboriginal and Torres Strait Islander Elected Body and a prominent local community worker with connections to the Wiradjuri and Kamilaroi nations, the Reference Group is made up of representatives from the Aboriginal Liaison Service and Aboriginal & Torres Strait Islander Elected Body.
- Targeted design focus workshops were completed with the Group in late 2020, with a further workshop being scheduled with the Hospital Campus Masterplan. The CHE Project team have also presented to the United Ngunnawal Elders Council and will be participating in a NAIDOC Week event on 4 July 2021.

Local Community Reference Group

- The latest meeting of the Local Community Reference Group was held on the evening of 26 May 2021 and included a question and answer forum on the DA currently on public exhibition. We are continuing to listen to the concerns of local residents.
- Key themes to be explored further by the group include urban design and the public realm, parking and local traffic, school access, ambulance access and patient transfers, pedestrian connections through the Canberra Hospital campus to surrounding neighbourhoods, and delivery arrangements around the project site.

Portfolio/s: Sustainable Building and Construction**Cladding Rectification****Talking points:**

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

ACT Government Program

- A review of ACT Government owned buildings has been completed, and the sites of potential risks have been identified. This has involved a multi-stage process that identified, reviewed and assessed all buildings with potentially combustible cladding.
- The audit identified 23 sites requiring cladding rectification works.
- Of these, 21 sites are being progressed through Major Projects Canberra, with two sites within the Education portfolio being progressed directly by the Education Directorate.
- 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 rectification works have commenced and are aimed to be completed in the middle of this year. This includes 11 of the 21 ACT Government sites being delivered by MPC.
- All 11 first-round sites are in contract, and have undergone site inspections and meetings with on-site management, replacement materials are on order, construction drawings being finalised and building approvals sought. Work is currently occurring on five of the 11 sites. The main program of works will commence in the financial year 2021-22 with the Request for Expressions of Interest currently out to market.

Private Sector Program

- The ACT Government is creating a 'Government Concessional Loan Scheme' (the Scheme) to support the remediation of combustible cladding across eligible private sector buildings.
- The Scheme will involve a Government concessional loan and is designed to encourage and assist in the remediation of higher-risk potentially combustible cladding on private buildings where their multi-owner nature may otherwise present a practical impediment to the replacement of such cladding.
- Apartment buildings including mixed-use apartment buildings of three storeys or higher will be eligible for the program.
- Phase 1 of the scheme will commence in the 2021/22 Financial Year with support provided by the ACT Government in the form of concessional loans for Owners Corporations to undertake initial testing and engineering investigations. This will enable owners corporations of eligible buildings to understand the cladding related risk of their buildings and the potential costs for remediation.
- Further information on the scheme will be available in mid 2021, including information on eligibility, the concessional loan arrangements, and the application process for building owners corporations.
- As Phase 1 progresses, the ACT Government will consider the best approaches to then encourage and support remediation works as part of Phase 2.
- Engagement with industry associations/representatives has occurred and will continue, to enable industry input to the development of the scheme.

Q+A

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

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

Privately-owned buildings

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 .

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

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

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

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

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

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

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

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

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

The Government is developing a register specifically for companies and construction professionals with experience in cladding remediation work, , wanting to offer their services to Owners Corporations under this Scheme. This will not only include applying checks similar to those required under the existing ACT Construction Pre-Qualification Scheme, but specifically assess their direct experience in cladding work and their insurance coverage for cladding rectification work.

Background

Milestones	Date to be completed
1. Commencement of education campaign	June 2021
2. Opening of registrations of interest for the Scheme	1 July 2021
3. Opening of full loan applications (subject to Treasury advice)	2 August 2021
4. Reporting back on the levels of take-up of the Scheme	First half 2022
5. Closing of applications for the Scheme	August 2022 (12 months after commencement)
Completion date of the Loan Scheme and receipt of all building reports (where there is sufficient take-up of the scheme):	1 December 2022

Cleared as complete and accurate: 27/05/2021
Cleared for public release by: Executive Group Manager Ext: 55466
Contact Officer name: Adrian Piani Ext: 54326
Lead Directorate: Major Projects Canberra

Portfolio/s: Sustainable Building and Construction

Cladding Rectification

Talking points:

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

ACT Government Program

- A review of ACT Government owned buildings has been completed, and the sites of potential risks have been identified. This has involved a multi-stage process that identified, reviewed and assessed all buildings with potentially combustible cladding.
- The audit identified 23 sites requiring cladding rectification works.
- Of these, 21 sites are being progressed through Major Projects Canberra (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 rectification works have commenced and are aimed to be completed in the second half of this year. This includes 11 of the 21 ACT Government sites being delivered by MPC.
 - All 11 projects are underway including site inspections and materials on order; physical work is underway on four of the 11 sites and one site is complete; and
 - The main program of works will commence in the financial year 2021-22 with the Request for Expressions of Interest currently out to market.

Private Sector Program

- The ACT Government is creating the Scheme to support the remediation of combustible cladding across eligible private sector buildings.
- The Scheme will provide financial support to Owners Corporations of eligible buildings and is designed to encourage and assist in the remediation of higher-risk potentially combustible cladding on private buildings where their multi-owner nature may otherwise present a practical impediment to the replacement of such cladding.
- Apartment buildings including mixed-use apartment buildings of three storeys or higher will be eligible for the program.
- Phase 1 of the scheme is planned to commence in the 2021/22 Financial Year with support provided by the ACT Government for Owners Corporations to undertake initial testing and engineering investigations. This will enable owners corporations of eligible buildings to understand the cladding related risk of their buildings and the potential costs for remediation.
- Further information on the scheme will be available in mid 2021, including information on eligibility, and the application process for building owners corporations.
- As Phase 1 progresses and the outcomes of the risk assessments are known, the ACT Government will consider the best approaches to encourage and support remediation works.
- Engagement with industry associations/representatives has occurred and will continue, to enable industry input to the development of the scheme.

Q+A

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

Government-Owned Buildings

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

Cleared as complete and accurate:	10/06/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Adrian Piani	Ext: 54326
Lead Directorate:	Major Projects Canberra	

Privately-owned buildings

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.

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

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

The Government is developing a Register of Potential Suppliers specifically for construction professionals with experience in cladding remediation work, wanting to offer their services to private building owners in the ACT. This will not only include applying checks similar to those required under the existing ACT Construction Pre-Qualification Scheme, but specifically assess their direct experience in cladding work and their insurance coverage for cladding rectification work. The Register is currently accepting applications and is hosted on the MPC website.

Background

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

Cleared as complete and accurate: 10/06/2021
Cleared for public release by: Executive Group Manager Ext: 55466
Contact Officer name: Adrian Piani Ext: 54326
Lead Directorate: Major Projects Canberra

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

- The Government has committed to continuing the Canberra Theatre Centre expansion and redevelopment project in the Parliamentary Agreement for this term of Government.
- The ACT Infrastructure Plan released by the ACT Government in October 2019 identifies the Canberra Theatre Centre redevelopment as a government five year priority.
- 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.
- Construction commencement is anticipated in 2024, however this is subject to resolution of planning matters.
- The ACT Government has been undertaking project scoping, precinct heritage and masterplanning assessments, early design development and commercial analysis as a part of developing a full business case for a new theatre centre that will have the seating capacity and facilities to support large scale national and international concerts, musicals, theatre and dance.
- The new theatre centre will be delivered as part of the City Renewal Authority's broader plan for an Arts and Cultural Precinct.
- The precinct will link together the Canberra Museum and Gallery, the Legislative Assembly building, the Civic Library building and Civic Square with hotel, retail and commercial facilities.
- The precinct will become a renewed hub for Canberra's artistic and cultural life, while providing a new attraction for visitors to Canberra.
- The Civic Square Precinct including the Canberra Theatre Centre was heritage listed on 22 September 2020. Detail design of the facility will support the heritage values of the precinct. Architectural heritage consultant, Phillip Leeson Architects has been appointed to prepare a Conservation Management Plan for the Civic Square Precinct, including the exterior of the Canberra Theatre Centre.

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.

Cleared as complete and accurate:	10/06/2021	
Cleared for public release by:	Executive Branch Manager	
Contact Officer name:	Sophie Gray	Mob: 0401 674 387
Lead Directorate:	Major Projects Canberra	
TRIM Ref:		

- On 24 October 2019, the Canberra Theatre Centre Redevelopment was announced as a designated project, determining that the project will be delivered by Major Projects Canberra 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 Supply Bill, \$400,000 ex GST is allocated to progress planning for the project.
- A cross agency steering committee oversees the redevelopment project with representatives from the Canberra Theatre Centre, Cultural Facilities Corporation, artsACT, the City Renewal Authority, Treasury and Major Projects Canberra.

Background

- The current Canberra Theatre was built in 1965, meaning it predates the Sydney Opera House. Designed for a city of 88,000 people, it has a current seating capacity of approximately 1,200.
- Because of the era in which it was built, the theatre lacks the space, facilities, and equipment to accommodate the requirements of modern touring shows.
- Canberra's population today makes our city an attractive market for touring shows and artists. However, the capacity and technical constraints of the Canberra Theatre means some larger touring shows bypass the ACT.
- The 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.

Portfolio/s: Arts

Canberra Theatre Redevelopment Project

Talking points:

- The Government has committed to continuing the Canberra Theatre Centre expansion and redevelopment project in the Parliamentary Agreement for this term of Government.
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PORTFOLIO BRIEF FOR INCOMING MINISTER

[MINISTER FOR COMMUNITY SERVICES]

PORTFOLIO BRIEF FOR INCOMING MINISTER
AUGUST 2018

SENSITIVE - CABINET



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PORTFOLIO OVERVIEW

ACT Property Group (ACTPG) is a business unit within the Commercial Services and Infrastructure Group (CSI) in Chief Minister, Treasury and Economic Development Directorate. The CSI group organisational chart is provided at [Attachment A](#).

ACTPG is a provider of property management services for the ACT Government funded through:

- ACT Budget appropriations for specific services;
- Property rental income; and
- Fee for service project and trade services.

Summary of ACTPG Portfolio and Services

ACTPG is the lessee on behalf of the Territory for over 40 commercial leases, and manages a range of government owned office accommodation and community/multipurpose buildings. ACTPG is responsible for 66,422m² of office space and leases a further 87,805m² of office space, for a total of 154,227m².

ACTPG has 239 properties (including a significant number of heritage and historic buildings) within its portfolio of government owned properties with a replacement insurance value of \$1.007 billion. Buildings include government offices, depots, libraries, community centres, child care centres, aquatic centres, entertainment and cultural centres (eg. Albert Hall) and land. ACTPG also manages some unique properties including the Civic merry-go-round, Kingston boat jetties and some heritage houses.

As the single service provider for property services, ACTPG partners with ACT Government agencies and business units to provide a range of property management and maintenance services to a further 241 properties that are managed by other Directorates.

During the period 2016-17:

- ACTPG's revenue derived from operations totalled \$99 million and its expenses were \$90 million;
- ACTPG received 24,510 orders, issued 12,178 invoices and paid 33,483 invoices;
- The value of preventative and reactive maintenance was \$12,278,602.
- In 2016-17, ACTPG reviewed its strategic direction and identified a range of business objectives to support the achievement of the organisation's vision as expert property adviser to Government. The review culminated in the ACTPG Strategic Plan (Plan) 2017-2020.

Community properties

Within its managed property portfolio ACTPG has 156 repurposed and specifically built properties made available for community use across the portfolio. Repurposed buildings including former schools, depots and community halls.

ACTPG generally works on a cost recovery rental model for community organisations in ACT Government owned properties. Community organisations occupying properties pay a cost recovery



rent which is structured to recover the costs of running, managing and maintaining the buildings while keeping the rent at a reasonable amount. There are currently 71 Peppercorn (paying costs and minor maintenance but no rent) leases in place with community groups across the ACTPG portfolio. Peppercorn rental arrangements have historically been allocated as part of government support for youth and community support programs and most recently to stand alone community halls.

Community accommodation is highly sought after with little turn over. The current occupancy rate for properties designated for use by non-government tenants is 97%. ACTPG has an application process where organisations can express interest in obtaining a community tenancy at cost recovery rental when it becomes available.

PORTFOLIO PRIORITIES OVER THE NEXT MONTH

Single Service Model for Property Management: Steering committee for single service model with all Directorates represented. The meeting will discuss continued implementation of the single service model of property management in ACT Government.

Community Services accommodation arrangements: ACTPG is working with the Community Services Directorate (CSD) and the community services sector through a Community Facilities Working Group (CFWG) to address the current condition of community-use facilities and rent setting arrangements. The CFWG was established by the Joint Community Government Reference Group (JRGRG). The CFWG includes key community-based organisations (ACTCOSS, YWCA Canberra, Belconnen Community Services and COTA) as well as ACTPG and CSD representatives.

Management and Disposal of Surplus Properties: It was agreed in the Budget that ACTPG would seek to dispose legacy surplus properties that were no longer fit for use. This will release resources for investment in properties fit for use. A submission will be presented to Government in October detailing progress of this initiative.



LEGISLATIVE RESPONSIBILITIES

NIL

KEY APPOINTMENTS

Statutory Appointments

- NIL

Non-Statutory Appointments

- NIL

MINISTERIAL COUNCILS AND CONSULTATIVE BODIES

- Albert Hall Reference Group: Albert Hall is managed by ACTPG on behalf of the Canberra community. To promote this important community and cultural asset for future generations a reference group was established to act in an advisory role for the operation, heritage management, maintenance, marketing and promotion of Albert Hall. Meetings are held on a quarterly basis.



PORTFOLIO BRIEF FOR INCOMING MINISTER

[MINISTER FOR COMMUNITY SERVICES AND FACILITIES]

PORTFOLIO BRIEF FOR INCOMING MINISTER
AUGUST 2019

SENSITIVE - CABINET

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PORTFOLIO OVERVIEW

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ACTPG is a provider of property management services for the ACT Government funded through:

- ACT Budget appropriations for specific services;
- Property rental income; and
- Fee for service project and trade services.

Summary of ACTPG Portfolio and Services

ACTPG is the lessee on behalf of the Territory for over 40 commercial leases, and manages a range of government owned office accommodation and community/multipurpose buildings totalling 117,566m². ACTPG has private sector commercial leases comprising approximately 96,000 square metres for a total of 213,566m².

ACTPG has 244 properties (including a significant number of heritage and historic buildings) within its portfolio of government owned properties with a replacement insurance value of \$1.007 billion (see [Attachment B](#)). Buildings include government offices, depots, libraries, community centres, child care centres, aquatic centres, entertainment and cultural centres (eg. Albert Hall) and land. ACTPG also manages some unique properties including the Civic merry-go-round, Kingston boat jetties and a number of heritage properties.

As the single service provider for non-specialised property services, ACTPG partners with ACT Government agencies and business units to provide a range of property management and maintenance services to a further 241 properties that are managed by other Directorates. This represents approximately one-third of the Territory assets.

ACTPG is also responsible for aquatic facilities management of public pools at Manuka, Gungahlin, Civic, Tuggeranong and Dickson. ACTPG also is responsible for the construction of the new Stromlo Leisure Centre in Wright. These aquatic facilities are the responsibility of the Minister for Sport and Recreation.

The other two-thirds are specialised assets such as schools, correction facilities, Courts, public housing, police stations, emergency service facilities, sportsgrounds, transport depots, major health facilities and hospitals that are managed by other agencies.

ACT Property Group has a dedicated sustainability team to support delivery of the environmental policies of the ACT Government, including the existing Carbon Neutral Government Framework (CNGF) and the recently approved replacement Zero Emissions Government (ZEG) which will be announced during September as part of the overarching Climate Change Strategy.

While the reduction of emissions is a priority under these policies, electricity remains a major cost for ACTPG and the ACT Government as a whole, and a focus on all utility savings allows additional expenditure to be focused on the services ACTPG delivers to Government and the community.

Community properties

Within its managed property portfolio ACTPG has 156 repurposed and specifically built properties made available for community use across the portfolio. Repurposed buildings including former schools, obsolete depots and disused community halls.

ACTPG generally works on a cost recovery rental model for community organisations in ACT Government owned properties. Community organisations occupying properties pay a cost recovery rent which is structured to recover the costs of running, managing and maintaining the buildings while keeping the rent at a reasonable amount. This is called the community rent and we inherited the custodianship and management of the community property from the Community Services Directorate who retain policy responsibility for the community services activities in those properties.

There are also 72 Peppercorn leases (paying utility costs and minor maintenance but no rent) in place with community groups across the ACTPG portfolio. Peppercorn rental arrangements have historically been allocated as part of government support for youth and community support programs and most recently to stand alone community halls.

Community accommodation is highly sought after with little turn over. The current occupancy rate for properties designated for use by non-government tenants is 96%. ACTPG has an application process where organisations can express interest in obtaining a community tenancy at cost recovery rental when it becomes available.

Key issues emerging in this portfolio is the ageing condition of the buildings that are on average greater than 40 years old. This condition means that the maintenance costs are high and the service provision for occupiers is less than ideal due to being not necessarily in the best location to deliver services. Energy costs can be high and the environmental performance of these buildings is poor. Grants for improving energy performance is not available as they are private tenants in government buildings. Government funds for maintaining these assets is limited and the maintenance backlog is increasing as the main focus is on health & safety and critical repairs.

PORTFOLIO PRIORITIES OVER THE NEXT MONTH

ACTPG Restructure: To ensure the organisation can efficiently deliver the required services to government and the community ACTPG has reviewed and updated its structure. The new structure builds on the strengths of the organisation, focussing the team on delivering efficient, professional and customer focussed services. To achieve the change 18 positions have been declared excess and voluntary redundancies provided with staff departing by the end of the year. This will enable the creation of new roles in areas where additional skills and expertise were needed and reduce fixed employee costs. The new structure and recruitment process meets the government's commitment to more secure work in the ACTPS.

Management and Disposal of Surplus Properties: It was agreed by Cabinet in the 2017-18 Budget that ACTPG would seek to dispose legacy surplus properties that were no longer fit for use. We will also seek to develop a clear policy on the financial operations of the property portfolio in respect of Commercial versus Community facilities. It is understood under the new administrative arrangement that Ministerial responsibility for the Divestment of Surplus Properties may be allocated to the Minister for Planning.

PORTFOLIO FINANCIAL OVERVIEW

Dividend Pressure:

The budgeted dividend for 2019-20 amounted to \$3.359 million which includes the property Centralisation Initiative savings of \$2.236 million. The key principle underlying the dividend is “payment of all surplus cash from own property portfolio” but allows the retention of sufficient funds for working capital.

As owned properties that included Macarthur House, Dame Pattie Menzies and the Dickson Motor Vehicle Registry have been sold, ACTPG is under financial pressure to achieve sufficient surpluses to pay the budgeted dividends. Also impacting the dividend has been the inclusion of Property Centralisation savings, which have so far not been realised due to change in original scope of these properties remaining decentralised with agencies. Brief CMTEDD2019/1504 outlines the allocation of priority works within the Better Infrastructure Fund (BIF), dealing with high risk areas of the portfolio.

Activity	Total Cost	FTE
	2019-20 Budget Initiatives (\$'000)	2019-20 Forecast
Better Infrastructure Fund	5,614	102
Capital Works	21,193	
Community Centres Upgrade	250	

Financial Budget for 2019-20:

	(\$'000)
Total CRP Funding	9,030
Total Own Source Revenue	106,575
Total Revenue	<u>115,605</u>
Employee Expenses	12,777
Preventative and Reactive Maintenance Expenses	16,976
Other Non Employee Expenses	85,852
Total Expenses	<u>115,605</u>
Surplus/(Deficit)	0
Forecast Bank Balance at 30 June 2020	3,000

LEGISLATIVE RESPONSIBILITIES

NIL

KEY APPOINTMENTS

Statutory Appointments

- NIL

Non-Statutory Appointments

- NIL

MINISTERIAL COUNCILS AND CONSULTATIVE BODIES

- Albert Hall Reference Group: Albert Hall is managed by ACTPG on behalf of the Canberra community. To promote this important community and cultural asset for future generations a reference group was established to act in an advisory role for the operation, heritage management, maintenance, marketing and promotion of Albert Hall. Meetings are held on a quarterly basis.



PORTFOLIO BRIEF FOR INCOMING MINISTER

[MINISTER FOR GOVERNMENT SERVICES AND PROCUREMENT]

PORTFOLIO BRIEF FOR INCOMING MINISTER
AUGUST 2019

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PORTFOLIO OVERVIEW

GOVERNMENT ACCOMMODATION PROJECTS

The Government Accommodation Projects team manages the delivery phase of the new office buildings in Civic and Dickson. The team is responsible for managing the projects, including undertaking the role of client representative in its dealings with site developers, and working with stakeholders within government including future tenants and other relevant policy and service delivery agencies.

A major focus of the team is the design and costing of the fitout of the two buildings to achieve a modern, flexible and healthy working environment for approximately 3,000 ACT Government employees. Both buildings are designed around a central atrium, with internal interconnecting stairs, a ground floor 'business centre', a variety of flexible working spaces including smaller meeting spaces, collaborative zones and touchdown points, minimal offices and open planned large floor plates. Both buildings are to be constructed and completed for occupation in 2020.

Civic Office

- On 25 January 2016 the Government announced that it would commission the development of new office buildings in Civic and Dickson.
- The new Civic Office, located (Block 35 Section 100) has been sold to the Capital Property Group (CPG) with a pre-commitment to lease a new 20,000 square metre net lettable area (NLA) government office building.
- The proposed government office building will accommodate up to 1,900 public servants and will contain basement car parking of which the Territory will lease 150 car spaces.
- The Civic Office Block will host staff from the Chief Minister, Treasury and Economic Development, Justice and Community Safety, Education and Community Services Directorates.
- A contract with Capital Property Group (CPG) was signed on 31 August 2016 and settlement on the land occurred on 15 November 2016. Following the Territory's approval of the fitout designs and cost plan (on 23 April 2018) 'for construction' level documentation has been finalised and CPG has gone to tender for the fitout.
- The Territory is to lease the building for 20 years (with options to extend) and has decided to capital fund and own the fitout which is \$42.1 million (as amended by the Omnibus funding provided in the 2019-20 ACT Budget to transition from exiting workplaces to the two new office buildings):
 - The fitout cost plan to be delivered by CPG as varied is \$38.9 million; and
 - in addition to ICT costs of \$4.3m which are to be procured and delivered by Shared Services ICT (SSICT) and a further \$0.9m has been retained by the Project Team for various infrastructure costs (eg Commonwealth security infrastructure).
- Construction is on track for a practical completion date of 1 October 2020.



Dickson Office

- The Government continued the implementation of the government office accommodation strategy and the renewal of the Northbourne Avenue corridor through the sale of the former Motor Vehicle Registry (MVR) site and the development of new government office building.
- Doma Group Pty Ltd (Doma) was selected as the preferred tenderer on 3 April 2017. Contracts were exchanged on 20 December 2017 and settlement on the land occurred on 1 May 2018. The fitout cost estimate (Revision 3) was agreed by the Territory on 5 December 2018.
- The new Government office building will have an *Access Canberra* shopfront, a publicly accessible business centre and contain basement car parking of which the Territory will lease 40 car spaces.
- The proposed 13,200 square metre net lettable area (NLA) government office building development will accommodate up to 1,300 public servants.
- The Dickson Office Block will host staff from the Environment, Planning and Sustainable Development and Transport Canberra and City Services Directorates, as well as Access Canberra and the Suburban Land Agency.
- The fitout budget for the Dickson office Capital funding is \$26 million (as amended by the Omnibus funding):
 - \$23.5 million is to be provided to the developer, Doma Group PL and its builder Bloc; and
 - \$2.5 million has been allocated to Shared Services ICT (SSICT) for provision of ICT infrastructure.
- The current date for practical completion is 22 April 2020.

PROPERTY SERVICES

ACT Property Group (ACTPG) is a provider of property management services for the ACT Government funded through:

- ACT Budget appropriations for specific services;
- Property rental income; and
- Fee for service project and trade services.

Summary of ACTPG Portfolio and Services

ACTPG is the lessee on behalf of the Territory for over 40 commercial leases, and manages a range of government owned office accommodation and community/multipurpose buildings totalling 117,566m². ACTPG has private sector commercial leases comprising approximately 96,000 square metres for a total of 213,566m².

ACTPG has 244 properties (including a significant number of heritage and historic buildings) within its portfolio of government owned properties with a replacement insurance value of \$1.007 billion

(see [Attachment A](#)). Buildings include government offices, depots, libraries, community centres, child care centres, aquatic centres, entertainment and cultural centres (eg. Albert Hall) and land. ACTPG also manages some unique properties including the Civic merry-go-round, Kingston boat jetties and a number of heritage properties.

As the single service provider for non-specialised property services, ACTPG partners with ACT Government agencies and business units to provide a range of property management and maintenance services to a further 241 properties that are managed by other Directorates. This represents approximately one-third of the Territory assets.

ACTPG is also responsible for aquatic facilities management of public pools at Manuka, Gungahlin, Civic, Tuggeranong and Dickson. ACTPG also is responsible for the construction of the new Stromlo Leisure Centre in Wright. These aquatic facilities are the responsibility of the Minister for Sport and Recreation.

The other two-thirds are specialised assets such as schools, correction facilities, Courts, public housing, police stations, emergency service facilities, sportsgrounds, transport depots, major health facilities and hospitals that are managed by other agencies.

ACT Property Group has a dedicated sustainability team to support delivery of the environmental policies of the ACT Government, including the existing Carbon Neutral Government Framework (CNGF) and the recently approved replacement Zero Emissions Government (ZEG) which will be announced during September as part of the overarching Climate Change Strategy.

While the reduction of emissions is a priority under these policies, electricity remains a major cost for ACTPG and the ACT Government as a whole, and a focus on all utility savings allows additional expenditure to be focused on the services ACTPG delivers to Government and the community.

PORTFOLIO PRIORITIES OVER THE NEXT MONTH

GOVERNMENT ACCOMMODATION PROJECTS

The focus of both building projects over coming months will be the continued construction of the base building with the fitout construction following as the programme advances. Both projects are progressing well and the majority of fitout items have been fully designed and costed. Only the 'provisional sum' items relating to signage for Civic and Dickson and the detailed design and costing of the Commonwealth related security networks (ICON, ASNET, MCN) for the Civic building are yet to be finalised.

As the base building and fitout construction advances, focus will intensify on the operational elements being progressed through the Workforce Transformation Group and its working groups coordinated by Workforce Capability and Governance in CMTEDD.

PROPERTY SERVICES (Excluding Civic and Dickson)

The Expression of Interest (EOI) for the business units identified **as not moving to the Civic Office Building (COB) and Dickson Office Building (DOB)** has closed with the tenders now evaluated and shortlisted. The request for Expressions of Interest was an open market process for 7,000 to 10,000 m2 office space and some shopfront space. Following sign off by the delegate the select Request for Tender (RFT) process will commence with the program timeline to award the contract in March 2020.

ACTPG Restructure: To ensure the organisation can efficiently deliver the required services to government and the community ACTPG has reviewed and updated its structure. The new structure builds on the strengths of the organisation, focussing the team on delivering efficient, professional and customer focussed services. To achieve the change 18 positions have been declared excess and voluntary redundancies provided with staff departing by the end of the year. This will enable the creation of new roles in areas where additional skills and expertise were needed and reduce fixed employee costs. The new structure and recruitment process meets the government's commitment to more secure work in the ACTPS.

PORTFOLIO FINANCIAL OVERVIEW

GOVERNMENT ACCOMMODATION PROJECTS

	Total Cost
	2019-20 Budget Initiatives (\$'000)
Civic Office - Capital	21,678
Dickson Office - Capital	16,949
Both Buildings – Omnibus funding to transition to the two new buildings on an ABW basis: - Capital - Depreciation - Associated Expenses	6,510 298 9,117

PROPERTY SERVICES

Dividend Pressure:

The budgeted dividend for 2019-20 amounted to \$3.359 million which includes the property Centralisation Initiative savings of \$2.236 million. The key principle underlying the dividend is “payment of all surplus cash from own property portfolio” but allows the retention of sufficient funds for working capital.

As owned properties that included Macarthur House, Dame Pattie Menzies and the Dickson Motor Vehicle Registry have been sold, ACTPG is under enormous pressure to achieve sufficient surpluses to pay the budgeted dividends. Also impacting the dividend has been the inclusion of Property Centralisation savings, which have so far not been realised due to change in original scope of these properties remaining decentralised with agencies. Without dividend relief, ACTPG will have to make significant cuts to mandatory maintenance and other operational payments otherwise it faces a working capital deficit in the current and forward years.

Activity	Total Cost	FTE
	2019-20 Budget Initiatives (\$'000)	2019-20 Forecast
Better Infrastructure Fund	5,614	102
Capital Works	21,193	
Community Centres Upgrade	250	

Financial Budget for 2019-20:

	(\$'000)
Total CRP Funding	9,030
Total Own Source Revenue	106,575
Total Revenue	<u>115,605</u>
Employee Expenses	12,777
Preventative and Reactive Maintenance Expenses	16,976
Other Non Employee Expenses	85,852
Total Expenses	<u>115,605</u>
Surplus/(Deficit)	0
Forecast Bank Balance at 30 June 2020	3,000

LEGISLATIVE RESPONSIBILITIES

GOVERNMENT ACCOMMODATION PROJECTS

NIL

PROPERTY SERVICES

NIL

KEY APPOINTMENTS

Statutory Appointments

GOVERNMENT ACCOMMODATION PROJECTS

- NIL

PROPERTY SERVICES

- NIL

Non-Statutory Appointments

GOVERNMENT ACCOMMODATION PROJECTS

- NIL

PROPERTY SERVICES

- NIL

MINISTERIAL COUNCILS AND CONSULTATIVE BODIES

GOVERNMENT ACCOMMODATION PROJECTS

- NIL

PROPERTY SERVICES

- NIL

ACT Property Group - Assets	
Property - 276	
Leased Buildings - 32	
109 Flemington Rd Mitchell (L)	
11 Moore Street (L)	
112 Alinga Street (L)	
12 Moore Street Civic (L)	
19-23 Moore St (L)	
2 Constitution Avenue (L)	
21 Bowes Place (L)	
220 Northbourne Ave Braddon (L)	
221 London Circuit (L)	
4/19 Essington Street Mitchell (L)	
470 Northbourne Ave Dickson (L)	
490 Northbourne Ave (L)	
496 Northbourne Avenue (L)	
ACTSPORT Sports Hub - Building 29 (L)	
Australian Sports Commission Bld 20 & 14(L)	
Canberra Nara Centre (L)	
City - 51 Allara Street (L)	
Dame Pattie Menzies House (L)	
Fairbairn 13 Amberley Ave (L)	
Fairbairn 15 Amberley Ave (L)	
Fairbairn 17-19 Amberley Ave (L)	
Fairbairn 9 Amberley Ave (L)	
Hume Motor Vehicle Inspection Station (L)	
Hume Warehouse (L)	
Nature Conservation House (L)	
Neal Bates Warehouse (L)	
Penrhyn House (L)	
Reserve Bank of Australia (L)	
Swanson Plaza (L)	
The Smith Family (L)	
Tuggeranong Shopfront (L)	
Winyu House (L)	
Childcare Centres - 38	
Appletree House Childcare and Education Centre	
Bunyarra Children's Centre	
Campbell Cottage Childcare Centre	
Carruthers Offices - Curtin (Teddy Bears Childcare Centre)	
Charnwood Neighbourhood and Cooina Childcare Centre	
Chinese-Australian Early Childhood Centre	
Civic Early Childhood Centre	
Cook Playschool	
Deakin Former Preschool	
Flynn Early Childhood Education Centre	
Former Causeway Preschool	
Forrest Early Childhood Centre	
Fyshwick Early Childhood Centre	
Gordon Community Centre	
Greenway Childcare and Education Centre	
Gungahlin Childcare Centre	
Holder Early Childhood Centre	
Illoura Early Childhood Centre	
Isabella Plains Early Childhood Centre	
Kaleen Cubby House Early Childhood Centre	
Kambah Child Care and Education Centre	
KU Braddon Children's Centre	

Majura Early Childhood Centre
Mannheim Centre
Manuka Occasional Childcare Centre
Narrabundah Children's Cottage
Nicholls Early Childhood Centre
Nimbin Street Cottage
Rainbow Cottage Early Childhood Centre
Richardson Family Centre and Child Care Centre
Salem Childcare Centre
Scullin Preschool
Spence Children's Cottage
Stirling Early Childhood Centre
Totom House Multicultural Early Childhood Centre
Treehouse in the Park Early Learning Centre
Weston Creek Children's Centre
White House Red Hill
Community Hubs and Centres - 57
Astrolabe St. Former Preschool
Belconnen Community Centre/Youth Centre/Ginninderra Child Care Centre
Blaxland Centre
Calwell Neighborhood Centre
Canberra & District Historical Society
Chapman Community Rooms
Chifley Community Hub
Chisholm Community Centre
Cook Community Hub
Emma Ruby House
Erindale Business Park
Frewin Centre Scullin (fmr Health Centre)
Downer Community Centre
Erindale Neighbourhood Centre
Flynn Community Hub
Forde Community Centre
former Kippax Health Centre
Former Page Preschool
Gilmore Community Centre
Giralang former Health Centre
Grant Cameron Community Centre
Gratton Court Centre
Griffin Centre
Gungahleen Schoolhouse
Gungahlin Community Centre
Hall Community Precinct
Holt Community Hub
Hughes Community Centre
Isabella Plains Neighbourhood Centre
Lanyon Community Centre
Maitland Centre
Maitland House
Majura Community Centre
Maribyrnong House
Mount Rogers Community Centre
Narrabundah Community House
Nealie Place Centre
Ngunnawal Neighbourhood Centre
Nicholls Community Centre
Noah's Ark Resource Centre (fmr Rivett Pri)
Old Belconnen Health Centre
Pearce Community Centre
Richardson Community House
Ricky Stuart House

Southside Community Centre
Stokes Street House
Tharwa Community Precinct (includes Tharwa Hall)
Throsby House
Tuggeranong Community Centre
Tuggeranong Schoolhouse
Vocal House
Wakefield Gardens Ainslie
Wanniassa Community House
Wave Centre
Weston Community Hub
Weston Creek Community Centre
Woden Community Centre & Lollipop Childcare
Hire Venues - 6
Albert Hall
Fitters Workshop Kingston
Former Transport Depot Kingston (L)
Giralang Community Hall
Rosehill Community Hall
Yarralumla Woolshed
Community Halls - 12
Bonython Neighbourhood Hall
Causeway Hall
Conder Neighbourhood Hall and Childcare Centre
Corroboree Park Community Hall
Ginninderra Community Hall
Griffith Neighbourhood Hall
Humpy Hall
Kaleen Community Hall
Nellie Hall
Oaks Estate Community Hall
Palmerston Community Hall
Torrens Community Hall
Former Parks Depots - 14
Angas Street Depot
Bangalay Street Depot
Broadsmith Street Depot
Brownlee Place Depot
Dunkley Place Depot
Finlay Place Depot
Hyland Place Depot
Kemsley Place Depot
King Street Depot
Longeranong St. Depot
Macrossan Crescent Depot
Paterson Street Depot
Tooms Place Depot
Tucana Street Depot
Cottages and Government Depots - 51
701 Cotter Road
Athllon Drive Depot
Belconnen Parks Depot
Bendora Dam Rangers Cottage
Bendora Depot
Birch Place Depot (part TCCS)
Calwell Parks Depot
Charnwood Parks Depot
Chelsea Cottage
City Depot
Cotter Cottage 8
Coombs Cottage

Coombs Depot
Corin Dam Cottage
Corin Dam Depot
Cotter Campground Residence
Cotter Depot
Deakin City Parks Depot
Dickson Parks Depot
Fyshwick Parks Depot
Glendale Depot and Workshop
Googong Depot
Googong Ranger Cottage
Googong Visitors Centre
Gudgenby Homestead
Hackett Park Depot
Holder Parks Depot
Holt Parks Depot
Hume Weighbridge
Kallenia Rivers Cottage
Kambah Cottage (Community Group)
Kambah Parks Depot
Kaye St Depot
Lyneham Depot
Mawson Drive Depot
Mitchell Depot (Grimwade St)
Mitchell Depot (Sandford St)
Mugga Lane DAS Depot
Namadgi Riverview Cottage
Namadgi Visitors Centre
Nicholls Parks Depot
Reid Parks Depot
Robertson Cottage
Theiss Cottage (Play Group)
Throsby Street Depot
Tidbinbilla - Cinerea Cottage
Tidbinbilla Depot
Tidbinbilla Visitors Centre
Waramanga Depot
Webster Street Depot
White Crescent Depot
Residential - 15
1 Cooina Court
19 Cooina Court
2 Cooina Court
20 Cooina Court
3 Cooina Court
4 Cooina Court
Couranga Homestead & Tralee Slab Hut
Gold Creek Homestead
Kallenia Rivers Homestead
Kama Homestead
Milapuru
Pine Island Homestead
Piney Creek Homestead
Tuggeranong Homestead
Waldorf Unit 150

Libraries - 9
Belconnen Library
Civic Library (L)
Dickson Library
Erindale Library

Gungahlin Library
Kingston Library (L)
Kippax Library
Tuggeranong Library
Woden Library
Youth Centres - 5
Civic Youth Centre
Gugan Gulwan Youth Centre
Tuggeranong Youth Centre
Woden Youth Centre
Youth Coalition of the ACT
Cultural Centres - 1
Aboriginal and Torres Strait Islander Cultural
Seniors Centres - 2
Tuggeranong 55 Plus Club
Tuggeranong Childcare & Education Centre (Tuggeranong 55 Plus Club)
Aquatic and Recreation Facilities - 7
Manuka Swimming Pool
Canberra Olympic Pool
Dickson Pool
Grevillea Park Rowing Club
Lakeside Leisure Centre
Gungahlin Leisure Centre
Stromlo Leisure Centre - under construction
Other - 27
1 Moore Street
Acton Ferry Terminal
Belconnen Radio Mast
Belconnen Traffic Centre
Black Mountain Slipway
Burraburoo South
Callam Offices
Canberra and Region Visitors Centre
Canberra Brickworks
CIT Training Facilities
Civic Merry-Go-Round
Dickson Multi Storey Carpark
Duntroon Dairy
Fyshwick Offices - 255 Canberra Ave
Kingston Former Railway Land
Kingston Freight Shed (Robbo's Pet Barn) Kingston Central
Kingston Harbour Jetty
Manuka Multi Storey Carpark
National Convention Centre
Newcastle House Fyshwick Central
North Building
Ron Reynolds Training Centre Curtin
Scollay Street Offices
Storeyard Belconnen
Tharwa Preschool
Village Creek Centre
Westlund House