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Open Access Q2 2020 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	28/10/2025	-	NA	Yes
2.	2	Decision Letter	28/10/2025	-	NA	Yes
3.	3- 174	Attachment A- Question Time Briefs Q3 2020	Q2-3 2020	Full release	NA	Yes



ACT
Government

Infrastructure Canberra

Outcome Decision: Full Disclosure.

Document Category: Question Time Briefs

Title of Document: Open Access Release – Quarter 3 2020

Description of Information: The information contained in this release pack includes briefing documentation during Quarter 1 2020 under the following attachments:

- Attachment A- Question Time 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

A/g Information Officer

Infrastructure Canberra

28 October 2025

Portfolio/s: Sport & Recreation

ISSUE: AQUATICS – COVID-19

Talking points:

- With the continued easing of covid-19 restrictions, aquatics facilities will begin to reopen as maintenance and upgrades works are completed.
- Canberra Olympic Pool reopened on 15 June 2020. The gym areas for Lakeside Leisure Centre and Gungahlin Leisure Centre are anticipated to reopen in early July 2020.
- The pools at Lakeside Leisure Centre and Gungahlin Leisure Centre will remain closed at this time due to ongoing maintenance and upgrades works.

Stromlo Leisure Centre

- Construction works at the Stromlo Leisure Centre are nearing completion, with the commissioning, testing and defect period currently underway.

Lakeside Leisure Centre

- Required maintenance works have been brought forward to coincide with the current closure, with all works at the site expected to be completed by 30 July 2020.
- Stimulus upgrade works have commenced. These include changing hot water units to more energy efficient electric options; and the replacement of the Electrical and Building Management System .

Gungahlin Leisure Centre

- Maintenance and upgrade works are continuing at this facility. These works have been delayed as ACT Property Group are awaiting advice from engineers. Once this advice is received further updates will be provided in regards to timing and scheduled completion.

Cleared as complete and accurate:	30/06/2020	
Cleared by: Shaun Strachan	Deputy Under Treasurer	Ext:71001
Contact Officer name:	Andrew de Boni	Ext:75809
Lead Directorate:	Chief Minister, Treasury and Economic Development	
Cleared for release	Yes	
Information Officer name:	Liz Clarke	
TRIM Ref:		

Dickson Pool

- Dickson Pool was closed for the winter shutdown period prior to the COVID-19 restrictions being enforced.
- Stimulus works to improve energy efficiency have commenced to upgrade hot water units in the male and female changerooms.

Manuka Pool

- Manuka Pool was closed for the winter shutdown period prior to the COVID-19 restrictions being enforced.
- Stimulus works to improve energy efficiency have commenced to upgrade hot water units in the male and female changerooms; and the installation of Variable Speed Drives to various pool pumps.

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Portfolio: Health

ISSUE: SPIRE Project Update

Talking points:

Project Procurement

- In March, I announced that Lendlease and Multiplex had been shortlisted to tender for the role of the Territory's lead delivery partner - to design and build the new SPIRE facility.
- I am pleased to announce that the Territory received two tender submissions on 18 June and the evaluation process is now underway.
- The Territory held over 20 interactive tendering workshops with the two bidders throughout the tender process, exploring our commitment to the patient-focussed outcomes that are central to the SPIRE Project and its place at the heart of the Canberra Hospital campus.
- The tender process also focused on how to continue the involvement with clinicians, consumers and the community throughout the next phase of the project's design process – the Early Contractor Involvement (or ECI phase) – which will continue well into 2021.
- I expect to announce the successful ECI Contractor in August this year.

Alleged Shortfalls

- I am aware of recent claims in the media that there are shortfalls in the planned capacity for the new facility, in addition to claims that the project is behind program. Let me assure you that neither are true.
- Some concerns were raised by clinicians in the middle of last year that the new facility may not include a sufficient number of operating theatres.
- Since that time the project has worked closely with clinicians on analysing activity data and projections and on the Models of Care that will be applied in the new facility. As a result of this work, the earlier concerns around future theatre numbers have been resolved.
- The new SPIRE facility will provide a significant increase in the clinical capacity of the Canberra Hospital.

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- It will double the number of Intensive Care Unit beds currently available. Increasing them from 30 to 60.
- The 22 new theatres will replace the 13 that are available today.
- We are also expanding the capacity of the Emergency Department by 39 treatment spaces, which will increase the total number available to 114.

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 facility.
- So far we have delivered a new Building 28 that will support the hospital's key administrative functions.
- We are also preparing to construct a new Building 8, which will provide upgraded facilities for the Canberra Sexual Health Centre and other key tertiary teaching and training facilities across the region.
- The Development Application for the temporary carpark on the former Woden CIT site was released for public exhibition on 1 July until 22 July 2020.
- All hospital staff, patients and visitors continue to be kept informed on the timing of these works and we thank the public for their patience as we complete these critical services works.

ISSUE: SPIRE - 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. The user groups provide advice and input into the following key aspects of the project's planning:
 - Emergency Department
 - Surgical Inpatient Unit
 - Intensive Care Unit
 - Medical Imaging
 - Mental Health Short Stay Unit
 - Perioperative and Interventional Suite
 - Loading Dock and Logistics
 - Helipad and Retrieval Service
 - Acute Cardiac Care Unit and Interventional Cardiac Laboratories
 - Central Sterilising Services
- The project has also established several consultative groups that meet on a regular basis to provide feedback that informs the project's early design process.
- One such group is the **Consumer Reference Group**, which is Chaired by the President of the Health Care Consumers Association and also includes representatives from the following organisations:
 - Canberra Health Services' Patient Experience Team Senior Manager
 - Consumer, Carer and Community representatives
 - People with Disabilities ACT Inc
 - COTA ACT (Council on the Ageing)
 - Aboriginal and Torres Strait Islander Elected Body

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- Multicultural Advisory Council ACT
 - Mental Health Consumers' Network
 - Carers ACT
 - Council of the Ageing
 - Health Care Consumers Association
 - Disability Reference Group
- The local community is another critical stakeholder in the planning for the new facility. As such, in early 2020, we also established a **Local Community Reference Group** – whose primary focus is to ensure the local community has their voice heard throughout the planning and development of the SPIRE Project.
 - The Local Community Reference Group last met on 24 June, with the consultation opportunities over the next 12 months outlined to the Group as well as the integration of the new acute facility with the surrounding area discussed. The group will continue to meet on a monthly basis moving forward.
 - Key themes to be explored further by the Group include urban design, parking and local traffic, school access and delivery arrangements around the SPIRE Project.
 - As the project's design progresses over the next year we will be holding other public consultation events in addition to the regular meetings, so the wider Canberra community can also be part of the planning and development of the SPIRE Project.
 - Community feedback has already been valuable in helping identify issues and solutions, such as design changes to Hospital Road to better connect hospital services and reduce traffic on local roads.

Recent Engagement Activities/Events

- Given the isolation restrictions in relation to COVID-19, the Territory has postponed various direct engagements with the local community, including a series of pop-up public consultation sessions.
- The SPIRE Project team has been maintaining project messaging via the dedicated project web pages available on the ACT Health website. A dedicated SPIRE Project website is expected to come online in mid July 2020.

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ISSUE: SPIRE – Traffic Modelling

Talking points:

- Following consultations with the local residents, the SPIRE Project made positive changes to address potential traffic concerns relating to the Project.
- As part of the early planning and design phase of the Project, Major Projects Canberra commissioned an additional traffic survey to augment the work done during the development of the original SPIRE Project Business Case and then again during the concept design phase.
- Traffic survey data was collected of roads within and around the hospital campus. This included Yamba Drive, Gilmore Crescent, Hospital Road, and Palmer Street and a number of local intersections. Various survey methods were performed, including automatic tube counters at intersections, and drop off surveys with the use of video cameras.
- These surveys occurred during school term and data was collected all day across the 7-day period.
- Analysis of the data established the traffic activity and the capacity of the existing road networks and this was modelled against a number of design scenarios for the SPIRE Project to predict the likely effect on the surrounding road networks.
- As a result Major Projects Canberra released a revised layout for Hospital Road on 11 March this year, that will reduce hospital-related traffic near Garran Primary School, along Kitchener Street and Gilmore Crescent.
- Building 2, accessed off Yamba Drive, will continue to be the focus for patient arrivals for the Canberra Hospital even after the completion of the SPIRE Project.
- While substantial progress is being made in developing the project, it is still in an early stage of planning and design. The Territory is currently in the process of choosing a contractor to take this preliminary design forward. Traffic flows will continue to be modelled as the design progresses.

- There will be continued opportunities for local residents and the Garran Primary School, in addition to the broader Woden Community, to have their say as the design progresses through the rest of this year.
- The strong progression of planning for the SPIRE Project is a result of our ongoing engagement with the community. Through community interest groups, information forums, and online at YourSay there are ongoing opportunities for further community input.

Traffic Study Data

- Canberra Hospital currently is responsible for nearly 25% of the traffic on Gilmore Crescent.
- Following the completion of the SPIRE 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.

Portfolio/s: Transport

ISSUE: LIGHT RAIL STAGE 1 – FINAL COMPLETION

Talking points:

- On 17 April 2019 Canberra Metro achieved Services Completion under the Project Agreement and operations commenced on 18 April 2019.
- The Light Rail System was opened to the public on 20 April 2019, with the Light Rail Launch.
- Upon contract signing the Government had secured a contract with a design and construction cost of \$707 million.
- The final cost for Stage 1 has come in at approximately \$675 million – a saving of \$32 million from the contract and \$108 million from the estimate in the business case.
- This lower than anticipated cost by itself means the benefit cost ratio will increase to at least 1.3, rather than the original, conservative estimate of 1.2.
- Although operations have commenced a number of items of construction work remain to be completed by Canberra Metro.
- This is consistent with the Project Agreement framework which has two progressive milestones:
 - Services Completion – whereby passenger services can commence with Remaining Works and minor Defects outstanding; and
 - Final Completion – whereby all works have been completed and all defects rectified.
- Consistent with this framework, a number of items of non-completed civil construction, re-work, final solutions where a temporary solution has been identified (for example, where the permanent solution involves a long lead item) and non-operationally necessary systems forms Remaining Work and is currently being undertaken by Canberra Metro.

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Lead Directorate:	Major Projects Canberra	

- Key items of work being carried out to achieve Final Completion include:
 - Incomplete civil work – some items of non-essential civil work which could be completed while services are running were deferred until after passenger services commenced. This was to allow Canberra Metro to devote resources to civil work that must be completed in order to commence revenue services and works that cannot be carried out while services are running. This resulted in several areas of visibly incomplete work such as asphaltting, line marking and kerbing.
- MPC is working closely with Canberra Metro to deliver these works in a timely manner to allow Final Completion to occur.
- The actual date of Final Completion is expected to be achieved mid 2020.

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Portfolio/s: Transport

ISSUE: LIGHT RAIL STAGE 1 ELECTRICAL ISSUES

Talking points:

General

- The light rail system is safe.
- Neither the regulators, the Transport Canberra project team or Canberra Metro management would have permitted the system to open if it wasn't safe.
- Documents released under FOI show that the Transport Canberra project team, regulators and Canberra Metro itself were all focussed on identifying potential issues prior to operations.
- It demonstrates the contract and the regulations worked as intended.
- Documents and photos released under FOI were 'mid-build.' They do not represent the end state – it's like taking a photo in the middle of surgery.
- Where any issues needed to be fixed, they were fixed. Where further verification or analysis was required, it was undertaken. Canberra Metro undertook a level of verification activities which far exceeded what is typical for similar projects elsewhere in the country. It included extensive CCTVing of conduits and location of built assets.

Replacement of Independent Certifier

- During the project an independent certifier engaged by Canberra Metro (SEEG) was replaced by another independent certifier (Southern Cross Electrical).
- This replacement is a matter for Canberra Metro, but it is noted:
 - the replacement was permitted by the regulator;
 - the new independent certifier was a larger organisation; and
 - SEEG remained engaged on the project in relation to other related activities.
- Canberra Metro are responsible for appointment of the certifier and they advised the government that the change of certifier was in relation to the capacity to deliver certification on the project.

Other Information

- Under the *Light Rail Regulated Utility Network Code 2016*, Canberra Metro were required to have a Provision of Services (POS) licence issued by the ACT Utilities Technical Regulator (UTR), prior to commencing revenue services operations.

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TRIM Ref:

- During the construction phase of the Project there were UTR questions, and media reports, in relation to potential non-conforming electrical work and consistency with Australian Standards. Key issues of potential non-compliance identified during the construction phase of the project include conduit depth, separation of conduits, and workmanship issues such as cracked conduits.
- Transport Canberra, as Territory representative, also identified a range of potential issues regarding electrical systems, recorded as Non-Conformance Reports (NCRs).
- These issues were to be satisfactorily rectified and resolved during construction and documentation was to be endorsed by the Project Independent Certifier (IC), Independent Electrical Certifier (IEC), Independent Safety Assessor (ISA), and the Office of the National Rail Safety Regulator (ONRSR).
- Canberra Metro engaged an Independent Electrical Certifier (IEC), who was approved by the UTR, to assess the proposed resolution of design and construction issues. The IEC confirmed that the electrical system is safe to energise and operate and is in accordance with the approved design or is “as safe as or safer” than the applicable Australian Standard.
- On 16 April 2019, the UTR granted Canberra Metro a POS operating certificate with respect to the electrical system of the light rail.
- Rectification of work prior to operations starting is a normal part of large, complex projects and demonstrates appropriate processes were in place throughout the project’s construction phase. These processes continue during the project’s ‘bedding-in’ period and as final construction works are completed.

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TRIM Ref:

Attachment A: Stage 2A Business Case – Frequently Asked Questions

1. Why are you not releasing the full business case to the community? How do we know that this is the best decision for the ACT and Canberrans?

To achieve the best value for money for the Territory in negotiations with Canberra Metro the strong advice from the light rail project board is to redact cost and financial figures for now.

2. Does this mean Canberra Metro will also get to design and construct 2B?

There will be a separate procurement process for the design and construction of Stage 2B, and no decisions have been made yet.

3. Has the government decided on a business case for 2B?

The ACT Government is committed to delivering light rail to Woden. Stage 2A demonstrates we're getting on with the job.

A business case sets out how a project will be delivered. A business case for Stage 2B will be considered in the future once the Commonwealth planning processes are further progressed.

4. How much will 2A cost?

We are not releasing project costs at this stage ahead of the project's procurement process. We are looking to achieve the best value for money outcome that we can during negotiations with Canberra Metro.

5. When will 2A be ready for Canberrans to use?

The current activities to progress project design and approval processes for Light Rail Stage 2A are continuing with minimal impact from COVID-19 related restrictions.

The impact on planned construction activities to commence in late-2020 are unclear, however it is prudent to progress the project to a construction-ready stage to minimise the impact of any delay. However, the delivery date will be dependent on the implication of COVID on the Project and successfully meeting Commonwealth Government approval processes.

6. When will light rail actually reach Woden?

We want to deliver light rail from Gungahlin to Woden as quickly as possible but are constrained by the required Commonwealth approval processes. By splitting Stage 2 into two projects shows our commitment to get on with the job and keep our light rail workforce here, bring jobs and stimulate the Canberra economy.

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7. How much will raising London Circuit cost?

While it is a separate project to Stage 2A, the interrelationship means it is logical to deliver under a single contract, as such we are not releasing project costs at this stage ahead of the project's procurement process. We are looking to achieve the best value for money outcome that we can for Canberrans.

8. Why did you decide to go for a wire-free design for this extension?

We've decided to implement a wire-free solution as part of the ACT Government's commitment to green energy and to maintain uncluttered city views.

Wireless infrastructure offers many engineering benefits, including allowing for a smaller track slab and less disruption to the street verge.

It will also assist in obtaining National Capital Authority planning approvals.

This development also means our heritage buildings are unimpeded by poles and wires.

We have been carefully considering the potential impact of light rail works on the community, with the view to maximise convenience while minimising disruptions to Canberrans, businesses and the surrounding environment.

We will continue to work with the community to hear their ideas and take on board their suggestions.

In implementing this design, Canberra is joining modern cities that have installed wire free light rail lines such as Bordeaux and Reims in France, Seville in Spain, Nanjing in China and Dubai in the United Arab Emirates.

The wire-free design complies with the recommendation from the Joint Standing Committee Inquiry and assists with planning and environmental approvals.

A wire-free light rail corridor also complies with advice from the National Capital Authority and contributes to maintaining an accessible, attractive, high quality and distinctive city centre.

9. What kinds of upgrades will be needed to enable the LRVs to run on the new wire-free tracks?

Our 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 and use this to manage energy consumption more efficiently.

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We will also be looking ahead to explore opportunities to distribute energy from the system for other uses along the corridor, overall enhancing the energy efficiency of the light rail system.

As our existing light rail fleet was designed to allow for these upgrades, we will not be needing to replace the current vehicles to accommodate the new extension.

10. What kind of community consultation will you be engaging with to ensure peoples' voices are heard on this stage?

We're currently engaging residents, community groups, businesses and organisations while we're in the early planning and design phase for Stage 2A.

This has involved establishing Community Reference Groups, who we will be consulting closely to ensure all viewpoints are heard and taken on board. We have already had the first meeting and anticipate a productive working relationship from here.

These consultations will continue as we move closer to our Environmental Assessment and Approvals phase.

We will continue to listen to community feedback during the procurement and design process, and encourage people to offer their ideas through Community Reference Groups, information forums and online at Your Say.

Furthermore, our project team is already modelling traffic movements, vehicle numbers and pedestrian activity in the area so we can better understand potential delivery impacts on the community, and how best to manage them

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ISSUE: Light Rail City to Woden – Progress Update

Talking points:

Light Rail 2A

- Stage 2A will involve a 1.7km wireless track extension to Commonwealth Park along London Circuit and Commonwealth Avenue, and is the first step in continuing the city light rail line to Woden.
- Stage 2A will be an expansion of the existing contract with Canberra Metro. It is a different procurement to the first stage as there won't be a competitive tender.
- To ensure value for money for Canberrans in the negotiations with Canberra Metro, a redacted business case was released on 10 September 2019. Given the Territory is seeking to enter into direct negotiations with Canberra Metro, costing and economic information is commercial in confidence.
- The light rail project is a city-shaping project and not driven by a single benefit-cost ratio. Having said that, the City to Woden BCR is 1.0, providing a combined BCR for the north-south spine from Gungahlin to Woden of 1.2.
- **[Note:** The BCR for Stage 2A is 0.6. Caution should be had in relying heavily upon BCRs for incremental components of the light rail system. Stage 2A is relatively complex, noting it will involve building in a street environment on London Circuit].

Power systems

- Our 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.

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Potential impact of COVID-19

- The current activities to progress project design and approval processes for Light Rail Stage 2A are continuing despite COVID-19 related restrictions. MPC and Canberra Metro are following appropriate precautions.
- The impact on planned construction activities to commence in late-2020 are unclear, however it is prudent to progress the project to a construction-ready stage to minimise the impact of any delay.
- More broadly, COVID-19 may have significant effects on Australia's infrastructure industry, including disruption to supply chains and possible difficulty sourcing materials from outside Australia. If the health of construction workers is impacted, there could also be worker shortages.
- Despite the challenges associated with COVID-19, projects such as Light Rail Stage 2A are key to ensuring we can support employment within the construction industry which will contribute to the Territory's economic recovery, whilst also delivering important infrastructure for our community.

Light Rail 2B:

- Extending the current Gungahlin to City route to Commonwealth Park demonstrates the ACT Government's commitment to delivering light rail in the City to Woden corridor.
- The ACT Government will continue to work on progressing a business case for 2B while progress through the Commonwealth process.
- The route to Woden is complex and is going to take some time to get through Commonwealth planning processes. Rather than simply wait, we're getting on with delivering what we can immediately.
- Getting on with the project allows us to maintain momentum, resources and expertise from the successful delivery of Stage 1.
- The ACT Government will continue to progress the Commonwealth approvals process for the remainder of the corridor in parallel. The recent decisions of the Commonwealth Department of Environment and Energy for there to be different EPBC Act assessment processes for Stage 2A and Stage 2B validates the ACT Government's decision to deliver the project in separate stages.

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- We continue to work with the National Capital Authority on its proposal to explore the future of the Commonwealth Avenue bridge. At present the ACT Government is assuming a new light rail bridge will be built between the existing structures. However, as the NCA has received funding to assess works required to the existing bridges, and as light rail to Woden will need to cross the lake, it makes sense to work collaboratively to ensure the best outcome for all parties is achieved.

London Circuit

- The ACT Government has made a clear commitment to the urban renewal of our city centre. Raising London Circuit to form an at-grade, signalised intersection with Commonwealth Avenue, signals this intent.
- It will improve accessibility to and around the city centre and provide a city centre road network that considers future land use changes.
- The project will create an easier connection from the city to the lake, supporting walking and riding as our city centre grows.
- Canberra Metro will be asked to provide costing to design and construct a raised London Circuit so that work can happen in parallel with the extension of light rail to Commonwealth Park. This will minimise disruption for the community as the work can be undertaken together.

Next Steps

- EPBC Preliminary documentation was lodged with the Department of Agriculture, Water and Environment (DAWE) on 6 May 2020. MPC received a response from DAWE and are preparing a response to address the comments provided.
- Major Projects Canberra will enter into negotiations with Canberra Metro to deliver the project. This makes sense, as it means passengers can take a single journey without having to change light rail vehicles at Alinga Street. It also means the existing Stage 1 contract can be used as the basis for negotiations.
- Project costs will not be released at this stage while one-on-one negotiations with Canberra Metro are underway. This is to assist to ACT Government achieve the best outcome possible. The ACT Government expects to release project costs once commercial negotiations are complete.

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Key Stats

- The Stage 2A project is 1.7km in length.
- The extension will 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 will 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 6 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.

Frequently asked questions are included at Attachment A.

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Portfolio/s: Transport

ISSUE: LIGHT RAIL – MITCHELL STOP

Talking points:

- The ACT Government is progressing plans to bring the benefits of light rail to Mitchell, with funding now secured for the construction of 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 today by the Australian Government will allow us to progress from design to construction.
- Confirmation of Commonwealth funding will enable the Territory to finalise project arrangements, including final costs. Commonwealth funding will represent approximately half of the cost to deliver the stop.
- The light rail stop in Mitchell will be built immediately south of the Sandford Street intersection with Flemington Road, and will be similar in design to other island stops along the light rail alignment.
- The next step is to progress contract negotiations, it is intended that the construction contract will be finalised in the coming months.
- We appreciate that the businesses in Mitchell and the Mitchell Traders Association are keen to see this project delivered as soon as possible, and we are working towards the new stop becoming operational in 2021, with further project detail to be confirmed as the planning, approvals and contract negotiations are progressed.
- Engagement will commence early with the local traders in Mitchell to support them during the project's construction phase, using lessons learnt during Stage 1 and local knowledge 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'.

Cleared as complete and accurate:	26/06/2020	
Cleared by:	Executive Director	Ext:
Information Officer name:	Ashley Cahif	Ext: 51212
Contact Officer name:		Ext:
Lead Directorate:	Major Projects Canberra	

- In planning for locations of light rail stops for Stage 1, the Government conducted analysis that included 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 recognises that Mitchell is a growing area and will be positively impacted by the growth of Gungahlin as a whole. As a result, 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 has committed to deliver the Mitchell stop as early as possible across the 2019-20 and 2020-21 financial years.
- In the 2019-20 Budget the Government provided funding to deliver a light rail stop at Mitchell. Capital funding was provided across the 2019-20 and 2020-21 financial years. This followed funding in the 2018-19 Budget to support contract review and detailed design of the stop at Mitchell.
- Transport Canberra and City Services Directorate are separately delivering a shared path along Flemington Road, providing better and safer access between Franklin and Mitchell, particularly to and from the Mitchell commercial precinct and the light rail stops.

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

- Major Projects Canberra submitted referrals for the project under the Commonwealth's *Environment Protection and Biodiversity Conservation Act* (EPBC Act) – City to Commonwealth Park (2A) and Commonwealth Park to Woden (2B).
- The EPBC Act is administered by the Australian Government Department of Agriculture, Water and the Environment. Prior to 1 February 2020, administration of the EPBC Act was by the Department of the Environment and Energy (DoEE).
- On 13 January 2020, the ACT Government received notice from DoEE that Stage 2A was a controlled action with the process to be assessed on preliminary documentation.
- On 16 January 2020, the ACT Government received a notice from DoEE that Stage 2B was a controlled action with the process to be assessed by environmental impact statement.
- EPBC Preliminary documentation was lodged with the Department of Agriculture, Water and the Environment on 6 May 2020. MPC received a response from the Department and are preparing a response to address the comments provided.
- Shortly following lodgement of the response, it is expected that the documentation will be available for public consultation. The comments received will be managed by Major Projects Canberra and relevant issues will be responded to through a Response to Submissions Report which will be lodged with the Department of Agriculture, Water and the Environment, along with the Preliminary Documentation, to make a final determination of the project.
- When the date is known, a media announcement will be made to advise the community that the Preliminary Documentation has been published and that the public comment period had commenced.

Cleared as complete and accurate:	26/06/2020	
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Stage 2A Referral Decision

- Major Projects Canberra received notice of a referral decision from DoEE that confirms:
 - The Stage 2A project is a ‘controlled action’;
 - The project will require assessment and approval under the EPBC Act before it can proceed; and
 - The assessment will be assessed by “Preliminary Documentation”.
- This is the expected outcome.
- The Preliminary Documentation must provide further information on the potential impacts on the Golden Sun Moth and information on social and economic impacts from the project. Major Projects Canberra will prepare the relevant information for submission to the Department of Agriculture, Water and Environment (**DAWE**).
- This process will allow the Commonwealth Minister for the Environment to make one of three decisions under the EPBC Act:
 - approve;
 - approve with conditions; or
 - reject the proposal.

Stage 2B Referral Decision

- Major Projects Canberra received notice of a referral decision from DoEE that confirms:
 - The Stage 2B project is a ‘controlled action’;
 - The project will require assessment and approval under the EPBC Act before it can proceed; and
 - The assessment will be assessed by “Environmental Impact Statement” (EIS).

Cleared as complete and accurate:	26/06/2020	
Cleared by:	Executive Director	Ext:
Information Officer name:	Ashley Cahif	Ext: 51212
Contact Officer name:		Ext:
Lead Directorate:	Major Projects Canberra	

- This is the expected outcome. The assessment process for Stage 2B is more extensive than Stage 2A, reflecting the complexity of issues to be considered.
- On 11 March 2020, DAWE issued *Guidelines for the Content of a Draft Environmental Impact Statement for Commonwealth Park to Woden Light Rail Project*. This document sets out the required information and format for a Draft EIS.
- Major Projects Canberra will further develop project design and prepare the Draft EIS for submission to the department and public exhibition.
- This process will allow the Commonwealth Minister for the Environment to make one of three decisions under the EPBC Act;
 - approve;
 - approve with conditions; or
 - reject the proposal.
- 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.
- The referral for Stage 2A was revised and resubmitted by Major Projects Canberra to reflect a wire-free power system and the concurrent project for raising London Circuit. DoEE opened the revised referral for public comment on 9 December 2019 for ten business days, closing on 20 December 2019.
- Both the Preliminary Documentation associated with Light Rail Stage 2A and the EIS for Stage 2B will be formally publicly exhibited with specific requests for public comment on the respective projects.

Cleared as complete and accurate:	26/06/2020	
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Lead Directorate:	Major Projects Canberra	

Portfolio/s: Transport

ISSUE: Light Rail Stage 2 – Contract Signing Delays

Talking points:

- COVID-19 has created uncertainty in the infrastructure sector internationally.
- The ACT Government is working closely with Canberra Metro to progress contract negotiations, however the ongoing uncertainty around COVID-19 continues to impact contract timeframes.
- As a Public-Private Partnership, with a Consortium that includes 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 the 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.
- As examples of significant COVID-19 risks to 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;

Cleared as complete and accurate: 30/06/2020

Cleared by: Project Director

Contact Officer name:

Ashley Cahif

Ext:

Ext: 51212

- The Light Rail Vehicles 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 Government expects that works will be able to start as early as next financial year.
- 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: Tertiary Education

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. The new state-of-the art CIT campus will be a modern and dedicated teaching and learning campus and complement a new passenger-friendly bus interchange.
- CIT Campus - Woden will be the 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.
- CIT Campus - Woden will have a strong focus on the delivery of digital, business and hospitality skills that are required for the jobs of the future in the ACT economy.
- The broader CIT Campus Renewal Strategy aims to ensure infrastructure supports the delivery of CIT's strategic directions to contribute to the economic and social development of the ACT.
- The investment in the CIT campuses and building infrastructure will strengthen CIT's ongoing commitment to adapt course offerings and strengthen industry partnerships to ensure CIT remains relevant to students and community and provides skills for the future workforce in the ACT.

Community Consultation

- As part of the project's design development, MPC is engaging early with the community seeking their feedback on what elements of design contribute to creating a great campus, building and space and encouraging the community to have their say in the development of this important project.

- The CIT Campus – Woden: Design and Values Survey was open for a four week period and included topics such as building heights and layout, green space ratios, connectivity to local facilities, public transport integration and sustainable design features.
- More than 400 community members responded to the survey, with findings highlighting a preference for well-integrated buildings of up to 12 storeys, featuring activated common areas and green spaces.
- Of those surveyed, more than 85 per cent of responders were supportive of the CIT Campus – Woden project.
- Trends in the qualitative and quantitative data will assist planners, engineers and designers prioritise various aspects of the project, helping shape future concept designs for the new campus.

Site Location

- The preferred location for the new CIT state-of-the art Campus – Woden is the site of the existing Woden Bus Station and the former Woden Police Station at Callam Street.
- This central location will provide convenient links to the Woden Town Centre, as well as enable better integration with the new bus and light rail interchange.
- 6,500 students will be enrolled at the CIT Campus - Woden which will benefit local business and industry and will provide students with a contemporary and dynamic educational environment.
- A CIT presence at the Woden Town Centre and an ongoing presence in the CBD will strengthen CIT's existing training network in Fyshwick, Bruce, Gungahlin and Tuggeranong.

Governance and Project Development

- Major Projects Canberra is working with CIT, TCCS and EPSDD to progress business case activities for the new CIT Campus and Bus Interchange.
- This across Government coordination will work to deliver the new campus and integrated bus interchange to ensure they meet the needs of our growing community, now and into the future.
- MPC has established a Project Advisory Board to oversee the project. This model, which was successfully adopted for the light rail project, provides an Independent Chair (Ms Diane Joseph), supported by a range of stakeholders including the CIT Board Chair and CEO, and representatives from CMTEDD, TCCS and EPSDD.
- MPC has appointed a Project Director, Mr Wayne Ford, and engaged a range of consulting services to support the development of the Business Case including commercial and technical advisors, education sector specialists and cost consultants.
- CIT engaged Vector Consultants to provide a concept and costing for a organisational wide Cloud/Digital Campus and this information has been included in the CIT Campus - Woden Business Case.
- Feasibility studies and cost analysis on these concepts have informed the project's business case which is expected to be finalised in the coming weeks.

Background Information

- CIT is the premier VET provider in the Canberra region delivering world class vocational education and training to more than 20,000 students every year. ‘
- The CIT Campus - Woden project provides opportunities to UNSW Canberra for the redevelopment of the the existing Reid campus.
- 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.

Portfolio/s: Transport

ISSUE: WODEN BUS INTERCHANGE – Progress Update

Talking points:

- The ACT Government is committed to continuing to invest 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 has allocated \$3.5m for the design of a new, passenger-friendly, Woden Interchange. This will prepare the Woden Interchange for its transformation into an integrated hub for both light rail Stage 2 and the bus network.
- The new 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 bus network.
- The new interchange will also complement the new CIT facilities being developed in the Woden Town Centre.
- Major Projects Canberra is working closely with TCCS and CIT to progress business case activities for the bus interchange, integrated into a broader new Woden CIT precinct.

Community Consultation – Bus Interchange and CIT Woden

- The CIT Campus – Woden: Design and Values Survey was open for four week period and included topics such as public transport integration, building heights and layout, green space ratios, connectivity to local facilities and sustainable design features.
- More than 400 community members responded to the survey, with findings highlighting a preference for well-integrated buildings of up to 12 storeys, featuring activated common areas and green spaces.
- Of those surveyed, more than 85 per cent of responders were supportive of the CIT Campus – Woden project.

Cleared as complete and accurate:	29/06/2020	
Cleared by:	Executive Director	Ext: 70058
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Lead Directorate:	Major Projects Canberra	

- Trends in the qualitative and quantitative data will assist planners, engineers and designers prioritise various aspects of the project, helping shape future concept designs for the new campus and bus interchange.
- Feasibility studies and cost analysis on these concepts will in-turn inform the business case which is expected to be finalized in the coming weeks.
-

Portfolio/s: Sport & Recreation**ISSUE: AQUATICS – COVID-19****Talking points:**

- With the continued easing of covid-19 restrictions, aquatics facilities will begin to reopen as maintenance and upgrades works are completed.
- Canberra Olympic Pool reopened on 15 June 2020. The gym areas for Lakeside Leisure Centre and Gungahlin Leisure Centre is now open to the public.
- The pools at Lakeside Leisure Centre and Gungahlin Leisure Centre will remain closed at this time due to ongoing maintenance and upgrades works.

Stromlo Leisure Centre

- The construction of Stromlo Leisure Centre is now complete and handover occurred on 13 July 2020. YMCA NSW has received the Centre and is scheduled to open on 15 August 2020.

Lakeside Leisure Centre

- The gym at Lakeside Leisure Centre is now open to the public.
- Required maintenance works were brought forward to coincide with the current closure. During the course of this additional works were required causing unforeseen delays. Works are now scheduled for completion on 24 August 2020.
- Stimulus upgrade works have been completed. The upgrades included changing hot water units to more energy efficient electric options; and the replacement of the Electrical and Building Management System.

Gungahlin Leisure Centre

- The gym at Gungahlin Leisure Centre is now open to the public. The program pool works are nearing completion and it is expected to open to the public on 3 August 2020. Additional works are required to the 50m pool. An updated schedule will be provided once further project advice is received..

Cleared as complete and accurate:	16/07/2020	
Cleared by: Shaun Strachan	Deputy Under Treasurer	Ext:71001
Contact Officer name:	Andrew de Boni	Ext:75809
Lead Directorate:	Chief Minister, Treasury and Economic Development	
Cleared for release	Yes	
Information Officer name:	Liz Clarke	
TRIM Ref:		

Dickson Pool

- Dickson Pool was closed for the winter shutdown period prior to the COVID-19 restrictions being enforced.
- Stimulus works to improve energy efficiency have been completed. Works included upgrades to hot water units in the male and female changerooms.

Manuka Pool

- Manuka Pool was closed for the winter shutdown period prior to the COVID-19 restrictions being enforced.
- Stimulus works to improve energy efficiency have been completed. Works included upgrades to hot water units in the male and female changerooms; and the installation of Variable Speed Drives to various pool pumps.

Cleared as complete and accurate:	16/07/2020	
Cleared by: Shaun Strachan	Deputy Under Treasurer	Ext:71001
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Lead Directorate:	Chief Minister, Treasury and Economic Development	
Cleared for release	Yes	
Information Officer name:	Liz Clarke	
TRIM Ref:		

Portfolio: Health

ISSUE: SPIRE Project Update

Talking points:

Project Procurement

- In March, I announced that Lendlease and Multiplex had been shortlisted to tender for the role of the Territory's lead delivery partner - to design and build the new SPIRE facility.
- I am pleased to announce that the Territory received two tender submissions on 18 June and the evaluation process is now underway.
- The Territory held over 20 interactive tendering workshops with the two bidders throughout the tender process, exploring our commitment to the patient-focussed outcomes that are central to the SPIRE Project and its place at the heart of the Canberra Hospital campus.
- The tender process also focused on how to continue the involvement with clinicians, consumers and the community throughout the next phase of the project's design process – the Early Contractor Involvement (or ECI phase) – which will continue well into 2021.
- I expect to announce the successful ECI Contractor in August this year.

Alleged Shortfalls

- I am aware of some previous claims in the media that there are shortfalls in the planned capacity for the new facility, in addition to claims that the project is behind program. Let me assure you that neither are true.
- Some concerns were raised by clinicians in the middle of last year that the new facility may not include a sufficient number of operating theatres.
- Since that time the project has worked closely with clinicians on analysing activity data and projections and on the Models of Care that will be applied in the new facility. As a result of this work, the earlier concerns around future theatre numbers have been resolved.
- The new SPIRE facility will provide a significant increase in the clinical capacity of the Canberra Hospital.

Cleared as complete and accurate:	15/07/2020	
Cleared by:	Executive Group Manager	Ext: 79322
Contact Officer name:	Martin Little	Ext: 79322
Lead Directorate:	Major Projects Canberra	

- It will double the number of Intensive Care Unit beds currently available. Increasing them from 30 to 60.
- The 22 new theatres will replace the 13 that are available today.
- We are also expanding the capacity of the Emergency Department by 39 treatment spaces, which will increase the total number available to 114.

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 facility.
- So far, we have delivered a new Building 28 that will support the hospital's key administrative functions.
- We are also preparing to construct a new Building 8, which will provide upgraded facilities for the Canberra Sexual Health Centre and other key tertiary teaching and training facilities across the region.
- The Development Application for the temporary carpark on the former Woden CIT site was released for public comment on 1 July and closed on 22 July 2020.
- All hospital staff, patients and visitors continue to be kept informed on the timing of these works and we thank the public for their patience as we complete these critical services works.

ISSUE: SPIRE - 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. The user groups provide advice and input into the following key aspects of the project's planning:
 - Emergency Department
 - Surgical Inpatient Unit
 - Intensive Care Unit
 - Medical Imaging
 - Mental Health Short Stay Unit
 - Perioperative and Interventional Suite
 - Loading Dock and Logistics
 - Helipad and Retrieval Service
 - Acute Cardiac Care Unit and Interventional Cardiac Laboratories
 - Central Sterilising Services
- The project has also established several consultative groups that meet on a regular basis to provide feedback that informs the project's early design process.
- One such group is the **Consumer Reference Group**, which is Chaired by the President of the Health Care Consumers Association and also includes representatives from the following organisations:
 - Canberra Health Services' Patient Experience Team Senior Manager
 - Consumer, Carer and Community representatives
 - People with Disabilities ACT Inc
 - COTA ACT (Council on the Ageing)
 - Aboriginal and Torres Strait Islander Elected Body

Cleared as complete and accurate: 15/07/2020

Cleared by:

Executive Group Manager

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Contact Officer name:

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Ext: 79322

Lead Directorate:

Major Projects Canberra

- Multicultural Advisory Council ACT
 - Mental Health Consumers' Network
 - Carers ACT
 - Council of the Ageing
 - Health Care Consumers Association
 - Disability Reference Group
- The local community is another critical stakeholder in the planning for the new facility. As such, in early 2020, we also established a **Local Community Reference Group** – whose primary focus is to ensure the local community has their voice heard throughout the planning and development of the SPIRE Project.
 - The Local Community Reference Group is next scheduled to meet on 29 July, with the initial trends identified in the current market research for the SPIRE Project to be presented and discussed. The group continues to meet on a monthly basis.
 - Key themes to be explored further by the Group include urban design, parking and local traffic, school access and delivery arrangements around the SPIRE Project.
 - As the project's design progresses over the next year we will be holding other public consultation events in addition to the regular meetings, so the wider Canberra community can also be part of the planning and development of the SPIRE Project.
 - Community feedback has already been valuable in helping identify issues and solutions, such as design changes to Hospital Road to better connect hospital services and reduce traffic on local roads.

Recent Engagement Activities/Events

- Given the isolation restrictions in relation to COVID-19, the Territory has postponed various direct engagements with the local community, including a series of pop-up public consultation sessions.
- The SPIRE Project team has been maintaining project messaging via the dedicated project web pages available on the ACT Health website. A dedicated SPIRE Project website is expected to come online by the end of July 2020.

Cleared as complete and accurate:	15/07/2020	
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Portfolio/s: Health

ISSUE: SPIRE – Traffic Modelling

Talking points:

- Following consultations with the local residents, the SPIRE Project made positive changes to address potential traffic concerns relating to the Project.
- As part of the early planning and design phase of the Project, Major Projects Canberra commissioned an additional traffic survey to augment the work done during the development of the original SPIRE Project Business Case and then again during the concept design phase.
- Traffic survey data was collected of roads within and around the hospital campus. This included Yamba Drive, Gilmore Crescent, Hospital Road, and Palmer Street and a number of local intersections. Various survey methods were performed, including automatic tube counters at intersections, and drop off surveys with the use of video cameras.
- These surveys occurred during school term and data was collected all day across the 7-day period.
- Analysis of the data established the traffic activity and the capacity of the existing road networks and this was modelled against a number of design scenarios for the SPIRE Project to predict the likely effect on the surrounding road networks.
- As a result Major Projects Canberra released a revised layout for Hospital Road on 11 March this year, that will reduce hospital-related traffic near Garran Primary School, along Kitchener Street and Gilmore Crescent.
- Building 2, accessed off Yamba Drive, will continue to be the focus for patient arrivals for the Canberra Hospital even after the completion of the SPIRE Project.
- While substantial progress is being made in developing the project, it is still in an early stage of planning and design. The Territory is currently in the process of choosing a contractor to take this preliminary design forward. Traffic flows will continue to be modelled as the design progresses.

Cleared as complete and accurate:	15/07/2020	
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Lead Directorate:	Major Projects Canberra	

- There will be continued opportunities for local residents and the Garran Primary School, in addition to the broader Woden Community, to have their say as the design progresses through the rest of this year.
- The strong progression of planning for the SPIRE Project is a result of our ongoing engagement with the community. Through community interest groups, information forums, and online at YourSay there are ongoing opportunities for further community input.

Traffic Study Data

- Canberra Hospital currently is responsible for nearly 25% of the traffic on Gilmore Crescent.
- Following the completion of the SPIRE 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.

Portfolio/s: Transport

ISSUE: LIGHT RAIL STAGE 1 – FINAL COMPLETION

Talking points:

- On 17 April 2019 Canberra Metro achieved Services Completion under the Project Agreement and operations commenced on 18 April 2019.
- The Light Rail System was opened to the public on 20 April 2019, with the Light Rail Launch.
- Upon contract signing the Government had secured a contract with a design and construction cost of \$707 million.
- The final cost for Stage 1 has come in at approximately \$675 million – a saving of \$32 million from the contract and \$108 million from the estimate in the business case.
- This lower than anticipated cost by itself means the benefit cost ratio will increase to at least 1.3, rather than the original, conservative estimate of 1.2.
- As contemplated by the Project Agreement, operations commenced with a number of items of construction work remaining to be completed by Canberra Metro.
- This is consistent with the Project Agreement framework which has two progressive milestones:
 - Services Completion – whereby passenger services can commence with Remaining Works and minor Defects outstanding; and
 - Final Completion – whereby all works have been completed and all defects rectified.
- MPC worked closely with Canberra Metro to deliver these works to allow Final Completion to be achieved on 27 July 2020.

Cleared as complete and accurate:	27/07/2020	
Cleared by:	Project Director	Ext:
Contact Officer name:	Ashley Cahif	Ext: 51212
Lead Directorate:	Major Projects Canberra	

Portfolio/s: Transport

ISSUE: LIGHT RAIL STAGE 1 ELECTRICAL ISSUES

Talking points:

General

- The light rail system is safe.
- Neither the regulators, the Transport Canberra project team or Canberra Metro management would have permitted the system to open if it wasn't safe.
- Documents released under FOI show that the Transport Canberra project team, regulators and Canberra Metro itself were all focussed on identifying potential issues prior to operations.
- It demonstrates the contract and the regulations worked as intended.
- Documents and photos released under FOI were 'mid-build.' They do not represent the end state – it's like taking a photo in the middle of surgery.
- Where any issues needed to be fixed, they were fixed. Where further verification or analysis was required, it was undertaken. Canberra Metro undertook a level of verification activities which far exceeded what is typical for similar projects elsewhere in the country. It included extensive CCTVing of conduits and location of built assets.

Replacement of Independent Certifier

- During the project an independent certifier engaged by Canberra Metro (SEEG) was replaced by another independent certifier (Southern Cross Electrical).
- This replacement is a matter for Canberra Metro, but it is noted:
 - the replacement was permitted by the regulator;
 - the new independent certifier was a larger organisation; and
 - SEEG remained engaged on the project in relation to other related activities.
- Canberra Metro are responsible for appointment of the certifier and they advised the government that the change of certifier was in relation to the capacity to deliver certification on the project.

Other Information

- Under the *Light Rail Regulated Utility Network Code 2016*, Canberra Metro were required to have a Provision of Services (POS) licence issued by the ACT Utilities Technical Regulator (UTR), prior to commencing revenue services operations.

Cleared as complete and accurate: 27/07/2020
Cleared by: Project Director Ext:
Contact Officer name: Ashley Cahif Ext: 51212
Lead Directorate: Major Projects Canberra

TRIM Ref:

- During the construction phase of the Project there were UTR questions, and media reports, in relation to potential non-conforming electrical work and consistency with Australian Standards. Key issues of potential non-compliance identified during the construction phase of the project include conduit depth, separation of conduits, and workmanship issues such as cracked conduits.
- Transport Canberra, as Territory representative, also identified a range of potential issues regarding electrical systems, recorded as Non-Conformance Reports (NCRs).
- These issues were to be satisfactorily rectified and resolved during construction and documentation was to be endorsed by the Project Independent Certifier (IC), Independent Electrical Certifier (IEC), Independent Safety Assessor (ISA), and the Office of the National Rail Safety Regulator (ONRSR).
- Canberra Metro engaged an Independent Electrical Certifier (IEC), who was approved by the UTR, to assess the proposed resolution of design and construction issues. The IEC confirmed that the electrical system is safe to energise and operate and is in accordance with the approved design or is “as safe as or safer” than the applicable Australian Standard.
- On 16 April 2019, the UTR granted Canberra Metro a POS operating certificate with respect to the electrical system of the light rail.
- Rectification of work prior to operations starting is a normal part of large, complex projects and demonstrates appropriate processes were in place throughout the project’s construction phase. These processes continue during the project’s ‘bedding-in’ period and as final construction works are completed.

Cleared as complete and accurate: 27/07/2020
Cleared by: Project Director Ext:
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Lead Directorate: Major Projects Canberra

TRIM Ref:

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

- Approval for the light rail stage 2A business case was announced in September 2019 and is the first step in continuing the city light rail line to Woden.
- The extension includes a 1.7km wireless track from Alinga Street to Commonwealth Park along London Circuit and Commonwealth Avenue.
- Project costs will not be released at this stage. This is common practice and will assist the ACT Government to achieve the best outcome possible in any potential commercial negotiations.

Potential impact of COVID-19

- COVID-19 has created uncertainty in the infrastructure sector internationally.
- Examples of significant COVID-19 risks to 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; and

- 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.

Power systems

- 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.

Light Rail 2B:

- Extending the current Gungahlin to City route to Commonwealth Park demonstrates the ACT Government's commitment to delivering light rail in the City to Woden corridor.
- The ACT Government will continue to work on a business case for 2B while progressing the Commonwealth planning process.
- The route to Woden is complex and is going to take some time to get through Commonwealth planning processes. Rather than simply wait, we're getting on with delivering what we can immediately.
- Getting on with the project allows us to maintain momentum, resources and expertise from the successful delivery of Stage 1.
- The ACT Government will continue to progress the Commonwealth approvals process for the remainder of the corridor in parallel. The recent decisions of the Commonwealth Department of Environment and Energy for there to be different EPBC Act assessment processes for Stage 2A and Stage 2B validates the ACT Government's decision to deliver the project in separate stages.
- We continue to work with the National Capital Authority on its proposal to explore the future of the Commonwealth Avenue bridge. At present the ACT Government is assuming a new light rail bridge will be built between the existing structures. However, as the NCA has received funding to assess works required to the existing bridges, and as light rail to Woden will need to cross the lake, it makes sense to work collaboratively to ensure the best outcome for all parties is achieved.

Key Stats

- The Stage 2A project is 1.7km in length.
- 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 6 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.

Portfolio/s: Transport

ISSUE: LIGHT RAIL – MITCHELL STOP

Talking points:

- The ACT Government is progressing plans to bring the benefits of light rail to Mitchell, with funding now secured for the construction of 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 today by the Australian Government will allow us to progress from design to construction.
- Confirmation of Commonwealth funding will enable the Territory to finalise project arrangements, including final costs. Commonwealth funding will represent approximately half of the cost to deliver the stop. The Territory has committed to match the Commonwealth funding to deliver the project.
- The light rail stop in Mitchell will be built immediately south of the Sandford Street intersection with Flemington Road, and will be similar in design to other island stops along the light rail alignment.
- The next step is to progress contract negotiations, it is intended that the construction contract will be finalised in the coming months
- We appreciate that the businesses in Mitchell and the Mitchell Traders Association are keen to see this project delivered as soon as possible, and we are working towards the new stop becoming operational in 2021, with further project detail to be confirmed as the planning, approvals and contract negotiations are progressed.
- Engagement will commence early with the local traders in Mitchell to support them during the project's construction phase, using lessons learnt during Stage 1 and local knowledge 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'.

Cleared as complete and accurate:	27/07/2020	
Cleared by:	Project Director	Ext:
Contact Officer name:	Ashley Cahif	Ext: 51212
Lead Directorate:	Major Projects Canberra	

- In planning for locations of light rail stops for Stage 1, the Government conducted analysis that included 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 recognises that Mitchell is a growing area and will be positively impacted by the growth of Gungahlin as a whole. As a result, 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 has committed to deliver the Mitchell stop as early as possible across the 2019-20 and 2020-21 financial years.
- In the 2019-20 Budget the Government provided funding to deliver a light rail stop at Mitchell. Capital funding was provided across the 2019-20 and 2020-21 financial years. This followed funding in the 2018-19 Budget to support contract review and detailed design of the stop at Mitchell.
- Transport Canberra and City Services Directorate are separately delivering a shared path along Flemington Road, providing better and safer access between Franklin and Mitchell, particularly to and from the Mitchell commercial precinct and the light rail stops.

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

- Major Projects Canberra submitted referrals for the project under the Commonwealth's *Environment Protection and Biodiversity Conservation Act* (EPBC Act) – City to Commonwealth Park (2A) and Commonwealth Park to Woden (2B).
- The EPBC Act is administered by the Australian Government Department of Agriculture, Water and the Environment. Prior to 1 February 2020, administration of the EPBC Act was by the Department of the Environment and Energy (DoEE).
- On 13 January 2020, the ACT Government received notice from DoEE that Stage 2A was a controlled action with the process to be assessed on preliminary documentation.
- On 16 January 2020, the ACT Government received a notice from DoEE that Stage 2B was a controlled action with the process to be assessed by environmental impact statement.
- EPBC Preliminary documentation was lodged with the Department of Agriculture, Water and the Environment on 6 May 2020. MPC received a response from the Department and have lodged a response to address the comments provided.
- When the date is known, a media announcement will be made to advise the community that the Preliminary Documentation has been published and that the public comment period had commenced.
- Any comments received will be managed by Major Projects Canberra and a response will be lodged with the Department of Agriculture, Water and the Environment, along with the Preliminary Documentation, to make a final determination of the project.

Cleared as complete and accurate: 27/07/2020
Cleared by: Project Director Ext:
Contact Officer name: Ashley Cahif Ext: 51212
Lead Directorate: Major Projects Canberra

Stage 2A Referral Decision

- Major Projects Canberra received notice of a referral decision from DoEE that confirms:
 - The Stage 2A project is a ‘controlled action’;
 - The project will require assessment and approval under the EPBC Act before it can proceed; and
 - The assessment will be assessed by “Preliminary Documentation”.
- This is the expected outcome.
- The Preliminary Documentation must provide further information on the potential impacts on the Golden Sun Moth and information on social and economic impacts from the project. Major Projects Canberra will prepare the relevant information for submission to the Department of Agriculture, Water and Environment (**DAWE**).
- This process will allow the Commonwealth Minister for the Environment to make one of three decisions under the EPBC Act:
 - approve;
 - approve with conditions; or
 - reject the proposal.

Stage 2B Referral Decision

- Major Projects Canberra received notice of a referral decision from DoEE that confirms:
 - The Stage 2B project is a ‘controlled action’;
 - The project will require assessment and approval under the EPBC Act before it can proceed; and
 - The assessment will be assessed by “Environmental Impact Statement” (EIS).
- This is the expected outcome. The assessment process for Stage 2B is more extensive than Stage 2A, reflecting the complexity of issues to be considered.

- On 11 March 2020, 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.
- Major Projects Canberra will further develop project design and prepare the Draft EIS for submission to the department and public exhibition.
- This process will allow the Commonwealth Minister for the Environment to make one of three decisions under the EPBC Act;
 - approve;
 - approve with conditions; or
 - reject the proposal.
- 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.
- The referral for Stage 2A was revised and resubmitted by Major Projects Canberra to reflect a wire-free power system and the concurrent project for raising London Circuit. DoEE opened the revised referral for public comment which closed on 20 December 2019.
- Both the Preliminary Documentation associated with Light Rail Stage 2A and the EIS for Stage 2B will be formally publicly exhibited with specific requests for public comment on the respective projects.

Portfolio/s: Transport

ISSUE: Light Rail Stage 2 Delays

Talking points:

- COVID-19 has created uncertainty in the infrastructure sector internationally.
- As a Public-Private Partnership (PPP), with a consortium that includes 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 the 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.
- As examples of significant COVID-19 risks to 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 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: Tertiary Education

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. The new state-of-the art CIT campus will be a modern and dedicated teaching and learning campus and complement a new passenger-friendly bus interchange.
- CIT Woden Campus will be the 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.
- CIT Woden Campus will have a strong focus on the delivery of digital, business and hospitality skills that are required for the jobs of the future in the ACT economy.
- The broader CIT Campus Renewal Strategy aims to ensure infrastructure supports the delivery of CIT’s strategic directions to contribute to the economic and social development of the ACT.
- The investment in the CIT campuses and building infrastructure will strengthen CIT’s ongoing commitment to adapt course offerings and strengthen industry partnerships to ensure CIT remains relevant to students and community and provides skills for the future workforce in the ACT.

Community Consultation

- As part of the project’s design development, MPC is engaging early with the community seeking their feedback on what elements of design contribute to creating a great campus, building and space and encouraging the community to have their say in the development of this important project.

Portfolio/s: Transport

ISSUE: WODEN BUS 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 has allocated \$3.5m for the design of a new, passenger friendly, Woden Interchange. This will prepare the Woden Interchange for its transformation into an integrated transport hub for both light rail Stage 2 and the bus network.
- The new 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 interchange will also complement the new CIT Campus being developed in the Woden Town Centre.
- Major Projects Canberra is working closely with TCCS and CIT to progress business case activities for the bus interchange, integrated into a broader new Woden CIT precinct.

Community Consultation – Bus Interchange and CIT Woden

- The CIT Woden Campus: Design and Values Survey was open for a four week period and included topics such as public transport integration, building heights and layout, green space ratios, connectivity to local facilities and sustainable design features.
- More than 400 community members responded to the survey, with findings highlighting a preference for well-integrated buildings of up to 12 storeys, featuring activated common areas and green spaces.
- Of those surveyed, more than 85 per cent of responders were supportive of the CIT Woden Campus project.

Cleared as complete and accurate:	27/07/2020	
Cleared by:	Executive Director	Ext: 70058
Contact Officer name:	Wayne Ford	Ext: 5204
Lead Directorate:	Major Projects Canberra	

- Trends in the qualitative and quantitative data is assisting planners, engineers and designers to prioritise various aspects of the project, helping shape future concept designs for the new campus and bus interchange.
- The Design and Values consultation results is scheduled to be released in the coming weeks.

Portfolio/s: Treasurer

09. STRATEGIC PROJECTS

Talking points:

A. LIGHT RAIL STAGE TWO

Potential impact of COVID-19

- 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.
- Examples of significant COVID-19 risks to 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-19 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.
 - Delays in manufacture, supply and delivery from international suppliers would result in delays to the completion of the Project potentially exposing the Territory to delay costs.
- The ACT Government has been transparent with the community about 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.

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Cleared by:	Executive Group Manager	Ext:
Contact Officer name:	Nikki Pulford	Ext:
Lead Directorate:	Major Projects Canberra	
Cleared for release	Choose an item	
Information Officer name:		
TRIM Ref: CM2020/3837		

EPBC Referral

- EPBC Preliminary documentation was lodged with the Department of Agriculture, Water and the Environment on 6 May 2020. MPC received a response from the Department and lodged a response on 27 July 2020 to address the comments provided.
- When the date is known, a media announcement will be made to advise the community that the Preliminary Documentation has been published and that the public comment period had commenced.

Key Stats

- The extension includes a 1.7km wireless track from Alinga Street to Commonwealth Park along London Circuit and Commonwealth Avenue.
- Early estimations suggest that daily patronage of Stage 2A will 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, will be approximately 6 minutes and for the full route will be approximately 25-30 minutes.

Light Rail Stage 2B:

- The ACT Government will continue to work on progressing a business case for 2B while we progress through the Commonwealth process.

B. CIT WODEN

- On 28 November 2019, the ACT Government announced that a new CIT campus will be built in the Woden Town Centre. The new state-of-the art CIT campus will be a modern and dedicated teaching and learning campus and complement a new passenger-friendly bus interchange.
- CIT Woden Campus will have a strong focus on the delivery of digital, business and hospitality skills that are required for the jobs of the future in the ACT economy.
- The broader CIT Campus Renewal Strategy aims to ensure infrastructure supports the delivery of CIT's strategic directions to contribute to the economic and social development of the ACT.

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Cleared by: Executive Group Manager Ext:
Contact Officer name: Nikki Pulford Ext:
Lead Directorate: Major Projects Canberra
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TRIM Ref: CM2020/3837

- 6,500 students will be enrolled at the CIT Woden Campus which will benefit local business and industry and will provide students with a contemporary and dynamic educational environment.

Community Consultation - Bus Interchange and CIT Woden

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

Site Location

- The preferred location for the new CIT state-of-the art Campus – Woden 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.

If asked about utilising Lovett Tower and Borrowdale house

- Lovett Tower and Borrowdale House are not suitable options for the new CIT facility, as the 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.

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- In addition, 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. Re-purposing facilities from office to educational infrastructure would also require significant investment and could be costly.

C. CANBERRA HOSPITAL EXPANSION PROJECT (SPIRE)

- On Tuesday 11 August I announced that [Multiplex/Lendlease] has been selected to deliver the new emergency, surgical and critical healthcare building as a part of the Canberra Hospital Expansion.
- [Multiplex/Lendlease] is a global construction company which has delivered some of Australia's largest and most complex health infrastructure projects. We look forward to partnering with [Multiplex/Lendlease] to deliver a state-of-the-art emergency, surgical and critical care building to service Canberra and the region.

Alleged Shortfalls

- I am aware of recent claims in the media that there are shortfalls in the planned capacity for the new facility, in addition to claims that the project is behind program. Let me assure you that neither are true.
- The project has worked closely with clinicians on analysing activity data and projections and on the Models of Care that will be applied in the new facility. As a result of this work, earlier concerns around future theatre numbers have been resolved.
- The expansion will provide a significant increase in the clinical capacity of the Canberra Hospital.
 - It will double the number of Intensive Care Unit beds currently available to 60.
 - 22 new theatres will replace the 13 that are available today.
 - We are also expanding the capacity of the Emergency Department by 39 treatment spaces, which will increase the total number available to 114.

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Lead Directorate: Major Projects Canberra
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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 facility.
- So far, we have delivered a new Building 28 that will support the hospital's key administrative functions.
- The Territory has also awarded the contract for the construction of the new Building 8 to SHAPE Australia, to provide upgraded facilities for the Canberra Sexual Health Centre and other key tertiary teaching and training facilities on the campus.
- The refurbishment of Building 4 is underway to deliver the relocated ANU Medical School and University of Canberra clinical training facilities and to modify the CHS Library footprint.
- The Design and Construction Contract for the Children At Risk Health Unit (or CARHU) has been awarded to SHAPE Australia, with works to begin in August 2020 for this important community health service.
- The Development Application for the temporary carpark on the former Woden CIT site was released for public comment on 1 July and closed on 31 July, with 1 representation received.
- The relocation of utilities along Hospital Road is progressing well. All hospital staff, patients and visitors continue to be kept informed on the timing of these works and I thank the public for their patience as we complete these critical services works.

D. Canberra Theatre Redevelopment Project

- The ACT Infrastructure Plan released by the ACT Government in October 2019 identifies the Canberra Theatre Redevelopment as a government priority.
- The current Canberra Theatre was built in 1965, meaning it predates the Sydney Opera House. Designed for a city of 88,000 people, it has a current seating capacity of approximately 1,200. Because of the era in which it was built, the theatre lacks the space, facilities and equipment to accommodate the requirements of modern touring shows.

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- 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 to accommodate approximately 2,000 people, while retaining The Playhouse Theatre which was built in 1998. The new facility will also include additional, and more flexible, spaces for live music, experimental and local performances.
- The new theatre centre will be delivered as part of the City Renewal Authority's broader plan for an Arts and Cultural Precinct. The precinct will link together the Canberra Museum and Gallery, the Legislative Assembly building and Civic Square with hotel, retail and commercial facilities. The precinct will become a renewed hub for Canberra's artistic and cultural life, while providing a new attraction for visitors to Canberra.
- The Civic Square Precinct including the Canberra Theatre Centre has been provisionally heritage listed and detail design of the facility will support the heritage values of the precinct.
- 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 (NCA) and require Works Approval for redevelopment.
- On 24 October 2019, the Canberra Theatre Centre Redevelopment was announced as a designated project, determining that the project will be delivered by Major Projects Canberra subject to business case approval.
- Under the August 2020 Supply Bill, \$400,000 ex GST is allocated to progress planning for the project.

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- As part of Government's economic survival package to provide more jobs for more Canberrans, \$497,000.00 ex GST was also invested in renewing facilities at the Canberra Theatre. Security and bathroom upgrades were completed, providing work for 6 small local companies with a total of 29 people working across the project. The works commenced in April and were completed in June 2020.
- 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.

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Portfolio/s: Tertiary Education

9B. CIT WODEN

Talking points:

- On 28 November 2019, the ACT Government announced that a new CIT campus will be built in the Woden Town Centre. The new state-of-the art CIT campus will be a modern and dedicated teaching and learning campus and complement a new passenger-friendly bus interchange.
- CIT Woden Campus will have a strong focus on the delivery of digital, business and hospitality skills that are required for the jobs of the future in the ACT economy.
- The broader CIT Campus Renewal Strategy aims to ensure infrastructure supports the delivery of CIT's strategic directions to contribute to the economic and social development of the ACT.
- 6,500 students will be enrolled at the CIT Woden Campus which will benefit local business and industry and will provide students with a contemporary and dynamic educational environment.

Community Consultation - Bus Interchange and CIT Woden

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

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Site Location

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Portfolio/s: Health

9C. CANBERRA HOSPITAL EXPANSION PROJECT (SPIRE)

Talking points:

Project Procurement

- On Tuesday 11 August the Minister for Health announced that [Multiplex/Lendlease] has been selected to deliver the new emergency, surgical and critical healthcare building as a part of the Canberra Hospital Expansion.
- [Multiplex/Lendlease] is a global construction company which has delivered some of Australia's largest and most complex health infrastructure projects. We look forward to partnering with [Multiplex/Lendlease] to deliver a state-of-the-art emergency, surgical and critical care building to service Canberra and the region.

Alleged Shortfalls

- I am aware of recent claims in the media that there are shortfalls in the planned capacity for the new facility, in addition to claims that the project is behind program. Let me assure you that neither are true.
- The project has worked closely with clinicians on analysing activity data and projections and on the Models of Care that will be applied in the new facility. As a result of this work, earlier concerns around future theatre numbers have been resolved.
- The expansion will provide a significant increase in the clinical capacity of the Canberra Hospital.
 - It will double the number of Intensive Care Unit beds currently available to 60.
 - 22 new theatres will replace the 13 that are available today.
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Information Officer name:

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 facility.
- So far, we have delivered a new Building 28 that will support the hospital's key administrative functions.
- The Territory has also awarded the contract for the construction of the new Building 8 to SHAPE Australia, to provide upgraded facilities for the Canberra Sexual Health Centre and other key tertiary teaching and training facilities on the campus.
- The refurbishment of Building 4 is underway to deliver the relocated ANU Medical School and University of Canberra clinical training facilities and to modify the CHS Library footprint.
- The Design and Construction Contract for the Children At Risk Health Unit (or CARHU) has been awarded to SHAPE Australia, with works to begin in August 2020 for this important community health service.
- The Development Application for the temporary carpark on the former Woden CIT site was released for public comment on 1 July and closed on 31 July, with 1 representation received.
- The relocation of utilities along Hospital Road is progressing well. All hospital staff, patients and visitors continue to be kept informed on the timing of these works and I thank the public for their patience as we complete these critical services works.

Cleared as complete and accurate:	07/08/2020	
Cleared by:	Executive Group Manager	Ext:
Contact Officer name:		Ext:
Lead Directorate:	Major Projects Canberra	
Cleared for release	Choose an item	
Information Officer name:		

Portfolio/s: Arts & Cultural Events

9D. CANBERRA THEATRE CENTRE REDEVELOPMENT PROJECT

Talking points:

- The ACT Infrastructure Plan released by the ACT Government in October 2019 identifies the Canberra Theatre Redevelopment as a government priority.
- The current Canberra Theatre was built in 1965, meaning it predates the Sydney Opera House. Designed for a city of 88,000 people, it has a current seating capacity of approximately 1,200. Because of the era in which it was built, the theatre lacks the space, facilities and equipment to accommodate the requirements of modern touring shows.
- Canberra's population today makes our city an attractive market for touring shows and artists. However, the capacity and technical constraints of the Canberra Theatre means some larger touring shows bypass the ACT.
- The ACT Government has commenced design and scoping for a new theatre centre that has the seating capacity and facilities to support large scale national and international concerts, musicals, theatre and dance.
- The new facility is intended to see the existing theatre repurposed with a flexible flat floor and a new theatre 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: 07/08/2020
Cleared by: Executive Group Manager Ext:
Contact Officer name: Ext:
Lead Directorate: Major Projects Canberra
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Information Officer name:
TRIM Ref: CM2020/3837

- The Civic Square Precinct including the Canberra Theatre Centre has been provisionally heritage listed and detail design of the facility will support the heritage values of the precinct.
- 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 (NCA) and require Works Approval for redevelopment.
- On 24 October 2019, the Canberra Theatre Centre Redevelopment was announced as a designated project, determining that the project will be delivered by Major Projects Canberra subject to business case approval.
- Under the August 2020 Supply Bill, \$400,000 ex GST is allocated to progress planning for the project.
- As part of Government's economic survival package to provide more jobs for more Canberrans, \$497,000.00 ex GST was also invested in renewing facilities at the Canberra Theatre. Security and bathroom upgrades were completed, providing work for 6 small local companies with a total of 29 people working across the project. The works commenced in April and were completed in June 2020.
- 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.

Cleared as complete and accurate: 07/08/2020
Cleared by: Executive Group Manager Ext:
Contact Officer name: Ext:
Lead Directorate: Major Projects Canberra
Cleared for release: Choose an item
Information Officer name:
TRIM Ref: CM2020/3837

Portfolio/s: Transport
Major Projects Canberra

9A. LIGHT RAIL STAGE 2

Talking points:

Light Rail Stage 2A

Potential impact of COVID-19

- As a Public-Private Partnership (PPP), with a consortium that includes 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 the 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.
- Examples of significant COVID-19 risks to 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-19 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.
 - Delays in manufacture, supply and delivery from international suppliers would result in delays to the completion of the Project potentially exposing the Territory to delay costs;
- The ACT Government has been transparent with the community about delays in procuring the project in the way we originally envisaged.
- The ACT Government is actively working through alternative procurement approaches.

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Contact Officer name: Ext:
Lead Directorate: Chief Minister, Treasury and
Economic Development
Cleared for release: Choose an item
Information Officer name:
TRIM Ref: CM2020/3837

- The ACT Government is carefully considering how to proceed with construction so as to ensure a steady pipeline of work in this current climate.

EPBC Referral

- EPBC Preliminary documentation was lodged with the Department of Agriculture, Water and the Environment on 6 May 2020. MPC received a response from the Department and lodged a response on 27 July 2020 to address the comments provided.
- When the date is known, a media announcement will be made to advise the community that the Preliminary Documentation has been published and that the public comment period had commenced.

Key Stats

- The extension includes a 1.7km wireless track from Alinga Street to Commonwealth Park along London Circuit and Commonwealth Avenue.
- Early estimations suggest that daily patronage of Stage 2A will 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, will be approximately 6 minutes and for the full route will be approximately 25-30 minutes.

Light Rail Stage 2B:

- The ACT Government will continue to work on progressing a business case for 2B while we progress through the Commonwealth process.

Cleared as complete and accurate: XX/XX/2020
Cleared by: Choose an item. Ext:
Contact Officer name: Ext:
Lead Directorate: Chief Minister, Treasury and
Economic Development
Cleared for release: Choose an item
Information Officer name:
TRIM Ref: CM2020/3837

Portfolio/s: Sport & Recreation**ISSUE: AQUATICS – COVID-19****Talking points:**

- With the continued easing of COVID-19 restrictions, aquatics facilities have been reopening as maintenance and upgrades works are completed.
- Canberra Olympic Pool reopened on 15 June 2020. The gym areas for Lakeside Leisure Centre and Gungahlin Leisure Centre are now open to the public.
- The program pool at Gungahlin Leisure Centre reopened on 3 August 2020, but the 50 meter pool will remain closed at this time due to ongoing investigative works.

The Lakeside Leisure Centre pools will reopen on 29 August 2020 Stromlo Leisure Centre

- The construction of the \$36.49 million Stromlo Leisure Centre is now complete and handover occurred on 13 July 2020. YMCA NSW has taken over management of the Centre which will open on 15 August 2020.

Lakeside Leisure Centre

- The gym at Lakeside Leisure Centre is now open to the public.
- Required maintenance works on the pools were brought forward whilst the facility was closed due to the pandemic. During the course of this additional works were required causing unforeseen delays. Works are now scheduled for completion on 20 August 2020 with reopening of pool facilities scheduled to occur on 29 August 2020.
- Stimulus upgrade works have been completed. The upgrades included changing hot water units to more energy efficient electric options; upgrade of the plant room electrical switchboard; and a new Building Management System.

Gungahlin Leisure Centre

Cleared as complete and accurate:	16/07/2020	
Cleared by: Shaun Strachan	Deputy Under Treasurer	Ext:71001
Contact Officer name:	Andrew de Boni	Ext:75809
Lead Directorate:	Chief Minister, Treasury and Economic Development	
Cleared for release	Yes	
Information Officer name:	Liz Clarke	
TRIM Ref:		

- They gym at Gungahlin Leisure Centre is now open to the public. The program pool works have been completed and the pool opened to the public on 3 August 2020. Additional works are required to the 50m pool. An updated schedule will be provided once further engineers advice is received..

Dickson Pool

- Dickson Pool was closed for the winter shutdown period prior to the COVID-19 restrictions being enforced.
- Stimulus works to improve energy efficiency have been completed. Works included upgrades to hot water units in the male and female changerooms.

Manuka Pool

- Manuka Pool was closed for the winter shutdown period prior to the COVID-19 restrictions being enforced.
- Stimulus works to improve energy efficiency have been completed. Works included upgrades to hot water units in the male and female changerooms; and the installation of Variable Speed Drives to various pool pumps.

Cleared as complete and accurate:	16/07/2020	
Cleared by: Shaun Strachan	Deputy Under Treasurer	Ext:71001
Contact Officer name:	Andrew de Boni	Ext:75809
Lead Directorate:	Chief Minister, Treasury and Economic Development	
Cleared for release	Yes	
Information Officer name:	Liz Clarke	
TRIM Ref:		

Portfolio: Health**ISSUE: SPIRE Project Update****Talking points:****Project Procurement**

- In March, I announced that Lendlease and Multiplex had been shortlisted to tender for the role of the Territory's lead delivery partner - to design and build the new SPIRE facility.
- On 11 August the Chief Minister announced that Multiplex has been selected to deliver the new emergency, surgical and critical healthcare building as a part of the Canberra Hospital Expansion.
- Both shortlisted tenderers provided high-quality, well-considered proposals. The quality of submissions received reflects industry's confidence in the ACT Government's commitment to delivering large and complex infrastructure for our community.
- Multiplex is a global construction company which has delivered some of Australia's largest and most complex health infrastructure projects. We look forward to partnering with Multiplex to deliver a state-of-the-art emergency, surgical and critical care building to service Canberra and the region.

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 facility.
- So far, we have delivered a new Building 28 that will support the hospital's key administrative functions.
- The Territory has also awarded the contract for the construction of the new Building 8 to SHAPE Australia, to provide upgraded facilities for the Canberra Sexual Health Centre and other key tertiary teaching and training facilities on the campus.
- The refurbishment of Building 4 is underway to deliver the relocated ANU Medical School and University of Canberra clinical training facilities and to modify the CHS Library footprint.

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Cleared by: Project Director Ext:79322
Contact Officer name: Martin Little Ext:79322
Lead Directorate: Major Projects Canberra
Cleared for release
Information Officer name:

- The Design and Construction Contract for the Children At Risk Health Unit (or CARHU) has been awarded to SHAPE Australia, with works to begin in August 2020 for this important community health service.
- The Development Application for the temporary carpark on the former Woden CIT site was released for public comment on 1 July and closed on 31 July, with 1 representation received
- The relocation of utilities along Hospital Road is progressing well. All hospital staff, patients and visitors continue to be kept informed on the timing of these works and I thank the public for their patience as we complete these critical services works.

Alleged Shortfalls

- I am aware of some previous claims in the media that there are shortfalls in the planned capacity for the new facility, in addition to claims that the project is behind program. Let me assure you that neither are true.
- Some concerns were raised by clinicians in the middle of last year that the new facility may not include a sufficient number of operating theatres.
- Since that time the project has worked closely with clinicians on analysing activity data and projections and on the Models of Care that will be applied in the new facility. As a result of this work, the earlier concerns around future theatre numbers have been resolved.
- The new facility will provide a significant increase in the clinical capacity of the Canberra Hospital:
 - It will double the number of Intensive Care Unit beds currently available. Increasing them from 30 to 60.
 - The 22 new theatres will replace the 13 that are available today.
 - We are also expanding the capacity of the Emergency Department by 39 treatment spaces, which will increase the total number available to 114.

Portfolio/s: Health

ISSUE: Canberra Hospital Expansion (SPIRE) - 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. The user groups provide advice and input into the following key aspects of the project's planning:
 - Emergency Department
 - Surgical Inpatient Unit
 - Intensive Care Unit
 - Medical Imaging
 - Mental Health Short Stay Unit
 - Perioperative and Interventional Suite
 - Loading Dock and Logistics
 - Helipad and Retrieval Service
 - Acute Cardiac Care Unit and Interventional Cardiac Laboratories
 - Central Sterilising Services
- Over the past few months, these User Groups have completed a review of the Models of Care and functional briefs that will inform the design development of the Canberra Hospital Expansion.
- This work included mapping the journey of any patient presenting at the hospital to fully understand the interdependencies of acute care and its supporting services.
- The project has also established several consultative groups that meet on a regular basis to provide feedback that informs the project's early design process:

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Consumer Reference Group

- The Consumer Reference Group is Chaired by the President of the Health Care Consumers Association and also includes representatives from the following organisations:
 - Canberra Health Services' Patient Experience Team Senior Manager
 - Consumer, Carer and Community representatives
 - People with Disabilities ACT Inc
 - COTA ACT (Council on the Ageing)
 - Aboriginal and Torres Strait Islander Elected Body
 - Multicultural Advisory Council ACT
 - Mental Health Consumers' Network
 - Carers ACT
 - Council of the Ageing
 - Health Care Consumers Association
 - Disability Reference Group

Local Community Reference Group

- Established in early 2020, the Local Community Reference Group's primary focus is to ensure the local community has their voice heard throughout the planning and development of the project.
- Meeting monthly, key themes to be explored further by the Group include urban design, parking and local traffic, school access, pedestrian connections through the Canberra Hospital campus to surrounding neighbourhoods, and delivery arrangements around the project site.
- As the project's design progresses over the next year we will be holding other public consultation events in addition to the regular meetings, so the wider Canberra community can also be part of the planning and development of the Canberra Hospital Expansion.
- Community feedback has already been valuable in helping identify issues and solutions, such as design changes to Hospital Road to better connect hospital services and reduce traffic on local roads.

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Recent Engagement Activities/Events

- During July, market research was undertaken to identify the Canberra community's level of awareness of the SPIRE Project. The results demonstrated a lack of connection to and understanding of the 'SPIRE' acronym as well as a low level of awareness about the projects progress and benefits.
 - During August a radio, print and online campaign will be launched to increase the public's awareness of the project, and provide an opportunity to use new market-tested language, including the new simpler project name 'Canberra Hospital Expansion'.
- Given the social distancing restrictions in relation to COVID-19, the Territory has postponed various direct engagements with the local community, including a series of pop-up public consultation sessions. Despite this, the Local Community Reference Group and Consumer Reference Group continue to meet virtually once per month to discuss the project.
- The project team has been maintaining project messaging via the project web pages available on the ACT Health website. A dedicated Canberra Hospital Expansion project website came online on 11 August 2020 and can be accessed at www.act.gov.au/canberrahospitalexpansion

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Information Officer name:

Portfolio/s: Health

ISSUE: Canberra Hospital Expansion (SPIRE) – Traffic Modelling

Talking points:

- Following consultations with the local residents, the Canberra Hospital Expansion made positive changes to address potential traffic concerns relating to the Project.
- As part of the early planning and design phase of the Project, Major Projects Canberra commissioned an additional traffic survey to augment the work done during the development of the original SPIRE Project Business Case and then again during the concept design phase.
- Traffic survey data was collected of roads within and around the hospital campus. This included Yamba Drive, Gilmore Crescent, Hospital Road, and Palmer Street and a number of local intersections. Various survey methods were performed, including automatic tube counters at intersections, and drop off surveys with the use of video cameras.
- These surveys occurred during school term and data was collected all day across the 7-day period.
- Analysis of the data established the traffic activity and the capacity of the existing road networks and this was modelled against a number of design scenarios for the Project to predict the likely effect on the surrounding road networks.
- As a result Major Projects Canberra released a revised layout for Hospital Road on 11 March this year, that will reduce hospital-related traffic near Garran Primary School, along Kitchener Street and Gilmore Crescent.
- Building 2, accessed off Yamba Drive, will continue to be the focus for patient arrivals for the Canberra Hospital even after the completion of the Hospital Expansion Project.
- While substantial progress is being made in developing the project, it is still in an early stage of planning and design. On 11 August the Territory announced Multiplex as the successful delivery partner to take this preliminary design forward. Traffic flows will continue to be modelled as the design progresses.

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- There will be continued opportunities for local residents and the Garran Primary School, in addition to the broader Woden Community, to have their say as the design progresses through the rest of this year.
- The strong progression of planning for the Canberra Hospital Expansion Project is a result of our ongoing engagement with the community. Through community interest groups, information forums, and online at YourSay there are ongoing opportunities for further community input.

Traffic Study Data

- Canberra Hospital currently is responsible for nearly 25% of the traffic on Gilmore Crescent.
- Following the completion of the SPIRE 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.

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Portfolio/s: Transport

ISSUE: LIGHT RAIL STAGE 1 – FINAL COMPLETION

Talking points:

- On 17 April 2019 Canberra Metro achieved Services Completion under the Project Agreement and operations commenced on 18 April 2019.
- The Light Rail System was opened to the public on 20 April 2019, with the Light Rail Launch.
- Upon contract signing the Government had secured a contract with a design and construction cost of \$707 million.
- The final cost for Stage 1 has come in at approximately \$675 million – a saving of \$32 million from the contract and \$108 million from the estimate in the business case.
- This lower than anticipated cost by itself means the benefit cost ratio will increase to at least 1.3, rather than the original, conservative estimate of 1.2.
- As contemplated by the Project Agreement, operations commenced with a number of items of construction work remaining to be completed by Canberra Metro.
- This is consistent with the Project Agreement framework which has two progressive milestones:
 - Services Completion – whereby passenger services can commence with Remaining Works and minor Defects outstanding; and
 - Final Completion.
- MPC worked closely with Canberra Metro to deliver these works to allow Final Completion to be achieved on 27 July 2020.

Cleared as complete and accurate: 05/08/2020
Cleared by: Project Director Ext:
Contact Officer name: Ash Cahif Ext:51212
Lead Directorate: Major Projects Canberra
Cleared for release
Information Officer name:

Portfolio/s: Transport

ISSUE: LIGHT RAIL STAGE 1 ELECTRICAL ISSUES

Talking points:

General

- The light rail system is safe.
- Neither the regulators, the Transport Canberra project team or Canberra Metro management would have permitted the system to open if it wasn't safe.
- Documents released under FOI show that the Transport Canberra project team, regulators and Canberra Metro itself were all focussed on identifying potential issues prior to operations.
- It demonstrates the contract and the regulations worked as intended.
- Documents and photos released under FOI were 'mid-build.' They do not represent the end state – it's like taking a photo in the middle of surgery.
- Where any issues needed to be fixed, they were fixed. Where further verification or analysis was required, it was undertaken. Canberra Metro undertook a level of verification activities which far exceeded what is typical for similar projects elsewhere in the country. It included extensive CCTVing of conduits and location of built assets.

Replacement of Independent Certifier

- During the project an independent certifier engaged by Canberra Metro (SEEG) was replaced by another independent certifier (Southern Cross Electrical).
- This replacement is a matter for Canberra Metro, but it is noted:
 - the replacement was permitted by the regulator;
 - the new independent certifier was a larger organisation; and
 - SEEG remained engaged on the project in relation to other related activities.
- Canberra Metro are responsible for appointment of the certifier and they advised the government that the change of certifier was in relation to the capacity to deliver certification on the project.

Other Information

- Under the *Light Rail Regulated Utility Network Code 2016*, Canberra Metro were required to have a Provision of Services (POS) licence issued by the ACT Utilities Technical Regulator (UTR), prior to commencing revenue services operations.

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- During the construction phase of the Project there were UTR questions, and media reports, in relation to potential non-conforming electrical work and consistency with Australian Standards. Key issues of potential non-compliance identified during the construction phase of the project include conduit depth, separation of conduits, and workmanship issues such as cracked conduits.
- Transport Canberra, as Territory representative, also identified a range of potential issues regarding electrical systems, recorded as Non-Conformance Reports (NCRs).
- These issues were to be satisfactorily rectified and resolved during construction and documentation was to be endorsed by the Project Independent Certifier (IC), Independent Electrical Certifier (IEC), Independent Safety Assessor (ISA), and the Office of the National Rail Safety Regulator (ONRSR).
- Canberra Metro engaged an Independent Electrical Certifier (IEC), who was approved by the UTR, to assess the proposed resolution of design and construction issues. The IEC confirmed that the electrical system is safe to energise and operate and is in accordance with the approved design or is “as safe as or safer” than the applicable Australian Standard.
- On 16 April 2019, the UTR granted Canberra Metro a POS operating certificate with respect to the electrical system of the light rail.
- Rectification of work prior to operations starting is a normal part of large, complex projects and demonstrates appropriate processes were in place throughout the project’s construction phase. These processes continue during the project’s ‘bedding-in’ period and as final construction works are completed.

Cleared as complete and accurate: 05/08/2020
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Contact Officer name: Ash Cahif Ext:51212
Lead Directorate: Major Projects Canberra
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Information Officer name:

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

- Approval for the light rail stage 2A business case was announced in September 2019 and is the first step in continuing the city light rail line to Woden.
- The extension includes a 1.7km wireless track from Alinga Street to Commonwealth Park along London Circuit and Commonwealth Avenue.
- Project costs will not be released at this stage. This is common practice and will assist the ACT Government to achieve the best outcome possible in any potential commercial negotiations.

Potential impact of COVID-19

- COVID-19 has created uncertainty in the infrastructure sector internationally.
- Examples of significant COVID-19 risks to 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; and
 - 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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Lead Directorate: Major Projects Canberra
Cleared for release
Information Officer name:

Power systems

- 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.

Light Rail 2B:

- Extending the current Gungahlin to City route to Commonwealth Park demonstrates the ACT Government's commitment to delivering light rail in the City to Woden corridor.
- The ACT Government will continue to work on a business case for 2B while progressing the Commonwealth planning process.
- The route to Woden is complex and is going to take some time to get through Commonwealth planning processes. Rather than simply wait, we're getting on with delivering what we can immediately.
- Getting on with the project allows us to maintain momentum, resources and expertise from the successful delivery of Stage 1.
- The ACT Government will continue to progress the Commonwealth approvals process for the remainder of the corridor in parallel. The recent decisions of the Commonwealth Department of Environment and Energy for there to be different EPBC Act assessment processes for Stage 2A and Stage 2B validates the ACT Government's decision to deliver the project in separate stages.
- We continue to work with the National Capital Authority on its proposal to explore the future of the Commonwealth Avenue bridge. At present the ACT Government is assuming a new light rail bridge will be built between the existing structures. However, as the NCA has received funding to assess works required to the existing bridges, and as light rail to Woden will need to cross the lake, it makes sense to work collaboratively to ensure the best outcome for all parties is achieved.

Key Stats

- 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.

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Cleared by: Project Director Ext:
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Lead Directorate: Major Projects Canberra
Cleared for release
Information Officer name:

- 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 6 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.

Cleared as complete and accurate: 05/08/2020
Cleared by: Project Director
Contact Officer name: Ash Cahif
Lead Directorate: Major Projects Canberra
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Ext:51212

Portfolio/s: Transport

ISSUE: LIGHT RAIL – MITCHELL STOP

Talking points:

- The ACT Government is progressing plans to bring the benefits of light rail to Mitchell, with funding now secured for the construction of 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 will allow us to progress from design to construction.
- Confirmation of Commonwealth funding will enable the Territory to finalise project arrangements, including final costs. Commonwealth funding will represent approximately half of the cost to deliver the stop. The Territory has committed to match the Commonwealth funding to deliver the project.
- The light rail stop in Mitchell will be built immediately south of the Sandford Street intersection with Flemington Road, and will be similar in design to other island stops along the light rail alignment.
- The next step is to progress contract negotiations, it is intended that the construction contract will be finalised in the coming months
- We appreciate that the businesses in Mitchell and the Mitchell Traders Association are keen to see this project delivered as soon as possible, and we are working towards the new stop becoming operational in 2021, with further project detail to be confirmed as the planning, approvals and contract negotiations are progressed.
- Engagement will commence early with the local traders in Mitchell to support them during the project's construction phase, using lessons learnt during Stage 1 and local knowledge to enhance communications strategies and advise construction schedules and plans.

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Information Officer name:

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 conducted analysis that included 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 recognises that Mitchell is a growing area and will be positively impacted by the growth of Gungahlin as a whole. As a result, 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 has committed to deliver the Mitchell stop as early as possible across the 2019-20 and 2020-21 financial years.
- 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.

Cleared as complete and accurate: 05/08/2020
Cleared by: Project Director Ext:
Contact Officer name: Ash Cahif Ext:51212
Lead Directorate: Major Projects Canberra
Cleared for release
Information Officer name:

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

- Major Projects Canberra submitted referrals for the project under the Commonwealth's *Environment Protection and Biodiversity Conservation Act* (EPBC Act) – City to Commonwealth Park (2A) and Commonwealth Park to Woden (2B).
- The EPBC Act is administered by the Australian Government Department of Agriculture, Water and the Environment. Prior to 1 February 2020, administration of the EPBC Act was by the Department of the Environment and Energy (DoEE).
- On 13 January 2020, the ACT Government received notice from DoEE that Stage 2A was a controlled action with the process to be assessed on preliminary documentation.
- On 16 January 2020, the ACT Government received a notice from DoEE that Stage 2B was a controlled action with the process to be assessed by environmental impact statement.
- EPBC Preliminary documentation was lodged with the Department of Agriculture, Water and the Environment on 6 May 2020. MPC received a response from the Department and lodged a response on 27 July 2020 to address the comments provided.
- When the date is known, a media announcement will be made to advise the community that the Preliminary Documentation has been published and that the public comment period had commenced.
- Any comments received will be managed by Major Projects Canberra and a response will be lodged with the Department of Agriculture, Water and the Environment, along with the Preliminary Documentation, to make a final determination of the project.

Cleared as complete and accurate: 05/08/2020
Cleared by: Project Director Ext:
Contact Officer name: Ash Cahif Ext:51212
Lead Directorate: Major Projects Canberra
Cleared for release
Information Officer name:

Stage 2A Referral Decision

- Major Projects Canberra received notice of a referral decision from DoEE that confirms:
 - The Stage 2A project is a ‘controlled action’;
 - The project will require assessment and approval under the EPBC Act before it can proceed; and
 - The assessment will be assessed by “Preliminary Documentation”.
- This is the expected outcome.
- The Preliminary Documentation must provide further information on the potential impacts on the Golden Sun Moth and information on social and economic impacts from the project. Major Projects Canberra will prepare the relevant information for submission to the Department of Agriculture, Water and Environment (**DAWE**).
- This process will allow the Commonwealth Minister for the Environment to make one of three decisions under the EPBC Act:
 - approve;
 - approve with conditions; or
 - reject the proposal.

Stage 2B Referral Decision

- Major Projects Canberra received notice of a referral decision from DoEE that confirms:
 - The Stage 2B project is a ‘controlled action’;
 - The project will require assessment and approval under the EPBC Act before it can proceed; and
 - The assessment will be assessed by “Environmental Impact Statement” (EIS).
- This is the expected outcome. The assessment process for Stage 2B is more extensive than Stage 2A, reflecting the complexity of issues to be considered.

Cleared as complete and accurate: 05/08/2020
Cleared by: Project Director Ext:
Contact Officer name: Ash Cahif Ext:51212
Lead Directorate: Major Projects Canberra
Cleared for release
Information Officer name:

- On 11 March 2020, DAWE issued *Guidelines for the Content of a Draft Environmental Impact Statement for Commonwealth Park to Woden Light Rail Project*. This document sets out the required information and format for a Draft EIS.
- Major Projects Canberra will further develop project design and prepare the Draft EIS for submission to the department and public exhibition.
- This process will allow the Commonwealth Minister for the Environment to make one of three decisions under the EPBC Act;
 - approve;
 - approve with conditions; or
 - reject the proposal.
- 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.
- The referral for Stage 2A was revised and resubmitted by Major Projects Canberra to reflect a wire-free power system and the concurrent project for raising London Circuit. DoEE opened the revised referral for public comment which closed on 20 December 2019.
- Both the Preliminary Documentation associated with Light Rail Stage 2A and the EIS for Stage 2B will be formally publicly exhibited with specific requests for public comment on the respective projects.

Cleared as complete and accurate: 05/08/2020
Cleared by: Project Director Ext:
Contact Officer name: Ash Cahif Ext:51212
Lead Directorate: Major Projects Canberra
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Information Officer name:

Portfolio/s: Transport

ISSUE: Light Rail Stage 2 Delays

Talking points:

- COVID-19 has created uncertainty in the infrastructure sector internationally.
- As a Public-Private Partnership (PPP), with a consortium that includes 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 the 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.
- As examples of significant COVID-19 risks to 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.

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- 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.

Cleared as complete and accurate: 05/08/2020
Cleared by: Project Director Ext:
Contact Officer name: Ash Cahif Ext:51212
Lead Directorate: Major Projects Canberra
Cleared for release
Information Officer name:

Portfolio/s: Transport

ISSUE: Light Rail Stage 2 – Slovenian Club

Talking points:

- The Slovenian Club is located at 19 Irving St, Phillip, adjacent to the proposed Light Rail Stage 2B corridor, and the Inter Town Public Transport Route.
- The Church of Pentecost Australia building, also located on the site, is hard against the boundary adjacent to the proposed Stage 2B rail corridor. It is a constrained area with respect to drainage, utilities and potential future pedestrian/active travel conflicts.
- Around May 2018, the light rail team, then part of Transport Canberra, became aware that an application had been made to renew the lease of the site.
- Given the potential conflicts with the rail corridor and potential need for a construction compound in the area, in July 2018 the light rail team had recommended that the lease not be renewed.
- Since this time, there has been further consideration of this matter, noting that design of the light rail system at this location is at a very early stage. Although the site is constrained, Major Projects Canberra have determined that it may be possible to construct the light rail system without encroaching upon the site.
- This matter will not be able to be determined with certainty until further technical investigations are undertaken as part of more detailed design for Light Rail Stage 2B.
- Major Projects Canberra have contacted the Slovenian Club to arrange a stakeholder meeting on this matter.
- EPSDD stated in a letter to the Slovenian Club in a letter 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: 12/08/2020
Cleared by: Project Director Ext:
Contact Officer name: Ash Cahif Ext:51212
Lead Directorate: Major Projects Canberra
Cleared for release
Information Officer name:

Portfolio/s: Tertiary Education

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. The new state-of-the art CIT campus will be a modern and dedicated teaching and learning campus and complement a new passenger-friendly public transport interchange.
- CIT Woden Campus will be the 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.
- 6,500 students will be enrolled at the CIT Woden Campus which will benefit local business and industry and will provide students with a contemporary and dynamic educational environment.
- A CIT presence at the Woden Town Centre and an ongoing presence in the CBD will strengthen CIT's existing training network in Fyshwick, Bruce, Gungahlin and Tuggeranong.

Community Consultation

- As part of the project's design development, MPC is engaging early with the community seeking their feedback on what elements of design contribute to creating a great campus, building and space.
- The *CIT Woden Campus: Design and Values Survey* was open for a four week period and 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.

Cleared as complete and accurate: 07/08/2020
Cleared by: Project Director Ext: 52048
Contact Officer name: Wayne Ford Ext: 52048
Lead Directorate: Major Projects Canberra
Cleared for release
Information Officer name:

Portfolio/s: Sport & Recreation

ISSUE: AQUATICS – COVID-19

Talking points:

- With the continued easing of COVID-19 restrictions, aquatics facilities have been reopening as maintenance and upgrades works are completed.
- Canberra Olympic Pool reopened on 15 June 2020. The gym areas for Lakeside Leisure Centre and Gungahlin Leisure Centre are now open to the public.
- The program pool at Gungahlin Leisure Centre reopened on 3 August 2020, but the 50 metre pool will remain closed at this time due to ongoing investigative works.
- The Lakeside Leisure Centre pool will reopen on 29 August 2020.

Stromlo Leisure Centre

- The \$36.49 million Stromlo Leisure Centre, including gymnasium opened to the public on 15 August 2020. The YMCA NSW is managing this Centre.

Lakeside Leisure Centre

- The gym at Lakeside Leisure Centre is now open to the public.
- Required maintenance works on the pools were brought forward whilst the facility was closed due to the pandemic. During the course of this additional works were required causing unforeseen delays. Works are now scheduled for completion on 20 August 2020 with reopening of pool facilities scheduled to occur on 29 August 2020.
- Stimulus upgrade works have been completed. The upgrades included changing hot water units to more energy efficient electric options; upgrade of the plant room electrical switchboard; and a new Building Management System.

Gungahlin Leisure Centre

Cleared as complete and accurate:	18/08/2020	
Cleared by: Shaun Strachan	Deputy Under Treasurer	Ext:71001
Contact Officer name:	Andrew de Boni	Ext:75809
Lead Directorate:	Chief Minister, Treasury and Economic Development	
Cleared for release	Yes	
Information Officer name:	Liz Clarke	
TRIM Ref:		

- They gym at Gungahlin Leisure Centre is now open to the public. The program pool works have been completed and the pool opened to the public on 3 August 2020. Additional works are required to the 50m pool.

Dickson Pool

- Dickson Pool was closed for the winter shutdown period prior to the COVID-19 restrictions being enforced.
- Stimulus works to improve energy efficiency have been completed. Works included upgrades to hot water units in the male and female changerooms.

Manuka Pool

- Manuka Pool was closed for the winter shutdown period prior to the COVID-19 restrictions being enforced.
- Stimulus works to improve energy efficiency have been completed. Works included upgrades to hot water units in the male and female changerooms; and the installation of Variable Speed Drives to various pool pumps.

Cleared as complete and accurate:	18/08/2020	
Cleared by: Shaun Strachan	Deputy Under Treasurer	Ext:71001
Contact Officer name:	Andrew de Boni	Ext:75809
Lead Directorate:	Chief Minister, Treasury and Economic Development	
Cleared for release	Yes	
Information Officer name:	Liz Clarke	
TRIM Ref:		

- Of those surveyed, more than 85 per cent of responders were supportive of the CIT Woden Campus Project.
- The results of the Design and Values survey were released on 29 July and can be viewed online at yoursay.act.gov.au.

Key findings from the consultation

When offered multiple options:

- respondents overwhelmingly (46.5%) preferred a design option which utilises the full site footprint to accommodate modest height buildings and green space;
 - most (33%) respondents prefer the building to have 6-12 storeys;
 - key considerations identified for the design include green spaces (68%), seamless integration with the area (34%) and the visual impact of the campus (25%);
 - regarding the external façade of the building, respondents indicated a preference for a futuristic (20%) and modern (19%) aesthetic, although a design which acknowledged the local flora, fauna and history of the area was also important (15%).
- Trends in the qualitative and quantitative data is assisting planners, engineers and designers to prioritise various aspects of the project, helping shape future concept designs for the new campus.
 - In the coming weeks we will be seeking interest from architecture firms to work with the ACT Government in the ongoing development and refinement of the campus design, incorporating feedback gathered during the public consultation in the next stage of the design process.

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.

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Cleared by: Project Director Ext: 52048
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Lead Directorate: Major Projects Canberra
Cleared for release
Information Officer name:

- This central location will provide convenient links to the Woden Town Centre, as well as enable better integration with the new public transport interchange.
- 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.
- Major Projects Canberra is working with CIT, TCCS and EPSDD to progress business case 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.

Cleared as complete and accurate: 07/08/2020
Cleared by: Project Director Ext: 52048
Contact Officer name: Wayne Ford Ext: 52048
Lead Directorate: Major Projects Canberra
Cleared for release
Information Officer name:

Portfolio/s: Tertiary Education

ISSUE: CIT Woden Campus – Lovett Tower and Borrowdale House

Talking points:

- 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.
- Lovett Tower and Borrowdale House are 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.
- 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.
- Re-purposing facilities from office to educational infrastructure would still require significant investment and may be costly. Major refurbishment in adaptive re-use facilities can be substantially more expensive than building new.
- Due to the age of these buildings, it is also likely that there would be hazardous waste present.

Cleared as complete and accurate:	07/08/2020	
Cleared by:	Project Director	Ext:52048
Contact Officer name:	Wayne Ford	Ext:52048
Lead Directorate:	Major Projects Canberra	
Cleared for release	Choose an item	
Information Officer name:		

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 has allocated \$3.5 million for the design of a new, passenger friendly, Woden Interchange. This will prepare the Woden Interchange for its transformation into an integrated transport hub for both light rail Stage 2 and the bus network.
- The new 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 interchange will also complement the new CIT Campus being developed in the Woden Town Centre.
- Major Projects Canberra is working closely with TCCS and CIT to progress business case activities for the public transport interchange, integrated into a broader new Woden CIT precinct.

Community Consultation – Bus Interchange and CIT Woden

- The CIT Woden Campus: Design and Values Survey was open for a four week period and included topics such as public transport integration, building heights and layout, green space ratios, connectivity to local facilities and sustainable design features.
- The results of the Design and Values survey were released on 29 July and can be viewed online at yoursay.act.gov.au.
- Trends in the qualitative and quantitative data is assisting planners, engineers and designers to prioritise various aspects of the project, helping shape future concept designs for the new campus and public transport interchange.

Cleared as complete and accurate:	07/08/2020	
Cleared by:	Project Director	Ext: 52048
Contact Officer name:	Wayne Ford	Ext: 52048
Lead Directorate:	Major Projects Canberra	
Cleared for release	Choose an item	
Information Officer name:		

Portfolio: Health

ISSUE: Canberra Hospital Expansion Project Update

Talking points:

Project Procurement

- In March, I announced that Lendlease and Multiplex had been shortlisted to tender for the role of the Territory's lead delivery partner - to design and build the new SPIRE facility.
- On 11 August the Chief Minister and I announced that Multiplex has been selected to deliver the new emergency, surgical and critical healthcare building as a part of the Canberra Hospital Expansion.
- Both shortlisted tenderers provided high-quality, well-considered proposals. The quality of submissions received reflects industry's confidence in the ACT Government's commitment to delivering large and complex infrastructure for our community.
- Multiplex is a global construction company which has delivered some of Australia's largest and most complex health infrastructure projects. We look forward to partnering with Multiplex to deliver a state-of-the-art emergency, surgical and critical care building to service Canberra and the region.

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 facility.
- So far, we have delivered a new Building 28 that will support the hospital's key administrative functions.
- The Territory has also awarded the contract for the construction of the new Building 8 to SHAPE Australia, to provide upgraded facilities for the Canberra Sexual Health Centre and other key tertiary teaching and training facilities on the campus.
- The refurbishment of Building 4 is underway to deliver the relocated ANU Medical School and University of Canberra clinical training facilities and to modify the CHS Library footprint.

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Information Officer name:

- The Design and Construction Contract for the Children At Risk Health Unit (or CARHU) has been awarded to SHAPE Australia, with having commenced for this important community health service.
- The Development Application for the temporary carpark on the former Woden CIT site was released for public comment on 1 July and closed on 31 July, with 1 representation received.
- The relocation of utilities along Hospital Road is progressing well. All hospital staff, patients and visitors continue to be kept informed on the timing of these works and I thank the public for their patience as we complete these critical services works.

Alleged Shortfalls

- I am aware of some previous claims in the media that there are shortfalls in the planned capacity for the new facility, in addition to claims that the project is behind program. Let me assure you that neither are true.
- Some concerns were raised by clinicians in the middle of last year that the new facility may not include a sufficient number of operating theatres.
- Since that time the project has worked closely with clinicians on analysing activity data and projections and on the Models of Care that will be applied in the new facility. As a result of this work, the earlier concerns around future theatre numbers have been resolved.
- The new facility will provide a significant increase in the clinical capacity of the Canberra Hospital:
 - It will double the number of Intensive Care Unit beds currently available. Increasing them from 30 to 60.
 - The 22 new theatres will replace the 13 that are available today.
 - We are also expanding the capacity of the Emergency Department by 39 treatment spaces, which will increase the total number available to 114.

Portfolio/s: Health

ISSUE: Canberra Hospital Expansion (SPIRE) - 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. The user groups provide advice and input into the following key aspects of the project's planning:
 - Emergency Department
 - Surgical Inpatient Unit
 - Intensive Care Unit
 - Medical Imaging
 - Mental Health Short Stay Unit
 - Perioperative and Interventional Suite
 - Loading Dock and Logistics
 - Helipad and Retrieval Service
 - Acute Cardiac Care Unit and Interventional Cardiac Laboratories
 - Central Sterilising Services
- Over the past few months, these User Groups have completed a review of the Models of Care and functional briefs that will inform the design development of the Canberra Hospital Expansion.
- This work included mapping the journey of any patient presenting at the hospital to fully understand the interdependencies of acute care and its supporting services.
- The project has also established several consultative groups that meet on a regular basis to provide feedback that informs the project's early design process:

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Consumer Reference Group

- The Consumer Reference Group is Chaired by the President of the Health Care Consumers Association and also includes representatives from the following organisations:
 - Canberra Health Services' Patient Experience Team Senior Manager
 - Consumer, Carer and Community representatives
 - People with Disabilities ACT Inc
 - COTA ACT (Council on the Ageing)
 - Aboriginal and Torres Strait Islander Elected Body
 - Multicultural Advisory Council ACT
 - Mental Health Consumers' Network
 - Carers ACT
 - Council of the Ageing
 - Health Care Consumers Association
 - Disability Reference Group

Local Community Reference Group

- Established in early 2020, the Local Community Reference Group's primary focus is to ensure the local community has their voice heard throughout the planning and development of the project.
- Meeting monthly, key themes to be explored further by the Group include urban design, parking and local traffic, school access, pedestrian connections through the Canberra Hospital campus to surrounding neighbourhoods, and delivery arrangements around the project site.
- As we bring our new delivery partner Multiplex on board, they will be working closely with the Government and all established reference groups, including the Consumer Reference Group and Local Community Reference Group, to continue consulting and seeking their input into the building design before works on the main building even start.

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- As the project's design progresses over the next year we will also be holding other public consultation events in addition to the regular meetings, so the wider Canberra community can also be part of the planning and development of the Canberra Hospital Expansion.
- Community feedback has already been valuable in helping identify issues and solutions, such as design changes to Hospital Road to better connect hospital services and reduce traffic on local roads.

Recent Engagement Activities/Events

- During July, market research was undertaken to identify the Canberra community's level of awareness of the SPIRE Project. The results demonstrated a lack of connection to and understanding of the 'SPIRE' acronym as well as a low level of awareness about the projects progress and benefits.
 - During August a radio, print and online campaign will be launched to increase the public's awareness of the project, and provide an opportunity to use new market-tested language, including the new simpler project name 'Canberra Hospital Expansion'.
- Given the social distancing restrictions in relation to COVID-19, the Territory has postponed various direct engagements with the local community, including a series of pop-up public consultation sessions. Despite this, the Local Community Reference Group and Consumer Reference Group continue to meet virtually once per month to discuss the project.
- The project team has been maintaining project messaging via the project web pages available on the ACT Health website. A dedicated Canberra Hospital Expansion project website came online on 11 August 2020 and can be accessed at www.act.gov.au/canberrahospitalexpansion

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Information Officer name:

Portfolio/s: Health

ISSUE: Canberra Hospital Expansion (SPIRE) – Traffic Modelling

Talking points:

- Following consultations with the local residents, the Canberra Hospital Expansion made positive changes to address potential traffic concerns relating to the Project.
- As part of the early planning and design phase of the Project, Major Projects Canberra commissioned an additional traffic survey to augment the work done during the development of the original SPIRE Project Business Case and then again during the concept design phase.
- Traffic survey data was collected of roads within and around the hospital campus. This included Yamba Drive, Gilmore Crescent, Hospital Road, and Palmer Street and a number of local intersections. Various survey methods were performed, including automatic tube counters at intersections, and drop off surveys with the use of video cameras.
- These surveys occurred during school term and data was collected all day across the 7-day period.
- Analysis of the data established the traffic activity and the capacity of the existing road networks and this was modelled against a number of design scenarios for the Project to predict the likely effect on the surrounding road networks.
- As a result Major Projects Canberra released a revised layout for Hospital Road on 11 March this year, that will reduce hospital-related traffic near Garran Primary School, along Kitchener Street and Gilmore Crescent.
- Building 2, accessed off Yamba Drive, will continue to be the focus for patient arrivals for the Canberra Hospital even after the completion of the Hospital Expansion Project.
- While substantial progress is being made in developing the project, it is still in an early stage of planning and design. On 11 August the Territory announced Multiplex as the successful delivery partner to take this preliminary design forward. Traffic flows will continue to be modelled as the design progresses.

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- There will be continued opportunities for local residents and the Garran Primary School, in addition to the broader Woden Community, to have their say as the design progresses through the rest of this year.
- The strong progression of planning for the Canberra Hospital Expansion Project is a result of our ongoing engagement with the community. Through community interest groups, information forums, and online at YourSay there are ongoing opportunities for further community input.

Traffic Study Data

- Canberra Hospital currently is responsible for nearly 25% of the traffic on Gilmore Crescent.
- Following the completion of the SPIRE 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.

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Portfolio/s: Transport

ISSUE: LIGHT RAIL STAGE 1 – FINAL COMPLETION

Talking points:

- On 17 April 2019 Canberra Metro achieved Services Completion under the Project Agreement and operations commenced on 18 April 2019.
- The Light Rail System was opened to the public on 20 April 2019, with the Light Rail Launch.
- Upon contract signing the Government had secured a contract with a design and construction cost of \$707 million.
- The final cost for Stage 1 has come in at approximately \$675 million – a saving of \$32 million from the contract and \$108 million from the estimate in the business case.
- This lower than anticipated cost by itself means the benefit cost ratio will increase to at least 1.3, rather than the original, conservative estimate of 1.2.
- As contemplated by the Project Agreement, operations commenced with a number of items of construction work remaining to be completed by Canberra Metro.
- This is consistent with the Project Agreement framework which has two progressive milestones:
 - Services Completion – whereby passenger services can commence with Remaining Works and minor Defects outstanding; and
 - Final Completion.
- MPC worked closely with Canberra Metro to deliver these works to allow Final Completion to be achieved on 27 July 2020.

Cleared as complete and accurate: 17/08/2020
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Lead Directorate: Major Projects Canberra
Cleared for release
Information Officer name:

Portfolio/s: Transport

ISSUE: LIGHT RAIL STAGE 1 ELECTRICAL ISSUES

Talking points:

General

- The light rail system is safe.
- Neither the regulators, the Transport Canberra project team or Canberra Metro management would have permitted the system to open if it wasn't safe.
- Documents released under FOI show that the Transport Canberra project team, regulators and Canberra Metro itself were all focussed on identifying potential issues prior to operations.
- It demonstrates the contract and the regulations worked as intended.
- Documents and photos released under FOI were 'mid-build.' They do not represent the end state – it's like taking a photo in the middle of surgery.
- Where any issues needed to be fixed, they were fixed. Where further verification or analysis was required, it was undertaken. Canberra Metro undertook a level of verification activities which far exceeded what is typical for similar projects elsewhere in the country. It included extensive CCTVing of conduits and location of built assets.

Replacement of Independent Certifier

- During the project an independent certifier engaged by Canberra Metro (SEEG) was replaced by another independent certifier (Southern Cross Electrical).
- This replacement is a matter for Canberra Metro, but it is noted:
 - the replacement was permitted by the regulator;
 - the new independent certifier was a larger organisation; and
 - SEEG remained engaged on the project in relation to other related activities.
- Canberra Metro are responsible for appointment of the certifier and they advised the government that the change of certifier was in relation to the capacity to deliver certification on the project.

Other Information

- Under the *Light Rail Regulated Utility Network Code 2016*, Canberra Metro were required to have a Provision of Services (POS) licence issued by the ACT Utilities Technical Regulator (UTR), prior to commencing revenue services operations.

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- During the construction phase of the Project there were UTR questions, and media reports, in relation to potential non-conforming electrical work and consistency with Australian Standards. Key issues of potential non-compliance identified during the construction phase of the project include conduit depth, separation of conduits, and workmanship issues such as cracked conduits.
- Transport Canberra, as Territory representative, also identified a range of potential issues regarding electrical systems, recorded as Non-Conformance Reports (NCRs).
- These issues were to be satisfactorily rectified and resolved during construction and documentation was to be endorsed by the Project Independent Certifier (IC), Independent Electrical Certifier (IEC), Independent Safety Assessor (ISA), and the Office of the National Rail Safety Regulator (ONRSR).
- Canberra Metro engaged an Independent Electrical Certifier (IEC), who was approved by the UTR, to assess the proposed resolution of design and construction issues. The IEC confirmed that the electrical system is safe to energise and operate and is in accordance with the approved design or is “as safe as or safer” than the applicable Australian Standard.
- On 16 April 2019, the UTR granted Canberra Metro a POS operating certificate with respect to the electrical system of the light rail.
- Rectification of work prior to operations starting is a normal part of large, complex projects and demonstrates appropriate processes were in place throughout the project’s construction phase. These processes continue during the project’s ‘bedding-in’ period and as final construction works are completed.

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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.
- The extension includes a 1.7km wireless track from Alinga Street to Commonwealth Park along London Circuit and Commonwealth Avenue.
- Project costs will not be released at this stage. This is common practice and will assist the ACT Government to achieve the best outcome possible in any potential commercial negotiations.
- The process to seek Commonwealth environmental approvals via the EPBC Act pathway are underway, which is a major step forward in the project's delivery.
- The preliminary documentation considers the socio-economic impacts and benefits of the project, along with areas of Commonwealth environmental significance.
- We are now calling on the community to have their say. The preliminary documentation is available on Yoursay for an extended 20 business day public comment period, until 14 September. Any comments received will inform the project's environmental safeguards and management strategies.
- To ensure we comply with current ACT Health advice and restrictions associated with COVID-19, documentation is available online for members of the public to view and provide comment.
- Any comments received will be managed by Major Projects Canberra and a response will be lodged with the Commonwealth Department of Agriculture, Water and the Environment, along with the Preliminary Documentation, to make a final determination on the project.

Potential impact of COVID-19

- COVID-19 has created uncertainty in the infrastructure sector internationally.
- Examples of significant COVID-19 risks to 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

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- 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; and
- 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.

Power systems

- 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.

Light Rail 2B:

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

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- The ACT Government will continue to progress the Commonwealth approvals process for the remainder of the corridor in parallel. The recent decisions of the Commonwealth Department of Environment and Energy for there to be different EPBC Act assessment processes for Stage 2A and Stage 2B validates the ACT Government's decision to deliver the project in separate stages.
- We continue to work with the National Capital Authority on its proposal to explore the future of the Commonwealth Avenue bridge. At present the ACT Government is assuming a new light rail bridge will be built between the existing structures. However, as the NCA has received funding to assess works required to the existing bridges, and as light rail to Woden will need to cross the lake, it makes sense to work collaboratively to ensure the best outcome for all parties is achieved.

Key Stats

- 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 6 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.

Cleared as complete and accurate: 17/08/2020
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Portfolio/s: Transport

ISSUE: LIGHT RAIL – MITCHELL STOP

Talking points:

- The ACT Government is progressing plans to bring the benefits of light rail to Mitchell, with funding now secured for the construction of 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 will allow us to progress from design to construction.
- Confirmation of Commonwealth funding will enable the Territory to finalise project arrangements, including final costs. Commonwealth funding will represent approximately half of the cost to deliver the stop. The Territory has committed to match the Commonwealth funding to deliver the project.
- The light rail stop in Mitchell will be built immediately south of the Sandford Street intersection with Flemington Road, and will be similar in design to other island stops along the light rail alignment.
- The next step is to progress contract negotiations, it is intended that the construction contract will be finalised in the coming months.
- We appreciate that the businesses in Mitchell and the Mitchell Traders Association are keen to see this project delivered as soon as possible, and we are working towards the new stop becoming operational in 2021, with further project detail to be confirmed as the planning, approvals and contract negotiations are progressed.
- Engagement will commence early with the local traders in Mitchell to support them during the project's construction phase, using lessons learnt during Stage 1 and local knowledge to enhance communications strategies and advise construction schedules and plans.

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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 conducted analysis that included 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 recognises that Mitchell is a growing area and will be positively impacted by the growth of Gungahlin as a whole. As a result, 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 has committed to deliver the Mitchell stop as early as possible across the 2019-20 and 2020-21 financial years.
- 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.

Cleared as complete and accurate: 17/08/2020
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Portfolio: Transport**ISSUE: Light Rail City to Woden – EPBC Referral****Talking points:**

- Major Projects Canberra submitted referrals for the project under the Commonwealth's *Environment Protection and Biodiversity Conservation Act* (EPBC Act) – City to Commonwealth Park (2A) and Commonwealth Park to Woden (2B).
- The EPBC Act is administered by the Australian Government Department of Agriculture, Water and the Environment. Prior to 1 February 2020, administration of the EPBC Act was by the Department of the Environment and Energy (DoEE).
- On 13 January 2020, the ACT Government received notice from DoEE that Stage 2A was a controlled action with the process to be assessed on preliminary documentation.
- On 16 January 2020, the ACT Government received a notice from DoEE that Stage 2B was a controlled action with the process to be assessed by environmental impact statement.
- EPBC Preliminary documentation was lodged with the Department of Agriculture, Water and the Environment on 6 May 2020. MPC received a response from the Department and lodged a response on 27 July 2020 to address the comments provided.
- We are now calling on the community to have their say. The preliminary documentation is available for an extended 20 business day public comment period, with comments received informing the project's environmental safeguards and management strategies.
- To ensure we comply with current ACT Health advice and restrictions associated with COVID-19, documentation is available online for members of the public to view and provide comment. You can do so by visiting YourSay prior to 14 September.

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- Any comments received will be managed by Major Projects Canberra and a response will be lodged with the Department of Agriculture, Water and the Environment, along with the Preliminary Documentation, to make a final determination on the project.
- We will continue consultation with all stakeholders as the project develops, ensuring that we provide the best outcomes for our community now and well into the future.

Background Information

Stage 2A Referral Decision

- Major Projects Canberra received notice of a referral decision from DoEE that confirms:
 - The Stage 2A project is a ‘controlled action’;
 - The project will require assessment and approval under the EPBC Act before it can proceed; and
 - The assessment will be assessed by “Preliminary Documentation”.
- This is the expected outcome.
- The Preliminary Documentation must provide further information on the potential impacts on the Golden Sun Moth and information on social and economic impacts from the project. Major Projects Canberra will prepare the relevant information for submission to the Department of Agriculture, Water and Environment (**DAWE**).
- This process will allow the Commonwealth Minister for the Environment to make one of three decisions under the EPBC Act:
 - approve;
 - approve with conditions; or
 - reject the proposal.

Stage 2B Referral Decision

- Major Projects Canberra received notice of a referral decision from DoEE that confirms:
 - The Stage 2B project is a ‘controlled action’;
 - The project will require assessment and approval under the EPBC Act before it can proceed; and
 - The assessment will be assessed by “Environmental Impact Statement” (EIS).

Cleared as complete and accurate: 17/08/2020
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Information Officer name:

- This is the expected outcome. The assessment process for Stage 2B is more extensive than Stage 2A, reflecting the complexity of issues to be considered.
- On 11 March 2020, DAWE issued *Guidelines for the Content of a Draft Environmental Impact Statement for Commonwealth Park to Woden Light Rail Project*. This document sets out the required information and format for a Draft EIS.
- Major Projects Canberra will further develop project design and prepare the Draft EIS for submission to the department and public exhibition.
- This process will allow the Commonwealth Minister for the Environment to make one of three decisions under the EPBC Act;
 - approve;
 - approve with conditions; or
 - reject the proposal.
- 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.
- The referral for Stage 2A was revised and resubmitted by Major Projects Canberra to reflect a wire-free power system and the concurrent project for raising London Circuit. DoEE opened the revised referral for public comment which closed on 20 December 2019.

Cleared as complete and accurate: 17/08/2020
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Portfolio/s: Transport

ISSUE: Light Rail Stage 2 – Slovenian Club

Talking points:

- The Slovenian Club is located at 19 Irving St, Phillip, adjacent to the proposed Light Rail Stage 2B corridor, and the Inter Town Public Transport Route.
- The Church of Pentecost Australia building, also located on the site, is hard against the boundary adjacent to the proposed Stage 2B rail corridor. It is a constrained area with respect to drainage, utilities and potential future pedestrian/active travel conflicts.
- Around May 2018, the light rail team, then part of Transport Canberra, became aware that an application had been made to renew the lease of the site.
- Given the potential conflicts with the rail corridor and potential need for a construction compound in the area, in July 2018 the light rail team had recommended that the lease not be renewed.
- Since this time, there has been further consideration of this matter, noting that design of the light rail system at this location is at a very early stage. Although the site is constrained, Major Projects Canberra have determined that it may be possible to construct the light rail system without encroaching upon the site.
- This matter will not be able to be determined with certainty until further technical investigations are undertaken as part of more detailed design for Light Rail Stage 2B.
- Major Projects Canberra have contacted the Slovenian Club to arrange a stakeholder meeting on this matter and are currently awaiting a response.
- EPSDD stated in a letter to the Slovenian Club in a letter 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: 17/08/2020
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Contact Officer name: Ash Cahif Ext:51212
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Portfolio/s: Tertiary Education

ISSUE: CIT Woden Campus – Lovett Tower and Borrowdale House

Talking points:

- 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.
- Lovett Tower and Borrowdale House are 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.
- 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.
- 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 substantially more expensive than building new.
- Due to the age of these buildings, it is also likely that there may potentially be hazardous materials present.

Cleared as complete and accurate: 17/08/2020
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Lead Directorate: Major Projects Canberra
Cleared for release: Choose an item
Information Officer name:

Portfolio/s: Tertiary Education

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. The new state-of-the art CIT campus will be a modern and dedicated teaching and learning campus and complement a new passenger-friendly public transport interchange.
- CIT Woden Campus will be the 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.
- 6,500 students will be enrolled at the CIT Woden Campus which will benefit local business and industry and will provide students with a contemporary and dynamic educational environment.
- A CIT presence at the Woden Town Centre and an ongoing presence in the CBD will strengthen CIT's existing training network in Fyshwick, Bruce, Gungahlin and Tuggeranong.

Community Consultation

- As part of the project's design development, MPC is engaging early with the community seeking their feedback on what elements of design contribute to creating a great campus, building and space.
- The *CIT Woden Campus: Design and Values Survey* was open for a four week period and 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.

Cleared as complete and accurate: 17/08/2020
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Information Officer name:

- Of those surveyed, more than 85 per cent of responders were supportive of the CIT Woden Campus Project.
- The results of the Design and Values survey were released on 29 July and can be viewed online at yoursay.act.gov.au.

Key findings from the consultation

When offered multiple options:

- respondents overwhelmingly (46.5%) preferred a design option which utilises the full site footprint to accommodate modest height buildings and green space;
 - most (33%) respondents prefer the building to have 6-12 storeys;
 - key considerations identified for the design include green spaces (68%), seamless integration with the area (34%) and the visual impact of the campus (25%);
 - regarding the external façade of the building, respondents indicated a preference for a futuristic (20%) and modern (19%) aesthetic, although a design which acknowledged the local flora, fauna and history of the area was also important (15%).
- Trends in the qualitative and quantitative data is assisting planners, engineers and designers to prioritise various aspects of the project, helping shape future concept designs for the new campus.
 - In the coming weeks we will be seeking interest from architecture and engineering firms to work with the ACT Government in the ongoing development and refinement of the campus design, incorporating feedback gathered during the public consultation in the next stage of the design process.

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.
- This central location will provide convenient links to the Woden Town Centre, as well as enable better integration with the new public transport interchange.
- 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.
- Major Projects Canberra is working with CIT, TCCS and EPSDD to progress business case 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.

Cleared as complete and accurate: 17/08/2020
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Lead Directorate: Major Projects Canberra
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Information Officer name:

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 Interchange. This will prepare the Woden 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.
- 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 business case activities for the public transport interchange, integrated into a broader new Woden CIT Campus.

Community Consultation – Bus Interchange and CIT Woden

- The CIT Woden Campus: Design and Values Survey was open for a four week period and included topics such as public transport integration, building heights and layout, green space ratios, connectivity to local facilities and sustainable design features.
- The results of the Design and Values survey were released on 29 July and can be viewed online at yoursay.act.gov.au.

Cleared as complete and accurate:	17/08/2020	
Cleared by:	Project Director	Ext: 52048
Contact Officer name:	Wayne Ford	Ext: 52048
Lead Directorate:	Major Projects Canberra	
Cleared for release	Choose an item	
Information Officer name:		

- Trends in the qualitative and quantitative data is assisting planners, engineers and designers to prioritise various aspects of the project, helping shape future concept designs for the new campus and public transport interchange.
- In the coming weeks we will be seeking interest from architecture and engineering firms to work with the ACT Government in the ongoing development and refinement of the transport interchange, incorporating feedback gathered during the public consultation in the next stage of the design process.

Cleared as complete and accurate:	17/08/2020	
Cleared by:	Project Director	Ext: 52048
Contact Officer name:	Wayne Ford	Ext: 52048
Lead Directorate:	Major Projects Canberra	
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Information Officer name:		

Portfolio/s: Treasurer

09. STRATEGIC PROJECTS

Talking points:

A. LIGHT RAIL STAGE TWO

Potential impact of COVID-19

- 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.
- Examples of significant COVID-19 risks to 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-19 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.
 - Delays in manufacture, supply and delivery from international suppliers would result in delays to the completion of the Project potentially exposing the Territory to delay costs.
- The ACT Government has been transparent with the community about 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.

Cleared as complete and accurate:	24/08/2020	
Cleared by:	Executive Group Manager	Ext:
Contact Officer name:	Nikki Pulford	Ext:
Lead Directorate:	Major Projects Canberra	
Cleared for release	Choose an item	
Information Officer name:		
TRIM Ref: CM2020/3837		

EPBC Referral

- The process to seek Commonwealth environmental approvals via the EPBC Act pathway are underway, which is a major step forward in the project's delivery.
- The preliminary documentation considers the socio-economic impacts and benefits of the project, along with areas of Commonwealth environmental significance.
- The preliminary documentation is now available to review on Yoursay and will be open for an extended 20 business day public comment period, until 14 September. Comments received will inform the project's environmental safeguards and management strategies.

Key Stats

- The extension includes a 1.7km wireless track from Alinga Street to Commonwealth Park along London Circuit and Commonwealth Avenue.
- Early estimations suggest that daily patronage of Stage 2A will 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, will be approximately 6 minutes and for the full route will be approximately 25-30 minutes.

Light Rail Stage 2B:

- The ACT Government will continue to work on progressing a business case for 2B while we progress through the Commonwealth process.

B. CIT WODEN

- On 28 November 2019, the ACT Government announced that a new CIT campus will be built in the Woden Town Centre. The new state-of-the art CIT campus will be a modern and dedicated teaching and learning campus and complement a new passenger-friendly bus interchange.

Cleared as complete and accurate: 24/08/2020
Cleared by: Executive Group Manager Ext:
Contact Officer name: Nikki Pulford Ext:
Lead Directorate: Major Projects Canberra
Cleared for release: Choose an item
Information Officer name:
TRIM Ref: CM2020/3837

- On 24 August the Minister for Tertiary Education and I announced that the ACT Government has formally approved the CIT Campus – Woden Business Case, which marks a significant milestone and major step-forward for the project
- CIT Woden Campus will have a strong focus on the delivery of digital, business and hospitality skills that are required for the jobs of the future in the ACT economy.
- The broader CIT Campus Renewal Strategy aims to ensure infrastructure supports the delivery of CIT’s strategic directions to contribute to the economic and social development of the ACT.
- 6,500 students will be enrolled at the CIT Woden Campus which will benefit local business and industry and will provide students with a contemporary and dynamic educational environment.
- With an investment of between \$250m and \$300m, this project will play an important role in supporting the Territory’s economic recovery from the ongoing impacts of COVID-19.
- 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.

Community Consultation - Bus Interchange and CIT Woden

- The *CIT Woden Campus: Design and Values Survey* was open for a four-week period and included topics such as building heights and layout, green space ratios, connectivity to local facilities, public transport integration and sustainable design features.
- More than 400 community members responded to the survey, with findings highlighting a preference for well-integrated buildings of up to 12 storeys, featuring activated common areas and green spaces.
- Of those surveyed, more than 85 per cent of responders were supportive of the CIT Woden Campus Project.
- The results of the Design and Values survey were released on 29 July and can be viewed online at yoursay.act.gov.au.

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- Trends in the qualitative and quantitative data is assisting planners, engineers and designers to prioritise various aspects of the project, helping shape future concept designs for the new campus.

Site Location

- The preferred location for the new CIT state-of-the art Campus – Woden 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.

If asked about utilising Lovett Tower and Borrowdale house

- Lovett Tower and Borrowdale House are not suitable options for the new CIT facility, as the 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.
- In addition, 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. Re-purposing facilities from office to educational infrastructure would also require significant investment and could be costly.

C. CANBERRA HOSPITAL EXPANSION PROJECT (SPIRE)

- On Tuesday 11 August the Minister for Health and I announced that Multiplex has been selected to deliver the new emergency, surgical and critical healthcare building as a part of the Canberra Hospital Expansion.
- Multiplex is a global construction company which has delivered some of Australia's largest and most complex health infrastructure projects. We look forward to partnering with Multiplex to deliver a state-of-the-art emergency, surgical and critical care building to service Canberra and the region.

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Alleged Shortfalls

- I am aware of recent claims in the media that there are shortfalls in the planned capacity for the new facility, in addition to claims that the project is behind program. Let me assure you that neither are true.
- The project has worked closely with clinicians on analysing activity data and projections and on the Models of Care that will be applied in the new facility. As a result of this work, earlier concerns around future theatre numbers have been resolved.
- The expansion will provide a significant increase in the clinical capacity of the Canberra Hospital.
 - It will double the number of Intensive Care Unit beds currently available to 60.
 - 22 new theatres will replace the 13 that are available today.
 - We are also expanding the capacity of the Emergency Department by 39 treatment spaces, which will increase the total number available to 114.

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 facility.
- So far, we have delivered a new Building 28 that will support the hospital's key administrative functions.
- The Territory has also awarded the contract for the construction of the new Building 8 to SHAPE Australia, to provide upgraded facilities for the Canberra Sexual Health Centre and other key tertiary teaching and training facilities on the campus.
- The refurbishment of Building 4 is underway to deliver the relocated ANU Medical School and University of Canberra clinical training facilities and to modify the CHS Library footprint.

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- The Design and Construction Contract for the Children At Risk Health Unit (or CARHU) has been awarded to SHAPE Australia, with works having commenced for this important community health service.
- The Development Application for the temporary carpark on the former Woden CIT site was released for public comment on 1 July and closed on 31 July, with 1 representation received.
- The relocation of utilities along Hospital Road is progressing well. All hospital staff, patients and visitors continue to be kept informed on the timing of these works and I thank the public for their patience as we complete these critical services works.

D. Canberra Theatre Redevelopment Project

- The ACT Infrastructure Plan released by the ACT Government in October 2019 identifies the Canberra Theatre Redevelopment as a government priority.
- The current Canberra Theatre was built in 1965, meaning it predates the Sydney Opera House. Designed for a city of 88,000 people, it has a current seating capacity of approximately 1,200. Because of the era in which it was built, the theatre lacks the space, facilities and equipment to accommodate the requirements of modern touring shows.
- Canberra's population today makes our city an attractive market for touring shows and artists. However, the capacity and technical constraints of the Canberra Theatre means some larger touring shows bypass the ACT.
- The ACT Government has commenced design and scoping for a new theatre centre that has the seating capacity and facilities to support large scale national and international concerts, musicals, theatre and dance.
- The new facility is intended to see the existing theatre repurposed with a flexible flat floor and a new theatre 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

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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 has been provisionally heritage listed and detail design of the facility will support the heritage values of the precinct.
- 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 (NCA) and require Works Approval for redevelopment.
- On 24 October 2019, the Canberra Theatre Centre Redevelopment was announced as a designated project, determining that the project will be delivered by Major Projects Canberra subject to business case approval.
- Under the August 2020 Supply Bill, \$400,000 ex GST is allocated to progress planning for the project.
- As part of Government's economic survival package to provide more jobs for more Canberrans, \$497,000.00 ex GST was also invested in renewing facilities at the Canberra Theatre. Security and bathroom upgrades were completed, providing work for 6 small local companies with a total of 29 people working across the project. The works commenced in April and were completed in June 2020.
- 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.

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Portfolio/s: Treasurer

Major Projects Canberra – Year and Review and Future Priorities

Talking points:

- Major Projects Canberra (MPC) was established on 1 July 2019 to lead the procurement and delivery of the Territory’s infrastructure program.
- MPC has two main components:
 - Procuring and delivering infrastructure projects designated by the Chief Minister into Major Projects Canberra; and
 - Delivering other whole-of-government infrastructure projects in partnership with other Directorates.

Key achievements

Temporary COVID-19 Surge Centre

- As part of the Government’s response to the COVID-19 health emergency, MPC has worked with Canberra Health Services (CHS) and Aspen Medical to deliver a 1,700sqm Temporary Surge Centre offering 51 treatment spaces on Garran Oval. This facility was designed and constructed in just 43 days.

Canberra Hospital Expansion Project (aka SPIRE Project)

- This hospital expansion project is delivering the biggest single investment in health infrastructure ever undertaken by the ACT Government. Construction of the new acute health services building is schedule for completion in mid-2024.
- This year’s key achievements include:
 - The establishment of a Local Community Reference Group and a separate Consumer Advisory Group - to ensure the community and consumers of hospital services have a voice in shaping the planning and design of the project.
 - The announcement on 11 August 2020 of Multiplex as the Early Contractor Involvement delivery partner selected to deliver the new acute clinical services building as a part of the Canberra Hospital

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Expansion. The appointment of Multiplex is the outcome of a two-stage approach to the open market the Territory commenced in late 2019, to procure the Territory's lead delivery partner for the Canberra Hospital Expansion Project.

- Progress on a series of Enabling Projects required to free space on the campus for the construction of the new acute clinical services building. These works include:
 - i. construction of a new modular Building 28 on the hospital campus (now complete);
 - ii. demolition of the existing Building 8 and relocation of services along Hospital Road (now complete);
 - iii. reconfiguration of the library in Building 4 to accommodate ANU teaching & training spaces (works commenced);
 - iv. refurbishment of an area in Building 3 to accommodate the Children at Risk Health Unit (works commenced); and
 - v. construction of a new four storey building (replacing the demolished Building 8) to house the Canberra Sexual Health Centre, Staff Development Unit, Surgical Skills Centre, University of Canberra, ANU and key Hospital administration functions (works due to commence in September).

Light Rail Project (Stage 1 and 2)

- Key achievements on the first stage of light rail from Gungahlin to the City include:
 - Working closely with Canberra Metro to achieve Final Completion on 27 July 2020.
 - Release of the 12-month review of the benefits of Light Rail Stage 1. The review confirms wider economic benefits including increases in land value along the corridor. Based on census data, population growth in the suburbs along the light rail corridor has exceeded the business case's initial expectations by nearly 2,500 people. Living and

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working next to light rail has proved popular, with an average increase of 35.2% in the unimproved value of blocks, which was significantly greater than the Territory average of 21.7% for the same period.

- The second stage of light rail will see an extension of light rail from the City to Woden. Key achievements this year include:
 - Government approval of the business case for Stage 2A from the City to Commonwealth Park. This was announced in September 2019 and was followed by a robust consultation phase for the project, with upwards of 50 project briefings and more than 2500 community members engaged;
 - Progressed 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).

CIT Campus - Woden Project

- The new CIT campus in Woden, in conjunction with the co-located transport interchange, will be built on the previous bus interchange and police station sites in the heart of the Woden Town Centre.
- Key achievements this year include:
 - Formal ACT Government approval of the CIT Campus-Woden Business Case as announced on 24 August 2020, which marks a significant milestone and major step forward for the project.
 - Development of the business case included definition of the preferred scope of work, estimated cost and concept design for both the CIT site and building development as well as the planned Woden Bus Interchange and Bus Layover facilities; and

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- A four-week detailed community consultation launched in May 2020 to help inform the design of the new campus and transport interchange, and seek feedback on what elements of design contribute to creating a great campus, building and space and transport hub. This survey included topics such as building height and layout, green space ratios, connectivity to local facilities, public transport integration, and sustainability features.
 - i. More than 400 survey responses were received, providing valuable qualitative and quantitative responses to support the design development process. Of note, 85% of responders indicated they were in favour of the project, with preference for well-integrated buildings of up to 12 stories, featuring activated common areas and green spaces.

ACT Chief Engineer

- The ACT Chief Engineer continues to develop and promote an innovative and skilled engineering workforce for the ACT Public Service, build productive relationships with ACT Government partners in the engineering industry and provide strategic engineering oversight on ACT Government infrastructure projects.
- Key achievements this year include:
 - Hosting the inaugural ACT Chief Engineers Innovation Forum, bringing together over 120 representatives to explore how digital engineering is changing the industry;
 - Advising on high profile infrastructure projects for the Canberra region, including the City to Woden Light Rail, COVID19 Surge Centre and Canberra Hospital Expansion Projects;

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- Commencing development of an ACT Government Engineering Workforce Plan and scoping the design of an engineer registration scheme for the ACT; and
- Engaging with key stakeholders in Engineers Australia, Consult Australia, Professionals Australia and local educational institutions.

ACT Government Capital Works Program

- Infrastructure Delivery Partners (IDP) within MPC works in partnerships with other directorates to deliver the ACT Government capital works program. IDP successfully delivered over 100 capital infrastructure projects in 2019-20.
- Key achievements in the last year include:
 - Working with TCCS to progress the delivery of major road upgrades to the Monaro Highway and the duplications of Athllon Drive, William Hovell Drive and William Slim Drive;
 - Completion of civil works for the Gundaroo Drive Duplication Stage 2 Barton Highway to Gungahlin Drive, which duplicated 2.5km of the existing carriageway at a construction cost of \$22 million;
 - Completion of ACT No Waste works at a cost of \$24 million to provide an additional eight years capacity at the Mugga Lane Resource Management Centre;
 - Delivering multiple projects across more than 50 sites at a cost exceeding \$6 million to promote the Territory's targets on Active Travel - Better schools for our kids - Safer walking and cycling around schools and 60 accessible Bus Stops including community paths and shared paths in about 25 suburbs;
 - Delivery of the Ward 14A project at the Canberra Hospital – a \$17 million revamp of aging cancer wards in a bid to provide more single bedrooms to support patient privacy and to create positive pressure environments to reduce the risk of infection to immune suppressed patients;

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- Delivery of the Weston Creek Walk-in Centre – Canberra’s fourth nurse-led service offering free health care for minor injuries and illness;
- Completion of the major \$15 million expansion of the Belconnen Arts Centre;
- Completion or commencement of over \$268 million of capital infrastructure for the Education Directorate;
- Delivery of the Stromlo Leisure Centre which features an eight lane fifty metre swimming pool, a twenty metre multi-purpose pool, a splash park and a gymnasium; and
- Implementation of the Project Management and Reporting System (PMARS) which provides a single project delivery framework to be used by all directorates to deliver the Territory’s capital works program. The whole of government implementation phase is complete and the project is transitioning to operations.

Work Health and Safety (WHS)

- MPC has successfully delivered projects without any major WHS events or injuries.
- MPC continues to actively consult and work with the WorkSafe ACT, construction industry, MBA, HIA, Unions and ACT Government Directorates on best practice WHS management.

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- MPC continues to build on the positive WHS outcomes on construction sites, by the continuing improvement of the Active Assurance model through two key initiatives:
 - Weight Assessment Criteria for WHS tender evaluations being set at 30 per cent of total score providing a platform where nothing has a higher rating than Work Health Safety; and
 - Active Certification Policy sets a life cycle of the project where the Principal Contractor's WHS performance and compliance is independently assessed by WHS construction Safety expert auditors.

Activities relating to COVID-19 response

- Alongside its designated projects and business as usual tasks, the COVID-19 pandemic created a number of challenges and opportunities for MPC and the Canberra community. In response to the COVID-19 health emergency, MPC:
 - Mobilised to facilitate the \$25 million package of 'screw-driver ready' projects announced by the ACT Government to fast-track government infrastructure projects and maintenance on local schools, roads, and public transport:
 - i. The work being delivered under the program includes:
 - works to upgrade and build new footpaths, improve road safety, upgrade waste and transport facilities, and undertake landscaping in open spaces;
 - construction and fit out of the new ACT Integrity Commission office;
 - improvements to public school facilities across Canberra;
 - upgrades to security and public bathrooms at the Canberra Theatre Centre; and

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- upgrades to the Bruce and Fyshwick CIT campuses.
 - ii. This fast-tracked program of works is reported to be supporting over 1,400 jobs and is helping to bolster the local construction sector; and
 - iii. Due to its success, the program has been expanded for a second phase with an additional funding of \$10 million to be spent on further suburban infrastructure developments;
- has been responsive to stakeholders and has held regular briefings with industry to discuss opportunities and concerns during this challenging time;
 - quickly established an Emergency Management Team (EMT) as a central point within MPC for all matters related to the pandemic. The EMT:
 - i. successfully worked to ensure MPC were equipped to follow ACT Health guidance;
 - ii. established and implemented MPC's pandemic management plan; and
 - iii. provided regular updates to all MPC staff to offer support and information in a time of great uncertainty.

Priorities for the year ahead

- MPC's priorities for the year ahead include:
 - Working with the successful delivery partner to finalise designs, start demolition activities and finalise the contract for the main works for the Canberra Hospital Expansion Project;
 - Development of a reference design for the CIT Campus - Woden Project followed by Estate Development Plan and Development Application (DA) consultation and approvals, and procurement of the design and construction of the new bus interchange;

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- Procurement for the delivery of the Canberra Theatre Redevelopment Project, subject to Government approval;
- Construction of the temporary staff car park located on the former Woden CIT site with capacity for more than 1100 vehicles;
- Reconfiguration of Building 4 at the Canberra Hospital to deliver the modernisation of the library, updated ICT infrastructure and more space for ANU training and teaching;
- Progression of project design, Territory and Commonwealth approvals processes for the extension of light rail to Woden.
- Progressing plans to bring the benefits of light rail to Mitchell, with funding now secured for the construction of a new light rail stop to better service the area's growing business district.
- Ongoing stakeholder engagement that includes targeted engagement with Commonwealth and Territory agencies, industry and representative bodies and special interest groups.
- Delivering the road duplications currently being planned in collaboration with TCCS, with the flagship project being the John Gorton Drive Bridge and connection of this key road between Belconnen and Molonglo with a high-level river crossing;
- Procure, and then commence construction of a new Reintegration Centre at the Alexander Maconochie Centre in collaboration with the Justice and Community Safety Directorate;
- Construction of a new wing at Clare Holland House in collaboration with ACT Health;
- Works at the Canberra Hospital in collaboration with Canberra Health Services such as the commencement of the main works for the expansion of the Centenary Hospital for Women & Children, the extension of the Intensive Care Unit and the refurbishment of Ward 14B;

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- Stakeholder communications to encourage the use of PMARS for the project management and reporting needs of all capital works projects;
- Release of the ACT Government Engineering Workforce Plan and consultation on the ACT Engineer Registration Scheme, positioning the ACT Government as an engineering employer of choice;
- An increase in community consultation and engagement across some of our designated projects. Depending on the stage of the project, this will help to:
 - i. secure project approvals, with robust programs of statutory consultation aiding Estate Development Plans, Commonwealth Works Approvals and DA approvals processes;
 - ii. incorporate a range of views into planning, design and business case related activities to enhance overall community sentiment towards major projects; and
 - iii. keep the community up-to-date with information on progress, project milestones, tenders, job opportunities and training as construction progresses.

Portfolio/s: Sport & Recreation**ISSUE: AQUATICS – COVID-19****Talking points:**

- With the continued easing of COVID-19 restrictions, aquatics facilities have been reopening as maintenance and upgrades works are completed.
- Canberra Olympic Pool reopened on 15 June 2020. The gym areas for Lakeside Leisure Centre and Gungahlin Leisure Centre are now open to the public.
- The program pool at Gungahlin Leisure Centre reopened on 3 August 2020, but the 50 metre pool will remain closed at this time due to ongoing investigative works.
- The Lakeside Leisure Centre pool will reopen on 29 August 2020.

Stromlo Leisure Centre

- The \$36.49 million Stromlo Leisure Centre, including gymnasium opened to the public on 15 August 2020. The YMCA NSW is managing this Centre.

Lakeside Leisure Centre

- The gym at Lakeside Leisure Centre is now open to the public.
- Required maintenance works on the pools were brought forward whilst the facility was closed due to the pandemic. During the course of this additional works were required causing unforeseen delays. Works are to be completed this week and reopening of pool facilities is scheduled to occur on 29 August 2020.
- Stimulus upgrade works have been completed. The upgrades included changing hot water units to more energy efficient electric options; upgrade of the plant room electrical switchboard; and a new Building Management System.

Gungahlin Leisure Centre

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Lead Directorate:	Chief Minister, Treasury and Economic Development	
Cleared for release	Yes	
Information Officer name:	Liz Clarke	
TRIM Ref:		

- They gym at Gungahlin Leisure Centre is now open to the public. The program pool works have been completed and the pool opened to the public on 3 August 2020. Additional works are required to the 50m pool.

Dickson Pool

- Dickson Pool was closed for the winter shutdown period prior to the COVID-19 restrictions being enforced.
- Stimulus works to improve energy efficiency have been completed. Works included upgrades to hot water units in the male and female changerooms.

Manuka Pool

- Manuka Pool was closed for the winter shutdown period prior to the COVID-19 restrictions being enforced.
- Stimulus works to improve energy efficiency have been completed. Works included upgrades to hot water units in the male and female changerooms; and the installation of Variable Speed Drives to various pool pumps.

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Lead Directorate:	Chief Minister, Treasury and Economic Development	
Cleared for release	Yes	
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TRIM Ref:		

Portfolio: Health

ISSUE: Canberra Hospital Expansion Project Update

Talking points:

Project Procurement

- In March, I announced that Lendlease and Multiplex had been shortlisted to tender for the role of the Territory's lead delivery partner - to design and build the new SPIRE facility.
- On 11 August the Chief Minister and I announced that Multiplex has been selected to deliver the new emergency, surgical and critical healthcare building as a part of the Canberra Hospital Expansion.
- Both shortlisted tenderers provided high-quality, well-considered proposals. The quality of submissions received reflects industry's confidence in the ACT Government's commitment to delivering large and complex infrastructure for our community.
- Multiplex is a global construction company which has delivered some of Australia's largest and most complex health infrastructure projects. We look forward to partnering with Multiplex to deliver a state-of-the-art emergency, surgical and critical care building to service Canberra and the region.

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 facility.
- So far, we have delivered a new Building 28 that will support the hospital's key administrative functions.
- The Territory has also awarded the contract for the detailed design and construction of the new Building 8 to SHAPE Australia, to provide upgraded facilities for the Canberra Sexual Health Centre and other key tertiary teaching and training facilities on the campus.
- The refurbishment of Building 4 is underway, 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 footprint.

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Contact Officer name: Martin Little Ext:79322
Lead Directorate: Major Projects Canberra
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- The Design and Construction Contract for the Children At Risk Health Unit (or CARHU) has been awarded to SHAPE Australia, with works having commenced for this important community health service.
- The Development Application for the temporary carpark on the former Woden CIT site was released for public comment on 1 July and closed on 31 July, with 1 representation received. The contract for the construction of the temporary carpark will be awarded shortly, following an open tender approach to the market.
- The relocation of utilities along Hospital Road is progressing well. All hospital staff, patients and visitors continue to be kept informed on the timing of these works and I thank the public for their patience as we complete these critical services works.

Alleged Shortfalls

- I am aware of some previous claims in the media that there are shortfalls in the planned capacity for the new facility, in addition to claims that the project is behind program. Let me assure you that neither are true.
- Some concerns were raised by clinicians in the middle of last year that the new facility may not include a sufficient number of operating theatres.
- Since that time the project has worked closely with clinicians on analysing activity data and projections and on the Models of Care that will be applied in the new facility. As a result of this work, the earlier concerns around future theatre numbers have been resolved.
- The new facility will provide a significant increase in the clinical capacity of the Canberra Hospital:
 - It will almost double the number of Intensive Care Unit beds currently available. Increasing them from 31 to 60.
 - The 22 new theatres will replace the 13 that are available today.
 - We are also expanding the capacity of the Emergency Department by 39 treatment spaces, which will increase the total number available to 114.

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ISSUE: Canberra Hospital Expansion (SPIRE) - 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. The user groups provide advice and input into the following key aspects of the project's planning:
 - Emergency Department
 - Surgical Inpatient Unit
 - Intensive Care Unit
 - Medical Imaging
 - Mental Health Short Stay Unit
 - Perioperative and Interventional Suite
 - Loading Dock and Logistics
 - Helipad and Retrieval Service
 - Acute Cardiac Care Unit and Interventional Cardiac Laboratories
 - Central Sterilising Services
- Over the past few months, these User Groups have completed a review of the Models of Care and functional briefs that will inform the design development of the Canberra Hospital Expansion.
- This work included mapping the journey of any patient presenting at the hospital to fully understand the interdependencies of acute care and its supporting services.
- The project has also established several consultative groups that meet on a regular basis to provide feedback that informs the project's early design process:

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Consumer Reference Group

- The Consumer Reference Group is Chaired by the President of the Health Care Consumers Association and also includes representatives from the following organisations:
 - Canberra Health Services' Patient Experience Team Senior Manager
 - Consumer, Carer and Community representatives
 - People with Disabilities ACT Inc
 - COTA ACT (Council on the Ageing)
 - Aboriginal and Torres Strait Islander Elected Body
 - Multicultural Advisory Council ACT
 - Mental Health Consumers' Network
 - Carers ACT
 - Council of the Ageing
 - Health Care Consumers Association
 - Disability Reference Group

Local Community Reference Group

- Established in early 2020, the Local Community Reference Group's primary focus is to ensure the local community has their voice heard throughout the planning and development of the project.
- Meeting monthly, key themes to be explored further by the Group include urban design, parking and local traffic, school access, pedestrian connections through the Canberra Hospital campus to surrounding neighbourhoods, and delivery arrangements around the project site.
- As we bring our new delivery partner Multiplex on board, they will be working closely with the Government and all established reference groups to continue consulting and seeking their input into the building design before works on the main building start.
- This process has already commenced, with Multiplex having met with the project's Consumer Reference Group and Local Community Reference Group.

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- As the project's design progresses over the next year we will also be holding other public consultation events in addition to the regular meetings, so the wider Canberra community can also be part of the planning and development of the Canberra Hospital Expansion.
- Community feedback has already been valuable in helping identify issues and solutions, such as design changes to Hospital Road to better connect hospital services and reduce traffic on local roads.

Recent Engagement Activities/Events

- During July, market research was undertaken to identify the Canberra community's level of awareness of the SPIRE Project. The results demonstrated a lack of connection to and understanding of the 'SPIRE' acronym as well as a low level of awareness about the projects progress and benefits.
 - During August a radio, print and online campaign will be launched to increase the public's awareness of the project, and provide an opportunity to use new market-tested language, including the new simpler project name 'Canberra Hospital Expansion'.
- Given the social distancing restrictions in relation to COVID-19, the Territory has postponed various direct engagements with the local community, including a series of pop-up public consultation sessions. Despite this, the Local Community Reference Group and Consumer Reference Group continue to meet virtually once per month to discuss the project.
- The project team has been maintaining project messaging via the project web pages available on the ACT Health website. A dedicated Canberra Hospital Expansion project website came online on 11 August 2020 and can be accessed at www.act.gov.au/canberrahospitalexpansion

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Portfolio/s: Health

ISSUE: Canberra Hospital Expansion (SPIRE) – Traffic Modelling

Talking points:

- Following consultations with the local residents, the Canberra Hospital Expansion made positive changes to address potential traffic concerns relating to the Project.
- As part of the early planning and design phase of the Project, Major Projects Canberra commissioned an additional traffic survey to augment the work done during the development of the original SPIRE Project Business Case and then again during the concept design phase.
- Traffic survey data was collected of roads within and around the hospital campus. This included Yamba Drive, Gilmore Crescent, Hospital Road, and Palmer Street and a number of local intersections. Various survey methods were performed, including automatic tube counters at intersections, and drop off surveys with the use of video cameras.
- These surveys occurred during school term and data was collected all day across the 7-day period.
- Analysis of the data established the traffic activity and the capacity of the existing road networks and this was modelled against a number of design scenarios for the Project to predict the likely effect on the surrounding road networks.
- As a result Major Projects Canberra released a revised layout for Hospital Road on 11 March this year, that will reduce hospital-related traffic near Garran Primary School, along Kitchener Street and Gilmore Crescent.
- Building 2, accessed off Yamba Drive, will continue to be the focus for patient arrivals for the Canberra Hospital even after the completion of the Canberra Hospital Expansion Project.
- While substantial progress is being made in developing the project, it is still in an early stage of planning and design. On 11 August the Territory announced Multiplex as the successful delivery partner to take this preliminary design forward. Traffic flows will continue to be modelled as the design progresses.

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- There will be continued opportunities for local residents and the Garran Primary School, in addition to the broader Woden Community, to have their say as the design progresses through the rest of this year.
- The strong progression of planning for the Canberra Hospital Expansion Project is a result of our ongoing engagement with the community. Through community interest groups, information forums, and online at YourSay there are ongoing opportunities for further community input.

Traffic Study Data

- Canberra Hospital currently is responsible for nearly 25% of the traffic on Gilmore Crescent.
- Following the completion of the SPIRE 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.

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Portfolio/s: Transport

ISSUE: LIGHT RAIL STAGE 1 – FINAL COMPLETION

Talking points:

- On 17 April 2019 Canberra Metro achieved Services Completion under the Project Agreement and operations commenced on 18 April 2019.
- The Light Rail System was opened to the public on 20 April 2019, with the Light Rail Launch.
- Upon contract signing the Government had secured a contract with a design and construction cost of \$707 million.
- The final cost for Stage 1 has come in at approximately \$675 million – a saving of \$32 million from the contract and \$108 million from the estimate in the business case.
- This lower than anticipated cost by itself means the benefit cost ratio will increase to at least 1.3, rather than the original, conservative estimate of 1.2.
- As contemplated by the Project Agreement, operations commenced with a number of items of construction work remaining to be completed by Canberra Metro.
- This is consistent with the Project Agreement framework which has two progressive milestones:
 - Services Completion – whereby passenger services can commence with Remaining Works and minor Defects outstanding; and
 - Final Completion.
- MPC worked closely with Canberra Metro to deliver these works to allow Final Completion to be achieved on 27 July 2020.

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Portfolio/s: Transport

ISSUE: LIGHT RAIL STAGE 1 ELECTRICAL ISSUES

Talking points:

General

- The light rail system is safe.
- Neither the regulators, the Transport Canberra project team or Canberra Metro management would have permitted the system to open if it wasn't safe.
- Documents released under FOI show that the Transport Canberra project team, regulators and Canberra Metro itself were all focussed on identifying potential issues prior to operations.
- It demonstrates the contract and the regulations worked as intended.
- Documents and photos released under FOI were 'mid-build.' They do not represent the end state – it's like taking a photo in the middle of surgery.
- Where any issues needed to be fixed, they were fixed. Where further verification or analysis was required, it was undertaken. Canberra Metro undertook a level of verification activities which far exceeded what is typical for similar projects elsewhere in the country. It included extensive CCTVing of conduits and location of built assets.

Replacement of Independent Certifier

- During the project an independent certifier engaged by Canberra Metro (SEEG) was replaced by another independent certifier (Southern Cross Electrical).
- This replacement is a matter for Canberra Metro, but it is noted:
 - the replacement was permitted by the regulator;
 - the new independent certifier was a larger organisation; and
 - SEEG remained engaged on the project in relation to other related activities.
- Canberra Metro are responsible for appointment of the certifier and they advised the government that the change of certifier was in relation to the capacity to deliver certification on the project.

Other Information

- Under the *Light Rail Regulated Utility Network Code 2016*, Canberra Metro were required to have a Provision of Services (POS) licence issued by the ACT Utilities Technical Regulator (UTR), prior to commencing revenue services operations.

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- During the construction phase of the Project there were UTR questions, and media reports, in relation to potential non-conforming electrical work and consistency with Australian Standards. Key issues of potential non-compliance identified during the construction phase of the project include conduit depth, separation of conduits, and workmanship issues such as cracked conduits.
- Transport Canberra, as Territory representative, also identified a range of potential issues regarding electrical systems, recorded as Non-Conformance Reports (NCRs).
- These issues were to be satisfactorily rectified and resolved during construction and documentation was to be endorsed by the Project Independent Certifier (IC), Independent Electrical Certifier (IEC), Independent Safety Assessor (ISA), and the Office of the National Rail Safety Regulator (ONRSR).
- Canberra Metro engaged an Independent Electrical Certifier (IEC), who was approved by the UTR, to assess the proposed resolution of design and construction issues. The IEC confirmed that the electrical system is safe to energise and operate and is in accordance with the approved design or is “as safe as or safer” than the applicable Australian Standard.
- On 16 April 2019, the UTR granted Canberra Metro a POS operating certificate with respect to the electrical system of the light rail.
- Rectification of work prior to operations starting is a normal part of large, complex projects and demonstrates appropriate processes were in place throughout the project’s construction phase. These processes continue during the project’s ‘bedding-in’ period and as final construction works are completed.

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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.
- The extension includes a 1.7km wireless track from Alinga Street to Commonwealth Park along London Circuit and Commonwealth Avenue.
- Project costs will not be released at this stage. This is common practice and will assist the ACT Government to achieve the best outcome possible in any potential commercial negotiations.
- The process to seek Commonwealth environmental approvals via the EPBC Act pathway are underway, which is a major step forward in the project's delivery.
- The preliminary documentation considers the socio-economic impacts and benefits of the project, along with areas of Commonwealth environmental significance.
- We are now calling on the community to have their say. The preliminary documentation is available on Yoursay for an extended 20 business day public comment period, until 14 September. Any comments received will inform the project's environmental safeguards and management strategies.
- To ensure we comply with current ACT Health advice and restrictions associated with COVID-19, documentation is available online for members of the public to view and provide comment.
- Any comments received will be managed by Major Projects Canberra and a response will be lodged with the Commonwealth Department of Agriculture, Water and the Environment, along with the Preliminary Documentation, to make a final determination on the project.

Potential impact of COVID-19

- COVID-19 has created uncertainty in the infrastructure sector internationally.
- Examples of significant COVID-19 risks to 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

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- 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; and
- 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.

Power systems

- 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.

Light Rail 2B:

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

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- The ACT Government will continue to progress the Commonwealth approvals process for the remainder of the corridor in parallel. The recent decisions of the Commonwealth Department of Environment and Energy for there to be different EPBC Act assessment processes for Stage 2A and Stage 2B validates the ACT Government's decision to deliver the project in separate stages.
- We continue to work with the National Capital Authority on its proposal to explore the future of the Commonwealth Avenue bridge. At present the ACT Government is assuming a new light rail bridge will be built between the existing structures. However, as the NCA has received funding to assess works required to the existing bridges, and as light rail to Woden will need to cross the lake, it makes sense to work collaboratively to ensure the best outcome for all parties is achieved.

Key Stats

- 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 6 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.

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Portfolio/s: Transport

ISSUE: LIGHT RAIL – MITCHELL STOP

Talking points:

- The ACT Government is progressing plans to bring the benefits of light rail to Mitchell, with funding now secured for the construction of 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 will allow us to progress from design to construction.
- Confirmation of Commonwealth funding will enable the Territory to finalise project arrangements, including final costs. Commonwealth funding will represent approximately half of the cost to deliver the stop. The Territory has committed to match the Commonwealth funding to deliver the project.
- The light rail stop in Mitchell will be built immediately south of the Sandford Street intersection with Flemington Road, and will be similar in design to other island stops along the light rail alignment.
- The next step is to progress contract negotiations, it is intended that the construction contract will be finalised in the coming months.
- We appreciate that the businesses in Mitchell and the Mitchell Traders Association are keen to see this project delivered as soon as possible, and we are working towards the new stop becoming operational in 2021, with further project detail to be confirmed as the planning, approvals and contract negotiations are progressed.
- Engagement will commence early with the local traders in Mitchell to support them during the project's construction phase, using lessons learnt during Stage 1 and local knowledge to enhance communications strategies and advise construction schedules and plans.

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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 conducted analysis that included 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 recognises that Mitchell is a growing area and will be positively impacted by the growth of Gungahlin as a whole. As a result, 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 has committed to deliver the Mitchell stop as early as possible across the 2019-20 and 2020-21 financial years.
- 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.

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

- Major Projects Canberra submitted referrals for the project under the Commonwealth's *Environment Protection and Biodiversity Conservation Act* (EPBC Act) – City to Commonwealth Park (2A) and Commonwealth Park to Woden (2B).
- The EPBC Act is administered by the Australian Government Department of Agriculture, Water and the Environment. Prior to 1 February 2020, administration of the EPBC Act was by the Department of the Environment and Energy (DoEE).
- On 13 January 2020, the ACT Government received notice from DoEE that Stage 2A was a controlled action with the process to be assessed on preliminary documentation.
- On 16 January 2020, the ACT Government received a notice from DoEE that Stage 2B was a controlled action with the process to be assessed by environmental impact statement.
- EPBC Preliminary documentation was lodged with the Department of Agriculture, Water and the Environment on 6 May 2020. MPC received a response from the Department and lodged a response on 27 July 2020 to address the comments provided.
- We are now calling on the community to have their say. The preliminary documentation is available for an extended 20 business day public comment period, with comments received informing the project's environmental safeguards and management strategies.
- To ensure we comply with current ACT Health advice and restrictions associated with COVID-19, documentation is available online for members of the public to view and provide comment. You can do so by visiting YourSay prior to 14 September.

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- Any comments received will be managed by Major Projects Canberra and a response will be lodged with the Department of Agriculture, Water and the Environment, along with the Preliminary Documentation, to make a final determination on the project.
- We will continue consultation with all stakeholders as the project develops, ensuring that we provide the best outcomes for our community now and well into the future.

Background Information

Stage 2A Referral Decision

- Major Projects Canberra received notice of a referral decision from DoEE that confirms:
 - The Stage 2A project is a ‘controlled action’;
 - The project will require assessment and approval under the EPBC Act before it can proceed; and
 - The assessment will be assessed by “Preliminary Documentation”.
- This is the expected outcome.
- The Preliminary Documentation must provide further information on the potential impacts on the Golden Sun Moth and information on social and economic impacts from the project. Major Projects Canberra will prepare the relevant information for submission to the Department of Agriculture, Water and Environment (**DAWE**).
- This process will allow the Commonwealth Minister for the Environment to make one of three decisions under the EPBC Act:
 - approve;
 - approve with conditions; or
 - reject the proposal.

Stage 2B Referral Decision

- Major Projects Canberra received notice of a referral decision from DoEE that confirms:
 - The Stage 2B project is a ‘controlled action’;
 - The project will require assessment and approval under the EPBC Act before it can proceed; and
 - The assessment will be assessed by “Environmental Impact Statement” (EIS).

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- This is the expected outcome. The assessment process for Stage 2B is more extensive than Stage 2A, reflecting the complexity of issues to be considered.
- On 11 March 2020, DAWE issued *Guidelines for the Content of a Draft Environmental Impact Statement for Commonwealth Park to Woden Light Rail Project*. This document sets out the required information and format for a Draft EIS.
- Major Projects Canberra will further develop project design and prepare the Draft EIS for submission to the department and public exhibition.
- This process will allow the Commonwealth Minister for the Environment to make one of three decisions under the EPBC Act;
 - approve;
 - approve with conditions; or
 - reject the proposal.
- 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.
- The referral for Stage 2A was revised and resubmitted by Major Projects Canberra to reflect a wire-free power system and the concurrent project for raising London Circuit. DoEE opened the revised referral for public comment which closed on 20 December 2019.

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Portfolio/s: Transport

ISSUE: Light Rail Stage 2 Delays

Talking points:

- COVID-19 has created uncertainty in the infrastructure sector internationally.
- As a Public-Private Partnership (PPP), with a consortium that includes 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 the 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.
- As examples of significant COVID-19 risks to 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.

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- 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.

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Portfolio/s: Transport

ISSUE: Light Rail Stage 2 – Slovenian Club

Talking points:

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

ISSUE: CIT Woden Campus – Lovett Tower and Borrowdale House

Talking points:

- 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.
- Lovett Tower and Borrowdale House are 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.
- 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.
- 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 substantially more expensive than building new.
- Due to the age of these buildings, it is also likely that there may potentially be hazardous materials present.

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Information Officer name:		

Portfolio/s: Tertiary Education

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. The new state-of-the art CIT campus will be a modern and dedicated teaching and learning campus and complement a new passenger-friendly public transport interchange.
- On 24 August the Chief Minister and I announced that the ACT Government has 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 the 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.
- 6,500 students will be enrolled at the CIT Woden Campus which will benefit local business and industry and will provide students with a contemporary and dynamic educational environment.
- With an investment of between \$250m and \$300m, this project will play an important role in supporting the Territory’s economic recovery from the ongoing impacts of COVID-19.
- 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.
- A CIT presence at the Woden Town Centre and an ongoing presence in the CBD will strengthen CIT’s existing training network in Fyshwick, Bruce, Gungahlin and Tuggeranong.

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Community Consultation

- As part of the project's design development, MPC is engaging early with the community seeking their feedback on what elements of design contribute to creating a great campus, building and space.
- The *CIT Woden Campus: Design and Values Survey* was open for a four week period and included topics such as building heights and layout, green space ratios, connectivity to local facilities, public transport integration and sustainable design features.
- More than 400 community members responded to the survey, with findings highlighting a preference for well-integrated buildings of up to 12 storeys, featuring activated common areas and green spaces.
- Of those surveyed, more than 85 per cent of responders were supportive of the CIT Woden Campus Project.
- The results of the Design and Values survey were released on 29 July and can be viewed online at yoursay.act.gov.au.

Key findings from the consultation

When offered multiple options:

- respondents overwhelmingly (46.5%) preferred a design option which utilises the full site footprint to accommodate modest height buildings and green space;
- most (33%) respondents prefer the building to have 6-12 storeys;
- key considerations identified for the design include green spaces (68%), seamless integration with the area (34%) and the visual impact of the campus (25%);
- regarding the external façade of the building, respondents indicated a preference for a futuristic (20%) and modern (19%) aesthetic, although a design which acknowledged the local flora, fauna and history of the area was also important (15%).

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- Trends in the qualitative and quantitative data is assisting planners, engineers and designers to prioritise various aspects of the project, helping shape future concept designs for the new campus.
- MPC will be seeking interest from architecture and engineering firms through an open tender process to work with the ACT Government in the ongoing development and refinement of the campus design, incorporating feedback gathered during the public consultation in the next stage of the design process.

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.
- This central location will provide convenient links to the Woden Town Centre, as well as enable better integration with the new public transport interchange.
- 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.
- Major Projects Canberra is working with CIT, TCCS and EPSDD to progress the next design development 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.

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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 Interchange. This will prepare the Woden 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.
- MPC will be seeking interest from architecture and engineering firms through an open tender process to work with the ACT Government in the ongoing development and refinement of the transport interchange design, incorporating feedback gathered during the public consultation in the next stage of the design process.

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Community Consultation – Bus Interchange and CIT Woden

- The CIT Woden Campus: Design and Values Survey was open for a four week period and included topics such as public transport integration, building heights and layout, green space ratios, connectivity to local facilities and sustainable design features.
- The results of the Design and Values survey were released on 29 July and can be viewed online at yoursay.act.gov.au.
- Trends in the qualitative and quantitative data is assisting planners, engineers and designers to prioritise various aspects of the project, helping shape future concept designs for the new campus and public transport interchange.

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