ACT Government
Infrastructure Canberra

FREEDOM OF INFORMATION REQUEST SCHEDULE

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

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

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

Open Access Q1 2021 Schedule
This document contains the Ministerial Briefs over five years old identified for release under the Open Access Information Scheme (OAIS)

Section Ref No	Pages	Description	Date	Status	Reason for non-release or deferral	Open Access release status
1.	**1**	Release Schedule	20/10/2026	-	NA	Yes
2.	**2**	Decision Letter	20/10/2026	-	NA	Yes
3.	**3 - 143**	Attachment A - Question Time Briefs Q3 2021	Q3 - 2021	Full release	NA	Yes

ACT Government
Infrastructure Canberra

Outcome Decision: Full Disclosure.

Document Category: Question Time Briefs

Title of Document: Open Access Release – Quarter 3 2021

Description of Information: The information contained in this release pack includes briefing documentation during Quarter 3 2021 under the following attachments:

- Attachment A- Question Time and Incoming Minister Briefs

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

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

The ACT Ombudsman Attention:
ACT Strategy and FOI Section
GPO Box 442
CANBERRA ACT 2601

Or via email: actfoi@ombudsman.gov.au

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

Authorised By:



Brooke Grey

A/g Information Officer

Infrastructure Canberra

20 October 2026

MINISTER STEEL
QTB Index
Major Projects Canberra
3-5 August 2021

Light Rail	
1.	Light Rail City to Woden – Progress Update
2.	Light Rail City to Woden – Facts and Figures
3.	Raising London Circuit
4.	Sandford Street Stop
5.	Light Rail City to Woden – EPBC Referral
6.	Light Rail Stage 2A - Delays
7.	Light Rail Stage 2 – Slovenian Club
8.	Light Rail Stage 2 – 2020-21 Budget Business cases
9.	Budget Bid Payment – Canberra Metro
10.	LRS2 Design Contract
11.	Early Works Utilities
CIT Woden Project	
12.	Progress Update
13.	Community Consultation
14.	Woden Public Transport Interchange – The Bus Layover
15.	Woden Public Transport Interchange – The Interchange
16.	Woden Interchange DA
17.	Sustainable Design
18.	EV Chargers
19.	Parking

QUESTION TIME BRIEF

Portfolio: Transport

ISSUE: Light Rail City to Woden – Progress Update

Talking points:

Light Rail City to Commonwealth Park (Stage 2A)

- Approval for the Stage 2A business case was announced in September 2019 and is the first step in continuing the city light rail line to Woden.
- On 24 February 2021 the Federal Government announced that they have committed funding of $132.5 million towards Stage 2A.

Raising London Circuit

- The Request for Tender (RFT) for Enabling Works (Utilities) for Raising London Circuit was open to market until 29 June 2021. The contract was executed on Friday 30 July with the successful tenderer Cord Civil Pty Ltd to commence 2 August 2021. Physical works are anticipated to commence by mid-August 2021.
- Light Rail Stage 2 Commercial Advisor (RFT) was open to the market until 22 April 2021. Following a competitive tender process and extensive evaluation PwC has been appointed as the Commercial Advisor for Light Rail City to Woden.
    - The contract runs until June 2025 with options for further extension. It is expected that the value of the work to be undertaken could be up to $1.1 million for both Stage 2A and Light Rail Commonwealth Park to Woden (Stage 2B) over the contract term of five years.
- The Raising London Circuit Project Expressions of Interest tender pack will be released to market later this year with construction expected to commence early – mid 2022.

Environmental Protection and Biodiversity Conservation

- The ACT Government received approval on the Environmental Protection and Biodiversity Conservation (EPBC) with conditions from the Department of Agriculture, Water and the Environment (DAWE) on 2 February 2021; an important milestone in progressing Stage 2A of light rail to Woden. The Project has now secured:
    - DAWE approval of the Golden Sun Moth (GSM) Plan for the RLC Early Works; and
    - The GSM Species Offset Credits which were purchased on 23 June 2021 and retired on 25 June 2021.
- With the EPBC approval received, the next steps are to obtain the required planning approvals, including a Territory Development Approval and National Capital Authority (NCA) Works Approval, and then commence the procurement and construction of the project.

Cleared as complete and accurate:	02/08/2021	
Cleared for public release by:	Executive Group Manager	
Contact Officer name:	Ashley Cahif	Ext: 51212
Lead Directorate:	Major Projects Canberra	

QUESTION TIME BRIEF

Mawson Extension

- Under the Parliamentary and Governing Agreement for the 10th Legislative Assembly, commitments were given to exploring the feasibility of the extension of the system to Mawson.
- A preliminary feasibility report will be considered by the ACT Government.
- If an extension of Light Rail Stage 2 to Mawson is found to have sufficient merit to explore further, it will then be included in a future Stage 2B Business Case for consideration by the ACT Government.

Service Location Works:

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

Federal Funding:

- The Federal Government has committed:
    - $132.5 million towards Stage 2A; and
    - $137 million to the NCA to upgrade the Commonwealth Ave Bridge. When completed it is expected to increase the load-bearing capacity of the bridge so it can handle current traffic and future expected volumes.
- The ACT Government and NCA are working closely together to integrate planning, design and delivery activities for these important projects to minimise the disruption to road users during the construction period and to ensure the design of both projects are complementary.

Expected Project Timelines

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

Cleared as complete and accurate:	02/08/2021	
Cleared for public release by:	Executive Group Manager	
Contact Officer name:	Ashley Cahif	Ext: 51212
Lead Directorate:	Major Projects Canberra	

QUESTION TIME BRIEF

Communications and Stakeholder Engagement

- Regular project updates and construction notifications are being distributed along Sandford Street and City to Commonwealth Park.
- As we progress detailed design and the next stage of approvals for raising London Circuit and light rail between City and Commonwealth Park Major Projects Canberra will be seeking feedback from the community on various project aspects. This includes applying for Works Approval and Development Applications,.
- Engagement to inform businesses and residents near the project footprint about the Golden Sun Moth, site compounds and utility relocations is underway.
- A community information session was held on Monday, 26 July 2021 with another one scheduled for Monday 2 August 2021. Further information will be promoted through the ACT Government YourSay page, our project updates and electronic newsletters.
- A Community Reference Group meeting was held on 29 July 2021 to provide project updates and gain feedback from local community groups.
- The ACT Government released the City to Commonwealth Park Project fly-through to provide the community with a indicative visual understanding of the project after construction. This is available on YourSay and was shared on ACT Government social media pages.
- The ACT Government has now launched the Light Rail to Woden website which includes links to the Virtual Engagement Room and Interactive Virtual Map. The new virtual engagement tool will support face to face engagement activities, which are also underway with business and residents in the City precincts.
- Additionally, an indicative project timeline was released that outlines the project's next steps, this is available on YourSay.

Light Rail Commonwealth Park to Woden (Stage 2B):

- The ACT Government is continuing work on a business case for Stage 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;
    - Getting on with the project allows us to maintain momentum, resources and expertise from the successful delivery of Stage 1; and
    - The project is progressing detailed investigations along the corridor including assessment of infrastructure in the vicinity of Commonwealth Bridge and Lake Burley Griffin.
- The ACT Government will continue to progress the Commonwealth approvals process for the remainder of the corridor in parallel.

Cleared as complete and accurate:	02/08/2021	
Cleared for public release by:	Executive Group Manager	
Contact Officer name:	Ashley Cahif	Ext: 51212
Lead Directorate:	Major Projects Canberra	

QUESTION TIME BRIEF

- The ACT Government is undertaking work to obtain the ACT Environmental Impact Statement (EIS) requirements. The first draft of the application for the ACT EIS Scoping document is well underway.
- The ACT Government will continue to work collaboratively with the NCA to ensure that disruptions during construction will be kept to a minimum.

Cleared as complete and accurate:	02/08/2021	
Cleared for public release by:	Executive Group Manager	
Contact Officer name:	Ashley Cahif	Ext: 51212
Lead Directorate:	Major Projects Canberra	

QUESTION TIME BRIEF

Portfolio: Transport

ISSUE: Light Rail City to Woden – Facts & Figures

Talking points:

Overview

- The light rail network is better connecting Canberra to meet out growing city's transport needs today and in the decades to come.
- Building on the success of Stage 1 from Gungahlin to City, Stage 2 of light rail to Woden will provide the network's north-south spine.
- By building light rail to Woden, we are delivering the next stage of Canberra's integrated public transport network. This will give people more transport options, help reduce traffic gridlock and support Canberra's transition to a zero emissions future.
- Stage 2 of light rail to Woden is being constructed in two stages for a faster project delivery. The first stage will extend the line from the City to Commonwealth Park, while the second stage will take light rail all the way to Woden.

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

- Approval for the light rail stage 2A business case was announced in September 2019.
- The ACT Government received approval under the the Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act) for light rail between the City and Commonwealth Park with conditions from the Department of Agriculture, Water and the Environment on 2 February2021.
- The first section of light rail to Woden will deliver a convenient new transport option from Alinga Street to Commonwealth Park to provide a better connection between the city and the lake.
- Three new stops will extend the light rail network by 1.7 kilometres, while London Circuit will be raised to enhance the amenity and connectivity of the city.
- The Edinburgh Avenue stop is expected to be one of the most popular stops on the system.
- Early estimations suggest that daily patronage of light rail between Alinga Street and Commonwealth Park would be an additional 2,500-3,000 passengers per day within the first operating year.
- The estimated journey time from Alinga Street to Commonwealth Park, as noted in the redacted business case, is approximately six minutes.
- The estimated journey time for the full route from the City to Woden is approximately 25-30 minutes.
- A combined Gungahlin to Commonwealth Park service will have the same hours of operation and frequency as the existing City to Gungahlin service.

Cleared as complete and accurate:	22/07/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Ashley Cahif	Ext: 51212
Lead Directorate:	Major Projects Canberra	

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

Power systems

- As part of extending light rail to Commonwealth Park, the additional procured light rail vehicles will be fitted with an on-board energy storage system to power them through the wire-free section of the network.
- This technology enables the system to store green energy from the renewably powered grid and regenerative braking from the light rail vehicles, using this to manage energy consumption more efficiently.
- Wireless infrastructure and grassed tracks on the alignment between the Alinga Street and Commonwelath Park allows us to maintain our beautiful and distinctive city centre views, while also offering an attractive commute option.

QUESTION TIME BRIEF

Portfolio/s: Transport and City Services

Raising London Circuit

Talking points:

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

Cleared as complete and accurate:	22/07/2021	
Cleared for public release by:	Executive Group Manager	
Contact Officer name:	Ashley Cahif	Ext:51212
Lead Directorate:	Major Projects Canberra	

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

Key Information

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

QUESTION TIME BRIEF

Portfolio/s: Transport

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

Talking points:

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

Background:

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

Cleared as complete and accurate:	22/07/2021	
Cleared for public release by:	Executive Group Manager	
Contact Officer name:	Ashley Cahif	Ext: 51212
Lead Directorate:	Major Projects Canberra	

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

QUESTION TIME BRIEF

Portfolio: Transport

ISSUE: Light Rail City to Woden – EPBC Referral

Talking points:

- Major Projects Canberra (MPC) submitted referrals for the project under the Commonwealth's *Environment Protection and Biodiversity Conservation Act* (EPBC Act) – City to Commonwealth Park (2A) and Commonwealth Park to Woden (2B).
- The EPBC Act is administered by the Australian Government Department of Agriculture, Water and the Environment (DAWE). Prior to 1 February 2020, administration of the EPBC Act was by the Department of the Environment and Energy (DoEE).
- On 13 January 2020, the ACT Government received notice from DoEE that Stage 2A was a controlled action with the process to be assessed on preliminary documentation.
- On 16 January 2020, the ACT Government received a notice from DoEE that Stage 2B was a controlled action with the process to be assessed by an Environmental Impact Statement.
- On 6 May 2020, the EPBC preliminary documentation was lodged with the DAWE. MPC received a response from DAWE and lodged a reply addressing the deparment's comments on 27 July 2020.
- The preliminary documentation was available for public consultation for an extended 20 business days between 14 August and 14 September 2020. The preliminary documentation considers the socio-economic impacts and benefits of the project, along with areas of Commonwealth environmental significance.
- On the 13 November 2020, MPC lodged a response to the Public Consultation with DAWE along with the preliminary documentation, to make a final determination on the project. The Submissions Report was placed on public exhibition for information.
- On 2 Febuary 2021, the ACT Government received approval with conditions from DAWE.
- The conditions relate primarily to the acquisition of biodiversity offsets for the loss of Golden Sun Moth habitat, and the development of a Golden Sun Moth Construction Environmental Management and Rehabilitation Plan (GSM Plan). The approval of the GSM Plan by the Commonwealth Environment Minister and the purchasing of biodiversity offsets are both pre-conditions to the commencement of main works for the Project.
- MPC has finalised the GSM Plan for the raising London Circuit Utilities Works and procured the Biodiversity offsets. The GSM Translocation works was finalised on 30 July 2021. Fencing of the south east cloverleaf will remain in place to protect GSM habitat and rehabilitation.
- Prior to the commencement of the main works, the approval specifically allows for the completion of preliminary investigations and other works.

Cleared as complete and accurate:	02/08/2021	
Cleared for public release by:	Executive Group Manager	
Contact Officer name:	Ashley Cahif	Ext: 51212
Lead Directorate:	Major Projects Canberra	

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

Background Information

Stage 2A Referral Decision

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

Stage 2B Referral Decision

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

Public Notification

QUESTION TIME BRIEF

- DoEE opened the referrals for Stage 2A and Stage 2B for public comment in July 2019, for the statutory period of 10 business days.
- The referral for Stage 2A was revised and resubmitted by MPC to reflect a wire-free power system and the concurrent project for raising London Circuit. DoEE opened the revised referral for public comment which closed on 20 December 2019.
- The Submissions Report is placed on public exhibition for information.

Cleared as complete and accurate:	02/08/2021	
Cleared for public release by:	Executive Group Manager	
Contact Officer name:	Ashley Cahif	Ext: 51212
Lead Directorate:	Major Projects Canberra	

QUESTION TIME BRIEF

Portfolio/s: Transport

ISSUE: Light Rail Stage 2 Delays

Talking points:

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

Cleared as complete and accurate:	22/07/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Ashley Cahif	Ext: 51212
Lead Directorate:	Major Projects Canberra	

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

Key Information

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

QUESTION TIME BRIEF

Portfolio/s: Transport

ISSUE: Light Rail Stage 2 – Slovenian Club

Talking points:

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

  > As a result of these comments, in deciding your application it may be relevant to consider the inclusion of a 12 month withdrawal clause in any subsequent lease.
  >
  > However, before I decide your application, I would like to give you an opportunity to provide any information or comments about the information set out above and the application of section 254.
  >
  > Please provide any information or comments that you would like me to consider in making my decision in relation to your application by 6 August 2020.

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

Cleared as complete and accurate:	22/07/2021	
Cleared for public release by:	Executive Group Manager	
Contact Officer name:	Ashley Cahif	Ext: 51212
Lead Directorate:	Major Projects Canberra	

QUESTION TIME BRIEF

Portfolio/s: Transport

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

Talking points:

Raising London Circuit

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

Mawson Viability

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

Cleared as complete and accurate:	22/07/2021	
Cleared for public release by:	Executive Group Manager	
Contact Officer name:	Ashley Cahif	Ext: 51212
Lead Directorate:	Major Projects Canberra	

QUESTION TIME BRIEF

Portfolio: Transport

ISSUE: Budget Bid Payment - Canberra Metro

Talking points:

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

Cleared as complete and accurate:	22/07/2021	
Cleared for public release by:	Executive Group Manager	
Contact Officer name:	Ashley Cahif	Ext: 51212
Lead Directorate:	Major Projects Canberra	

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

QUESTION TIME BRIEF

Portfolio: Transport

ISSUE: LRS2 Design Contract

Talking points:

- The previous Technical Advisor contract for Light Rail Stage 2 was signed in 2017. Since that time there have been changes to the project and the Australian infrastructure market. Given this, a competitive tender process was undertaken to ensure that that Territory has the best support the current market has to offer as we progress the next stage of light rail.

- The Request for Tender for the Light Rail Stage 2 Technical Advisor was released to market on the 12 January 2021. Four tenders were received including from the Design consultant that has worked on previous phases of the Light Rail Project, Arup.

- The decision to appoint AECOM followed a rigorous and transparent evaluation process and the Territory thanks its former advisor (Arup) for its valuable work to get us to this point in the project.

- This is a significant milestone for the Project as the Technical Advisor is key to developing design, obtaining approvals, providing project assurance and safety assurance for the project.

- AECOM and its locally based partners, COX and Canberra Town Planning, will lead the project design process for Canberra Light Rail Stage 2A and Stage 2B.

- AECOM will also provide ongoing independent technical advice throughout construction to ensure all work meets the highest standards.

- AECOM, COX and Canberra Town Planning collectively bring 168 locally based resources to support the project. These resources will be utilised as required across the full lifecycle of the project.

- The contract was executed on 13 April 2021 and was lodged on the ACT Notifiable Contracts Register on 28 April 2021. The contract runs until June 2025 with options for further extension.

<u>Costs:</u>

- It is expected that the value of the work to undertake the design of Light Rail Stage 2A and 2B could be up to $93 million over the contract term of five years.

- The value of the contract recognises the significant amount of design and approvals work that must be undertaken on the projects.

- The procurement of specialist design consultants will ensure the final project design meets world class standards. It is standard industry practice for projects of this size to be designed by experts in the field. Major Projects Canberra (MPC) undertook an open market procurement to attract Australia's leading light rail designers who can draw on the best mix of international and local experience.

Cleared as complete and accurate:	22/07/2021	
Cleared for public release by:	Executive Group Manager	
Contact Officer name:	Ashley Cahif	Ext: 51212
Lead Directorate:	Major Projects Canberra	

- In the coming months, MPC will be working closely with AECOM to develop the project designs (incorporating the engineering and approvals requirements) for early utilities work, raising London Circuit, Light Rail Stage 2A and the Environmental Impact Statement studies for Stage 2B, with a view to submitting the Works Approval and Development Approval for the LRS2A Project later this year.

QUESTION TIME BRIEF

Portfolio: Transport

ISSUE: Early Works Utilities

Talking points:

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

What early works are happening:

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

Community Impacts:

- The establishment of site compounds will result in reduced public parking, short delays and traffic changes to local roads. Construction site compounds and utility relocation work will commence early August 2021 and are expected to be ongoing until early-mid 2022.
- Night works will occur for critical utility relocations and works. The community will be notified in advance of night works via letterbox notifications and phone calls.
- GSM translocation works commenced on 21 July 2021 with fencing of the south east cloverleaf. The GSM Translocation works were finalised on 30 July 2021. Fencing of the south east cloverleaf will remain in place to protect GSM habitat and rehabilitation.

Cleared as complete and accurate:	02/08/2021	
Cleared for public release by:	Executive Group Manager	
Contact Officer name:	Ashley Cahif	Ext: 51212
Lead Directorate:	Major Projects Canberra	

QUESTION TIME BRIEF

- In-person community information sessions are scheduled to take place in late July and early August 2021. All in-person sessions will be coordinated in accordance with ACT Government's COVID-19 restrictions and guidelines.

- Virtual community information sessions will be held in mid-August. More information can be found on the light rail project website at act.gov.au/ lightrailtowoden.

Cleared as complete and accurate:	02/08/2021	
Cleared for public release by:	Executive Group Manager	
Contact Officer name:	Ashley Cahif	Ext: 51212
Lead Directorate:	Major Projects Canberra	

QUESTION TIME BRIEF

Portfolio/s: Treasurer

Skills

ISSUE: CIT Campus – Woden Progress Update

Talking points:

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

Cleared as complete and accurate:	22/07/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Wayne Ford	Ext: 52048
Lead Directorate:	Major Projects Canberra	

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

Procurement

Package 1

- The Construction Contract for Package 1 – Bus Layovers and Ancillary Road Works was awarded in May 2021 to Canberra Contractors.
- Mobilisation and construction has commenced, with works taking place on Launceston and Easty Street. .

Package 2

- The Request for Tender (RFT) for Package 2 – Transport Interchange closed on the April 2021. The contract was awarded to Huon, and they have started work on designing the New Public Transport Interchange.

Package 3

- As part of the design development stage, interest was sought from architecture and engineering firms through an open tender process to work closely with and provide advice to the ACT Government. Arup/Hayball Technical Advisors consortia was appointed on 12 November 2020.
- The design process is continuing with the Functional Design Brief finalised in June and has been issued as part of the RFT process
- The Final Output Specifications, Functional Design Brief and a Reference Design will form part of the briefing contract documents that has been issued for tender.
- A Request for Expressions of Interest was advertised on 11 March 2021 for responses from D&C contractors interested to be pre-qualified for tender for Package 3 works.
- Expressions of Interest were received and two successful tenderers received the RFT documents on Friday 16 July.
- A shortlist of respondents were invited to participate in the tender process with Tender Briefings which occured July 2021.

Planning Approvals Process

- An Estate Development Plan Development Application (DA) was submitted for agency circulation in June 2021 with a Notice of Decision to be received prior to the engagement of the Package 3 D&C Contractor.
- DAs have been approved for Package 1 and Package 2 of works.
- In quarter 1 of 2022, a DA for the demolition of the existing Woden Bus Interchange will be submitted by the Package 3 D&C Contractor.

Cleared as complete and accurate:	22/07/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Wayne Ford	Ext: 52048
Lead Directorate:	Major Projects Canberra	

- A DA for the CIT Campus Building will be prepared and lodged for assessment by the Package 3 D&C Contractor following contract award. Lodgement of the DA is currently forecast for mid-2022.

QUESTION TIME BRIEF

Portfolio/s: Skills/Transport

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

Talking points:

- In mid-January 2021, the Development Application (DA) was submitted for the new Woden public transport interchange.
- Consultation was extended until 16 April 2021 so the community had a greater opportunity to view and comment on the design for:
    - The new Woden public transport interchange on Callam Street;
    - New bus layovers on Launceston and Easty Street; and
    - Upgrades and improvements to local roads and intersections.
- Upgrades to bike paths, footpaths and other active travel routes are also a component of these works, reflecting the ACT Government's commitment to connecting people to our local and regional centres and continuing to grow Canberra as a truly sustainable city.
- DA Notice of Decision was received on 2 July 2021 and is a significant milestone for the CIT Campus Woden Project.

  (see seperate QTB #16 – Woden Interchange DA)

Current consultation

- Public consultation is underway regarding the Bowes and Bradley St local access shared zone connection. An online survey was launched in early July and will be open via YourSay until 20 August 2021.
- The MPC team have conducted four pop-up community information sessions inviting the community to have their say on design inclusions for this connection. In addition, the team have attended two CIT O'Week events with a stall discussing the Woden Campus, interchange and seeking input on the Bowes / Bradley connection.
- Survey results, community feedback and engagement on the connection will all form part of pre-DA consultation for Package 3, the CIT Campus, and will inform the successful contractor in the design phase of the campus and public realm areas.
- Throughout the remainder of 2021 there will be public consultation relating to the areas of wellbeing and the interface between the public transport interchange and the campus. This refers to how people use spaces, how they feel connected to place, what inclusions are important to people and their sense of belonging in an area. Issues likely to come up during these phases of consultation are green space, recreation, services, wayfinding, accessibility, sustainability, safety and community inclusion.

Cleared as complete and accurate:	27/07/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Wayne Ford	Ext: 52048
Lead Directorate:	Major Projects Canberra	

- These rounds of consultation will again inform pre-DA consultation for the CIT Campus as well as design documentation and planning for the successful campus contractor.
- A range of engagement tools will be used and the targeted audiences for these consultations are prospective CIT students, existing CIT staff and students, Woden residents, Woden commuters and workers as well as Transport Officers and TC staff.
- One-on-one stakeholder meetings continue throughout the project (having commenced early in 2020). The frequency and agenda of these meetings relate directly to the works underway in terms of location, impact and timing.
- MPC has created a Roadworks and Traffic Management Stakeholder group comprised of near neighbours to Package 1 and 2 of the project (roadworks, bus layovers and new Callam St public transport interchange). This group includes approximately 30 organisations / groups / businesses and has met in person twice, has been introduced to the Package 1 contractor and has their own YourSay portal where information is shared.
- The Roadworks and Traffic Management Stakeholder group will meet again throughout 2021. This group will be introduced to the Package 2 contractors and will always have a clear channel of communication to MPC. Relationships have been built through this group and the dissemination of information has been above and beyond statutory requirements relating to works notices.

Previous Consultation

- In December 2020, Major Projects Canberra completed formal Pre-DA public consultation for the new Woden public transport interchange with community members, local business, future users of the site (such as bus drivers, CIT trainers, assessors and students) and other key stakeholders.
    - More than 650 members of the public were consulted, 21 detailed stakeholder briefings and 11 community iformation pop-ups were held, and 183 responses to our online survey were recieved. There were also 1236 visits to the CIT virtual consultation room.
    - The findings of this consultation are published in a 'What we Heard' report available to view or download on the YourSay website.
    - We are responding meaningfully to each of the key points of feedback that we received from the public:
        1. We heard that the community values protection from the elements, including shading for hot summer days and spaces to stay warm in winter while waiting for public transport.

Response: The design of the canopies for the new Woden public transport interchange is currently being finalised. It incorporates the community's desire for protection from the elements. Further detail will be released prior to construction starting on the new public transport interchange.
Landscaping, screening and wind tunnel issues are also being considered to allow for Canberra's summer and winter.
'Smart' technology, such as electronic timetables, will be included in the new transport interchange, reducing passenger wait times.

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

   Response: The project will significantly increase green space including tree canopy from its current condition using the guidelines set out in 'Canberra's Living Infrastructure Plan, 2019', which outlines the ACT Government's ambition of urban areas striving to achieve 30 per cent coverage of tree canopy or a tree canopy equivalent (such as green roofs, shrub beds, wetlands and rain gardens) by 2045. The CIT Woden campus project site currently has 16 per cent canopy coverage, and this will be significantly increased.
3. We have heard the community's feedback that the new public transport interchange on Callam Street will increase the walking distance to Westfield for the elderly, people with disabilities, and others.

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

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

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

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

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

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

- We will continue to seek community and key stakeholder feedback as we move into the planning approvals process for the new CIT campus later in 2021. This will include feedback into the boulevard linking the interchange and Westfield, as well as the CIT campus design, functionality and green space. We will also ensure the community and stakeholders have input into the design and landscaping of a proposed new pedestrian priority shared zone connection between Bowes and Bradley streets.
- Ngunnawal community input is being sought on how best to reflect and respect local Aboriginal culture in the CIT Campus-Woden project. The outcomes of this will be led by Traditional Owners and knowledge holders but could be realised in planting, wayfinding, artwork and incorporation of stories into design. Best practice engagement methods are being utilised to ensure that this consultation is meaningful.

CIT Woden Campus: Design and Values Survey

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

QUESTION TIME BRIEF

Portfolio/s: Transport

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

Talking points:

Procurement

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

Planning Approvals

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

Construction

- Construction activities commenced in June 2021.
- Construction completion is expected in the final quarter of 2021.

Cleared as complete and accurate:	21/07/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Wayne Ford	Ext: 52048
Lead Directorate:	Major Projects Canberra	

QUESTION TIME BRIEF

Portfolio/s: Transport

ISSUE: Woden Public Transport Interchange – The Interchange

Talking points:

Procurement

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

Planning Approvals

- The Development Application (DA) for the Transport Interchange was lodged in the first quarter of 2021.
- The public notification concluded in April 2021.
    - Public representations were received by Environment, Planning and Sustainable Development Directorate.
- The DA Notice of Decision (NOD) was issued in June 2021.
- All conditions within the DA NOD are being addressed.

Cleared as complete and accurate:	21/07/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Wayne Ford	Ext: 52048
Lead Directorate:	Major Projects Canberra	

QUESTION TIME BRIEF

Portfolio/s: Transport

ISSUE: WODEN INTERCHANGE DEVELOPMENT APPROVAL

Talking points:

- The ACT Government is designing and building a new Woden Public Transport Interchange that will integrate Light Rail Stage 2, the bus network and a new CIT campus in Woden.
- The Development Approval (DA) for the Transport Interchange was lodged in mid-January 2021 and documentation was on display on the Planning ACT Website until mid April 2021. Public representations were made to the Environment, Planning and Sustainable Development Directorate.
- DA Notice of Decision was received on 2 July 2021 and is a significant milestone for the CIT Campus Woden Project.
- The DA Notice of Decision a number of conditions that the project team must meet, consisting of:
    - Utility compliance;
    - Noise management;
    - Traffic assessment;
    - Street lighting;
    - Parking; and
    - Landscaping detail.
- The Project Team is working with their technical advisors and the successful Design and Construct contractor, Huon, to resolve and address the conditions.
- The majority of conditions will be closed out during design development with Transport Canberra and City Services. The remaining conditions will be closed out as part of the design development phase undertaken by Huon and in the development of the new CIT campus.
- The DA Notice of Decision outlines that additional **tree planting** is required in various locations around the interchange. Additional opportunities for tree planting are currently being explored in detail by the Project Design Team and Huon.
- The addition of **public toilets and bicycle storage** will be included as part of Package 3 works. The location of these facilities are currently under investigation by the Project design team and stakeholder and community input will be considered during this phase.

Cleared as complete and accurate:	23/07/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Wayne Ford	Ext: 52048
Lead Directorate:	Major Projects Canberra	

- **Pedestrian movements:** the new Bowes and Bradley Streets local access shared zone connection, along with the East/ West boulevard that links the Woden public transport interchange with the town centre, will increase ease of movement for pedestrians through the Woden town centre. Clever design ideas will be utlised to ensure that safety, ease of access and placemaking for students, teachers and the community will be key features of the area.

Community Consultation

- Community consultation is currently open on the new Bowes and Bradley Streets local access shared zone connection and the new pedestrian boulevard. **Cycle and pedestrian amenities** are just some of the design features the public is being asked to provide feedback on.
- One of the many engagement activities being undertaken by the Project team are the Pop-up information sessions at various locations in Woden, where the team is listening to community feedback and comments of the project and the positive impacts that it will have to reshape Woden.

Benefits of the project

- The ACT Government will build a leading edge vocational education campus that encompasses best practice in 21st century teaching and learning, while striving to achieve architectural excellence and enhancing the Woden Town Centre.
- CIT Woden Campus will be a VET technology and service skills learning precinct, delivering courses to prepare students for roles in industries such as business, cyber security, IT, creative industries, hospitality and tourism.
- Over 6500 students will attend the CIT Woden Campus each year, which will benefit local business and industry whilst providing students with a contemporary and dynamic educational environment.
- The government is investing in the order of $250 million to $300 million in the new CIT Campus, Youth Foyer and new public transport interchange and associated roadworks for Woden.
- More than 520 jobs are expected to be created during construction alone, in addition to the teaching and learning jobs that will be offered once the facility is operational.
- Integrating the Woden CIT Project with the Light Rail to Woden will provide improved connectivity between employment, education, residential and business precincts.

QUESTION TIME BRIEF

Portfolio/s: Skills

ISSUE: CIT Campus Woden – Sustainability Strategy

Talking points:

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

Cleared as complete and accurate:	15/07/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Wayne Ford	Ext: 52048
Lead Directorate:	Major Projects Canberra	

  - colocation at the new transport interchange providing staff and students with a range of options to choose a sustainable transport mode for journeys to campus
  - best practice occupant health and wellbeing initiatives through the application of the WELL rating tool; a performance based system that measures, monitors and certifies features of the built environment that impacts human health.

- Achieving high social and environmental sustainability outcomes is expected to result in ongoing reduced operating and maintenance costs, through reduced water and energy consumption. The campus will be high profile and showcasing sustainability is a key educational goal.
- The project is currently in design stage and scheduled for construction to commence in 2022.
- There is strong community and stakeholder support for setting ambitious sustainability goals for both the construction stage and the operations of the new campus.

Background

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

QUESTION TIME BRIEF

Portfolio/s: Skills

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

Talking points:

- ACT's Government is committed to all newly leased ACT Government passenger fleet vehicles to be zero emissions from 2020-21.

- The new CIT Woden campus will have 72 spaces in total in the basement carpark, with provision made for 22 to be allocated with EV charging capacity and two of those spots with rapid charging capacity.
    - 10 of the total 72 car spaces will be allocated to the CIT fleet and the remaining for general CIT Staff parking (to be allocated at CIT's discretion).

Cleared as complete and accurate:	15/07/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Wayne Ford	Ext: 52048
Lead Directorate:	Major Projects Canberra	

QUESTION TIME BRIEF

Portfolio/s: Skills

ISSUE: CIT Campus – Parking

Talking points:

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

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

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

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

Cleared as complete and accurate:	15/07/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Wayne Ford	Ext: 52048
Lead Directorate:	Major Projects Canberra	

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

  The parking provision rates take account of factors such as the availability of public parking and the potential for relevant shared parking with neighbouring developments, accessibility of the location to public transport, and relevant transport, economic, social and environmental policies, such as travel demand management measures.
- Exact arrangements relating to staff and student parking will be developed as the project progresses and following ongoing consultation.

QUESTION TIME BRIEF

CM21/43154

Portfolio: Business and Regulatory Services

ISSUE: ACT Business Strength and Viability

Talking points:

- The latest CommSec State of the States report (July 2021) has ranked the Territory in third spot overall, with the ACT leading the country on retail trade and in second spot on relative economic growth.

- The ACT Government has continued to protect and support Canberrans throughout this period, while seeking opportunities to reinvigorate and strengthen our economy.

- As a result, the ACT has one of the strongest economies in Australia, as we continue to respond to the pandemic and protect and create jobs.

- A healthy economy naturally has a number of business entries and exits, and while there have been a number of business closures, we have also had new businesses enter as well. The net result is that the number of businesses in the ACT grew faster than any other jurisdiction between 2016 and 2020 at 17.9% (compared to 11.6% nationally).

- On 14 July the ACT Government announced suuport of up to $75,000 for individual accommodation providers and $15,000 for small private tourism operators as the Territory faces ongoing travel restrictions and border closures due to Sydney's COVID-19 outbreaks.

- The Canberra Business and Enterprise Centre continues to offer up to four hours of free, expert advice to small businesses that need it. This includes help with business and financial planning, help with digital skills and on regulatory compliance.

- Aboriginal and Torres Strait Islander businesses are able to access a culturally appropriate ACT Government funded business support program, delivered by Yerra. This program offers mentoring, advice and connection to other services across the business support ecosystem.

- ACT Government's $2m ChooseCBR scheme unlocked $5.1m of spending across ACT small businesses and was timed to assist with encouraging consumers to purchase locally over the winter period.

Cleared as complete and accurate: TCCS/MPC/CMTEDD/Treasury/ Access Canberra	01/08/2021
Lead Directorate:	Chief Minister, Treasury and Economic Development
Cleared for release	Yes

- In August 2020, the ACT Government released the ACT Jobs and Economic Recovery Plan, outlining how our city will be supported to recover from the COVID-19 pandemic, and reach a target of more than 250,000 local jobs by 2025.
- Through the Jobs and Economic Recovery Plan released in August 2020, the ACT Government committed to establish a Better Regulation Taskforce to help drive Canberra's recovery from the COVID-19 pandemic and support long term economic growth.
- A key part of this economic recovery is supporting business vitality and viability, particularly that of small business.
- Reporting to the Minister for Business and Better Regulation, the aim of the Taskforce is to make it easier to do business in the ACT. The Taskforce will support businesses to start and grow through better regulation and simplified interactions with ACT Government.
- The Taskforce will make interactions between the government and business better, faster and simpler.

Key Information

Better Regulation Taksforce

- On 27 August 2020, the ACT Chief Minister and Treasurer delivered the Jobs and Economic Recovery Plan (the Plan) which was designed to provide strategies for policies to counter the economic effects of the covid-19 pandemic.
- The Plan announced the creation of the ACT Better Regulation Taskforce. As detailed in the 20-21 Budget, the Taskforce is a discrete team of four staff that sits within Policy and Cabinet in CMTEDD.
- The Plan detailed that the Taskforce would be established to review the regulatory and process changes made to date, the business settings in the current pandemic economy and begin pursuing other reforms.
- The Taskforce is also leading the ACT's contribution to nation-wide regulatory reforms, such as automatic recognition of occupational licenses.
- The activities of the Taskforce are taking place within a broader context of ACT Government response to COVID-19 and other initiatives to support economic recovery and growth. This is a three-phase program of whole of Government work over 2.5 years. The phases include the Discovery Phase, Analysis and Recommendations Phase and Implementation Phase.

Cleared as complete and accurate: TCCS/MPC/CMTEDD/Treasury/ Access Canberra	01/08/2021
Lead Directorate:	Chief Minister, Treasury and Economic Development
Cleared for release	Yes

- The current work and priorities for the Taskforce include:
    - undertaking a wide-ranging legislative review to identify reform opportunities and ensure fit for purpose regulatory settings which ensure best practice;
    - expanding digital solutions for government interactions and business operations;
    - working nationally to introduce automatic recognition of occupational licences; and
    - working to remove barriers to investment in the Territory.
- The Taskforce is well underway in its Discovery Phase and has commenced the Analysis and Recommendations Phase in parallel with finalising its Discovery Phase engagement.
- Through the Discovery Phase, the Taskforce has undertaken a multifaceted program of review and engagement. This has included focus groups, workshops, roundtables, and one-on-ones with stakeholders.
- The Taskforce has undertaken initial analysis of the issues raised through stakeholder engagement. While there is still necessary engagement to be undertaken, some common themes and issues have presented themselves, including:
    - Small business information and communications
    - Simplification of Government to Business interactions
    - Regulator Practice (clarity, capability, culture, continuous improvement)
    - Programs and Support for SMEs
    - Skilled Workforce
    - Continuous Improvement – Reviewing ACT Legislation and Regulations.
- The Taskforce has also been solving problems throughout the Discovery Phase. If there is a quick solution to a problem facing businesses, the Taskforce is solving it then and there.
- By the end of the Discovery Phase, the Taskforce will have a catalogue of substantive issues drawn from stakeholder engagement. The ACT Government will utilise stakeholder input and ideas to develop options for reform. This Phase will ensure we recommend and implement changes through a reform program that bring about real positive change for business.
- Access Canberra's responsiveness to the needs of businesses including in the liquor, gaming and hospitality industries has help ensure they remain viable during COVID-19 restrictions.

Cleared as complete and accurate: TCCS/MPC/CMTEDD/Treasury/ Access Canberra	01/08/2021
Lead Directorate:	Chief Minister, Treasury and Economic Development
Cleared for release	Yes

- This has included facilitating access to enhanced trading options such as take-away alcohol available from on licensees, expansion of outdoor dining areas to allow greater levels of patronage, and through the introduction of liquor licence fee waivers and 12-months of free outdoor dining for new permits.

Skills

- The number of ACT Government funded apprentices and trainees in training increased from 6,293 in July 2020 to 6,972 in June 2021. The May 2021 Skilled Capital release also included over 1,300 places in 62 qualifications and 37 skill sets across 19 different industry sectors.
- The 2021-22 Skills Needs List addresses skills needs across key priority areas, including construction (21 qualifications), hospitality (seven qualifications), and health and community services (17 qualifications).
- In 2020, the ACT Government entered the JobTrainer agreement with the Australian Government. JobTrainer currently represents a $16.75 million joint investment to deliver approximately up to 3,000 training places to job seekers and young people in the ACT and provide employers with access to a skilled and adaptive workforce.
- The ACT Government is considering the Australian Government's recent offer, announced in the Federal Budget, to extend and expand the JobTrainer Fund with a further $1 billion nationally over the next two financial years.
- Further, the ACT Government is advocating for a new national skills agreement with a funding model that stimulates training activity in areas of skills need in the ACT and supports an accessible and responsive vocational education and training system.

Infrastructure Delivery Program

- The ACT Government is committed to providing the infrastructure needs of a growing city, and through that commitment provide opportunities and certainty to the construction sector in the Territory.
- In 2019, the ACT Government introduced the ACT Infrastructure Plan – a 10 year $14 billion blueprint for the future development of Canberra. The Infrastructure Plan outlines key priorities in the development of critical infrastructure for the Territory, primarily in health, education and transport.
- Since the introduction of the plan, works have commenced on priority major projects including the Canberra Hospital Expansion and the CIT Campus Woden project, as well as further development of the Light Rail Stage 2A.

Cleared as complete and accurate: TCCS/MPC/CMTEDD/Treasury/ Access Canberra	01/08/2021
Lead Directorate:	Chief Minister, Treasury and Economic Development
Cleared for release	Yes

- In the 2020-21 budget the ACT Government continued investment in infrastructure, outlining a four year $4.3 billion program of infrastructure works. Upcoming and ongoing works in that program include:
    - John Gorton Drive Bridge;
    - Monaro Highway Upgrades;
    - ESA Acton Station;
    - East Gungahlin High School;
    - Raising London Circuit; and
    - Growth and Renewal of the public housing portfolio.
- In addition to the major projects, the ACT Government has continued to invest in a strong pipeline of small to medium value projects. This pipeline provides local design, consulting and construction businesses the ability to continue employment of their existing workforce, as well as the confidence to scale up to meet the opportunities for future ongoing. In this way it is hoped that the infrastructure pipeline will contribute to the Government goal of growing the employment sector to 250,000 jobs by 2025.
- This pipeline of work will be augmented by further infrastructure announcements in the 2021-22 ACT Budget.

Local Industry Participation Policies

CIT Campus Woden Project

CIT Campus Woden Project has a requirement for the development of a training plan for the main package of works that will outline:

- Approaches and targets for engaging and employing apprentices and trainees, specifically CIT apprentices and trainees, through direct employment and/or group training arrangements. Tenderers must ensure a minimum of 10 per cent of labour is undertaken by apprentices and trainees; and
- Opportunities for trainers, assessors, apprentices and trainees to have access to the project as part of their training/teaching programs and professional development with specific reference to CIT.

CIT Campus Woden Project also has a requirement that tenderers respond to an evaluation criteria in their tender regarding diversity and inclusion, with a focus on increasing the participation levels of women in construction across all sectors of the industry.

Cleared as complete and accurate: TCCS/MPC/CMTEDD/Treasury/ Access Canberra	01/08/2021
Lead Directorate:	Chief Minister, Treasury and Economic Development
Cleared for release	Yes

QUESTION TIME BRIEF

Canberra Hospital Expansion Project

- The Canberra Hospital Expansion Project provides a key opportunity for employment and training for Canberrans and the local region.
- The Territory has engaged Multiplex as its delivery partner for the project, with Multiplex contracted to achieve a target of Trainees and Apprenticeships accounting for 30 per cent of the project's total workforce.
- Procurement ACT has hosted two 'Aboriginal and Torres Strait Islander Business Showcase' events in December 2020 and June 2021 to connect Canberra Region Aboriginal and Torres Strait Islander Enterprises and Government Buyers. These have been hosted virtually and have been well attended by suppliers and government buyers.
- Procurement ACT, Secure Local Jobs Code Branch, Major Projects Canberra, Skills Canberra and Business and Innovation in Economic Development jointly participated in the Supply National Connect 2021 virtual tradeshow event to engage with Supply Nation certified Aboriginal and Torres Strait Islander businesses. The event allowed Act Government to provide information about how to do business with the ACT Government. At the event Procurement ACT also launched the 'Working with the ACT Government – A Practical Guide for Aboriginal and Torres Strait Islander Enterprises' eBooklet.
- Procurement ACT hosted two 'Practical Tendering Tips Workshop' for Canberra Region Aboriginal and Torres Strait Islander Enterprises in February and November 2020. These workshops were attended by 61 businesses and provided practical advice and guidance on how to navigate ACT Government procurement processes.

Business Support Measures

- Priority Investment Program – Jobs and Economic Recovery Round: In September 2020 the ACT Government announced the $1 million Priority Investment Program – Jobs and Economic Recovery round, which was later supplemented by a further $1 million from the Future Jobs Fund. Of the 22 expressions of interest that were received in this round, six were shortlisted to the business case stage from which four projects in the sectors of defence and cybersecurity, advanced manufacturing, screen industry and building and construction were funded.
- The CBR innovation Nework continues to deliver programs in support of start-ups and high growth businesses. Twenty-one Canbera cyber companies are currently participating in a cyber security business accelerator program.
- Ten companies received a total of 262,400 in early stage commercialisation funding in the April 2021 round of the Innovation Connect Program and applications are currently open for private equity Griffin Acclerator program.

Cleared as complete and accurate: TCCS/MPC/CMTEDD/Treasury/ Access Canberra	01/08/2021
Lead Directorate:	Chief Minister, Treasury and Economic Development
Cleared for release	Yes

- From 1 July 2021 the legislative framework for Automatic Mutual Recognition of occupational registrations came into effect in the ACT. The Better Regulation Taskforce will work over the next 12 months to continue to bring registrations into this scheme of national harmonisation of occupational licences to support worker mobility and reduce costs to businesses.

Event and Business Coordination

- Access Canberra offers a support service for businesses trying to navigate what approvals may be required to grow or adapt their business.
- Businesses should contact the Event and Business Coordination team within Access Canberra on (02) 6205 4400.

Liquor and Outdoor Dining

- Access Canberra has seamlessly delivered direct financial stimulus to the hospitality industry, including:
    - providing a mechanism for 'on' liquor licensees to access a fee waiver to transition to a 'general' liquor licence allowing them to sell liquor for consumption both on and off the licensed premises.
    - implementing a 12-month 50% fee reduction for 566 'on' liquor licensees and an additional 12-month fee waiver to 239 outdoor dining permit holders to offset the impact of ongoing occupancy restrictions under the Public Health Directions.
    - simplifying the process for businesses to apply for a temporary outdoor dining permit and commercial liquor permit to encourage the use of suitable public unleased land to increase occupancy numbers.
    - continued support to 37 businesses activating outdoor dining options on public unleased land under the 12-months free outdoor dining trial.
    - the implementation of a process that provided nightclubs the opportunity to operate as a bar during their forced closure.

Gaming and Community Clubs

- Access Canberra has continued to support the gaming industry and community clubs by:
    - implementing a waiver and refund of $1.885 million in Gaming Machine tax for Community Clubs, and a refund of the annual licence fee of $972,196 for Casino Canberra during March 2020.
    - provided refunds of $23,000 in application fees for Lotteries permits affected by COVID-19.

Cleared as complete and accurate: TCCS/MPC/CMTEDD/Treasury/ Access Canberra	01/08/2021
Lead Directorate:	Chief Minister, Treasury and Economic Development
Cleared for release	Yes

- suspended payments and provided refunds totalling one million dollars in payments to the Diversification and Sustainability Support Fund.
- implementation of a voluntary surrender incentive scheme which enabled clubs to surrender 113 gaming machine authorisations in exchange for cash payments to be used solely for the employment of staff at the relevant venues.
- assisted in coordinating a temporary deferral of Public Lotteries tax.
- working closely with 14 Gaming licensees to review and assess applications to modify approved floorplans that would see them maximise space for social interactions while allowing for enhanced use of gaming machines within venues.

Community, Industry and Trader Licensing

- Access Canberra amended the online application form for security licences enabling both new applicants and those renewing their licence to upload their signature and photo identification to the online application form. This reduced the need for people to attend a Service Centre where previously they were required to. From March 2020, Access Canberra has processed a total of 1,715 new security licence applications and 1,766 renewal applications.

- In May 2020, the *COVID-19 Emergency Response Legislation Amendment Act 2020* commenced which, among other things, allowed the Registrar-General to declare a general extension for an annual general meeting, if satisfied it is appropriate because of the COVID-19 emergency. This enabled Access Canberra to support incorporated associations to meet their legislative obligations during the Public Health Emergency.
- On 1 June 2020, temporary amendments to the *Associations Incorporations Act 1991* came into effect. The amendment enabled incorporated associations to hold their meetings through alternative methods of communication other than in person. Access Canberra contacted 2,726 incorporated associations via postal letter to notify them of the temporary changes.
- The changes provided relief to incorporated associations who had not made provision for meetings via alternative communication methods in their rules. This amendment is due to expire on 8 October 2021.

Public Transport

- The following measures were implemented by Access Canberra to provide financial support for public passenger service operators:
    - **Rideshare** – the annual rideshare vehicle licence fee was waived for 12-months from 1 April 2020 to 31 March 2021. In cases where licences had already been pre-paid in advance, an additional 12-month credit was added to the license at the next due date. [Total lost revenue was $113,500].

- **Taxis** – the annual fee for a government leased taxi licence was waived for 12 months from 1 April 2020 to 31 March 2021. In cases where licences had already been pre-paid in advance, an additional credit was added to the license at the next due date. [Total lost revenue was $70,000]
- **Stimulus payments to operators of perpetual taxi licences** – a one-off payment of $5,000 was provided to taxi operators who lease their taxi plates from private owners.
- **Re-establishment of surrendered taxi plates –** the registration re-establishment fee for taxi plates that were surrendered due to COVID have been waived and those vehicles were also exempt from the requirement of providing a roadworthy inspection certificate, if the vehicle has been inspected in the previous 9 months.
- **Taxi age restrictions –** due to reduced taxi hirings, some operators did not have their vehicles on the road for a few months and effectively lost a proportion of the taxis useful life. As a result, the age restrictions for taxis were temporarily extended to 4 September 2021, to assist operators that may need to replace their vehicle if it was nearing the age limits.
- **Hire Cars and Chartered Buses –** vehicle registration fees for tour and charter bus operators and hire cars were waived for 12 months. This included levies, Motor Accident Injuries insurance fees and the National Heavy Vehicle Regulator fees (if relevant).
    - As of 7 July 2021, 41 hire car operators and 64 charter bus operators have renewed or established their vehicle registration for free. These vehicles have been registered to 39 individuals/companies.
    - This incentive has now been extended to 31 March 2022

Commercial Rents and Payroll Tax relief Measures

Commerical tenancy relief – ceased

- Rates relief on quarterly rates bills was available from 1 April 2019 for properties with an average unimproved value of $2 million or less to support the provision of rent relief by landlords to businesses significantly impacted by COVID-19, as well as businesses who own their premises.
    - To qualify, businesses had to demonstrate that they had at least 30 per cent reduction in business income. Landlords of business tenants had to

demonstrate that they had provided at a minimum, a 25 per cent reduction in rent.

- The amount of rates relief was capped at $5,000 per quarter (for businesses with at least 30 per cent reduction in business income) and at $8,000 per quarter (for businesses that effectively shut-down or had at least an 80 per cent reduction in business income).

- For properties with an average unimproved value above $2 million, support was considered on a case by case basis.
- Commercial tenancy relief ended on 31 January 2021 and applications closed on 31 March 2021.Commercial rates – ceased
- Rebate: Businesses who owned commercial properties with an average unimproved value (single property or unit) of $2 million or below were eligible for a rates rebate of $2,622 in 2020-21.
- Hardship deferral: It was also possible for businesses that owned commercial properties to apply for a hardship deferral on commercial rates. This measure was available up to 30 June 2021.

Payroll tax relief measures

- A number of payroll tax relief measures were provided as part of the ACT Government's 2020-21 economic response to COVID-19, including a payroll tax exemption on wages subsidised by the Commonwealth JobKeeper scheme (ceased 28 March 2021).
- Deferral of payroll tax payments were provided as follows:
  - for hardship relief - interest free to 30 June 2021; and
  - for businesses in the construction industry - interest free from April to December 2020.
- Payroll tax waivers were provided for businesses unable to trade, businesses that came within the prohibited venues and activities list, and businesses that were only able to operate on a limited basis as a consequence of an emergency direction under the *Public Health Act 1997*. These measures ceased as at 30 June 2021.

- Current payroll tax relief measures include:
    - Wages paid to new employees who are apprentices or trainees employed after 1 August 2020 are exempt from payroll tax, from the start of their employment until 30 June 2022.
    - ACT businesses with Australia-wide wages of up to $10 million can defer their 2020-21 payroll tax interest free until 1 July 2022, whether or not they are part of a group.
    - Universities can defer up to 18 months of payroll tax, capped at $10 million per university at a concessional rate of interest, until 30 June 2027.

Communications, media and engagement implications

- COVID-19 economic support for business - Business Hub (act.gov.au)
- ACT Government financial support for local tourism industry - Chief Minister, Treasury and Economic Development Directorate
- ACT_State_of_the_States_July2021.pdf (commsec.com.au)

Cleared as complete and accurate: TCCS/MPC/CMTEDD/Treasury/ Access Canberra	01/08/2021
Lead Directorate:	Chief Minister, Treasury and Economic Development
Cleared for release	Yes

QUESTION TIME BRIEF

Portfolio/s: Arts

Canberra Theatre Centre Project

Talking points:

- The ACT Government has committed to continuing the Canberra Theatre Centre expansion and redevelopment project in the Parliamentary Agreement for this term of government.
- The ACT Infrastructure Plan released by the ACT Government in October 2019 identifies the Canberra Theatre Centre Project as a government five year priority.
- On 12 February 2021, the Chief Minister announced that the project could be built as part of a mixed-use development on the site of the London Circuit carpark opposite the Sydney Building and Bailey's corner.
- Under this arrangement, the land could be expected to be sold, with revenue from the sale to partially offset the cost of building the theatre.
- Construction commencement is anticipated in 2024, however this is subject to resolution of planning matters and Cabinet agreement.
- The ACT Government has been undertaking project scoping, precinct heritage and masterplanning assessments, early design development and commercial analysis as a part of developing a full business case for a new theatre centre that will have the seating capacity and facilities to support large scale national and international concerts, musicals, theatre and dance.
- The new theatre centre will be delivered as part of broader plans for a potential Cultural Precinct.
- The precinct will link together the Canberra Museum and Gallery, the Legislative Assembly building, the Civic Library building and Civic Square with hotel, retail and commercial facilities.
- The precinct will become a renewed hub for Canberra's artistic and cultural life, while providing a new attraction for visitors to Canberra.
- The Civic Square Precinct including the Canberra Theatre Centre was heritage listed on 22 September 2020. Detail design of the facility will support the heritage values of the precinct. Architectural heritage consultant, Phillip Leeson Architects has been appointed to prepare a Conservation Management Plan for the Civic Square Precinct, including the exterior of the Canberra Theatre Centre.

Cleared as complete and accurate:	15/07/2021	
Cleared for public release by:	Executive Group Manager	
Contact Officer name:	Sophie Gray	Mob: 0401 674 387
Lead Directorate:	Major Projects Canberra	
TRIM Ref:		

QUESTION TIME BRIEF

Key Information

- The Canberra Theatre site comprises Blocks 18, 20 and 23 Section 19 City. All are identified as Designated Areas and fall under the jurisdiction of the National Capital Authority and require Works Approval for redevelopment.
- On 24 October 2019, the Canberra Theatre Centre Project was announced as a designated project, determining that the project will be delivered by Major Projects Canberra as listed in the Administrative Arrangements for government.
- In 2018-19 financial year, $800,000 ex GST was allocated for preparation of a business case and a further $400,000 ext GST was provided in 2019-2020 for the same purpose.
- Under the August 2020 appropriation, $400,000 ex GST was allocated to progress planning for the project.
- A cross agency steering committee oversees the redevelopment project with representatives from the Canberra Theatre Centre, Cultural Facilities Corporation, artsACT, the City Renewal Authority, Treasury and Major Projects Canberra.

Background

- The current Canberra Theatre was built in 1965, meaning it predates the Sydney Opera House. Designed for a city of 88,000 people, it has a current seating capacity of approximately 1,200.
- Because of the era in which it was built, the theatre lacks the space, facilities, and equipment to accommodate the requirements of modern touring shows.
- Canberra's population today makes our city an attractive market for touring shows and artists. However, the capacity and technical constraints of the Canberra Theatre means some larger touring shows bypass the ACT.
- The new facility is intended to see the existing theatre repurposed with a flexible flat floor and a new theatre constructed to accommodate approximately 2,000 people, while retaining The Playhouse Theatre which was built in 1998. The new facility will also include additional, and more flexible, spaces for live music, experimental and local performances.

Cleared as complete and accurate:	15/07/2021	
Cleared for public release by:	Executive Group Manager	
Contact Officer name:	Sophie Gray	Mob: 0401 674 387
Lead Directorate:	Major Projects Canberra	
TRIM Ref:		

QUESTION TIME BRIEF

Portfolio: Health

ISSUE: Canberra Hospital Expansion - Key Facts and Figures

Talking points:

- At approximately 43,000m², the new facility will enable a bigger, better Canberra Hospital to meet the needs of our growing city and region. It is the largest healthcare infrastructure commitment ever undertaken by the ACT Government.

Key features

- The new **Intensive Care Unit** (ICU) provides for 60 beds and will include:
    - Four dedicated paediatric beds;
    - Family zones that will provide families with children in the ICU access to a support area, including a lounge and play area;
    - A multi-purpose therapy space to provide early, integrated rehabilitation which assists with patients' recovery;
    - A dedicated pod of beds, which can be converted into a complete isolation pod in the event of an infectious threat; and
    - Dedicated critical care bays, which will enable high-end, complex interventions, reducing the need to transfer these patients.
- 22 new **theatres including** state-of-the-art hybrid and interventional radiology theatres to allow the latest advances in medical technology to be used.
- A new **Acute Cardiac Care Unit** will include:
    - 32 acute cardiac care beds, including bariatric and isolation beds
    - Three Cardiac Catheterisation Laboratories, including one Large Cardiac Laboratory and one Electrophysiology Laboratory; and
    - Cardiac Day Unit to support the Cardiac Catheterisation Laboratories.
- The new **Emergency Department** (ED) will have 147 spaces – 72 more than currently available at Canberra Hospital. CHS are currently reviewing these number of spaces against their future model of care for the new ED. In addition, the new ED will include a separate dedicated paediatric stream.
- Additional **medical imaging facilities** with:
    - Four X-ray rooms – one with Orthopantomogram;
    - Three CT Scanners;
    - Two Ultrasound Rooms;
    - One Ultrasound Procedure Room; and
    - Two MRIs (including one Intraoperative MRI).

Cleared as complete and accurate:	19/07/2021	
Cleared for public release by:	Executive Branch Manager	Ext: 55466
Contact Officer name:	Martin Little	Ext: 79322
Lead Directorate:	Major Projects Canberra	

- 12 **ambulance bays,** including nine patient drop-off/operational bays and three ambulance parking/waiting bays.
    - A further two parking spaces for **police and custodial vehicles** within the ambulance bay area. The team is also exploring a potential future second entrance/exit to the Ambulance Bay, which may also increase the priovision of overflow ambulance parking spaces.
- Two additional wards in the Critical Services Building providing 64 **inpatient beds** and storage spaces for important healthcare equipment (an overall total of 156 inpatient beds).
- Relocation of the hospital's **helipad** to the northern end of the Critical Services Building's rooftop.
    - This location has been selected as it provides the essential clinical connection with the new building, improving helicopter operations.
- The new Critical Services Building is being designed and constructed to achieve a 5 Star Green Star rating, which demonstrates the Government's focus for major capital works to strive to achieve appropriate **sustainability** and building performance outcomes.

Family Focused Design

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

Connection to Country

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

QUESTION TIME BRIEF

Portfolio: Treasurer

Health

ISSUE: Canberra Hospital Expansion Project – Progress Update/Stakeholder Engagement

Talking points:

Main Works Update

- The delivery of the state of the art emergency, surgical and critical care building remains on track for 2024.
- On 29 June 2021, the Territory executed the Design and Construct Offer Phase agreement with Multiplex for the construction of the new Critical Services Building.

Development Application (DA)

- The six week public notification period for the Main Works DA closed on 18 June.

Ambulance Access off Palmer Street

- The design separates the ambulance and logistics vehicle access to the new Critical Services Building to reduce conflict and maintain operational efficiency.
- The introduction of a dedicated ambulance entry point to the Critical Services Building will eliminate current traffic conflicts between emergency vehicles, pedestrians, and private vehicles at the Yamba Drive entrance.
- Discussion of this dedicated ambulance bay entrance design is ongoing with Garran Primary School and the local Garran community.

Enabling Works Update

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

Child at Risk Health Unit (CARHU)

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

Cleared as complete and accurate:	22/07/2021	
Cleared for public release by:	Executive Branch Manager	Ext: 55466
Contact Officer name:	Martin Little	Ext: 79322
Lead Directorate:	Major Projects Canberra	

Building 4

- The refurbishment of Building 4 was completed in December, providing upgraded medical training facilities for the Australian National University and the University of Canberra. The works also provided upgraded library facilities for Canberra Health Services.

Building 8

- The new Building 8 was completed in July, and provides upgraded facilities for the Canberra Sexual Health Centre and other key tertiary teaching and training facilities on the campus.

Building 9

- We completed the refurbishment of 12 apartments in Building 9, which are being used for short-term accommodation at the Canberra Hospital for interstate outpatients and carers.

Temporary carpark

- At the former CIT Woden site, we have provided over 750 car parking spaces for hospital staff and contractors, freeing-up parking spaces on the campus. Stage 2 of the carpark is scheduled for completion in August 2021 and will provide approximately 380 more car parking spaces on the site.

Key information

Program of Delivery

- Construction of the Prototype Shed and contractor compound commenced in late June, with the Prototype Shed scheduled for completion by 31 December 2021.
- Internal demolition works to Building 5 commenced in July, with demolition of Buildings 5 and 24 scheduled for completion December this year.
- In partnership with the ACT Government, Multiplex is preparing to formally open its "Connectivity Centre" adjacent to the Woden Interchange and Town Square.
    - The Connectivity Centre is a key element of Multiplex's plans to achieve social procurement targets that include 10% of the value of sub-contracted works from Aboriginal and Torres Strait Islander accredited bodies and 30% of its onsite tradespersons from traineeships, apprenticeships and similar programs. This includes apprentices who have been unable to complete their previous apprenticeship from displacement as a result of the COVID-19 health pandemic.
    - Multiplex successfully utilised a Connectivity Centre for its delivery of the comparable, and recently constructed, Westmead Hospital in Western Sydney.
    - **User group consultation**
- In 2019, the project established 10 specialised user groups to inform the early planning and design for the new facility.
- Consisting of over 200 clinicians, support staff, and consumer representatives that continue to provide advice and input into the key aspects of the project’s planning.
- Over 250 separate user group workshops with clinicians have been held since July 2019.

- The Project has undertaken numerous pop-up public consultation sessions to date. Further sessions will be held through the Project to ensure we continue to hear the community's feedback on the project's delivery.

Consumer Reference Group

- Targeted design focus workshops have been completed with the Consumer Reference Group and their members in November 2020 and January 2021, with a final sketch design workshop completed in February.
- The Consumer Reference Group is Chaired by a representative of the Health Care Consumers Association and also includes representatives from 12 community organisations.
- The Consumer Reference Group will continue to provide input into the detailed design process for the Critical Services Building.

CHS Aboriginal and Torres Strait Islander Reference Group

- Following feedback on sensitive elements of design for welcoming and healing spaces in and around the Critical Services Building, in late October 2020 the Project formalised communication with the CHS' Aboriginal and Torres Strait Islander Consumer Reference Group.
- Chaired by Ms Diane Collins, the Reference Group is made up of representatives from the Aboriginal Liaison Service, Aboriginal & Torres Strait Islander Elected Body, and Aboriginal and Torres Strait Islander consumers from the ACT and surrounding region.
    - The Chair is a former Deputy Chair of the Aboriginal and Torres Strait Islander Elected Body and a prominent local community worker with connections to the Wiradjuri and Kamilaroi nations
- Targeted design focus workshops were completed with the Group in late 2020, with further workshops being scheduled with the Canberra Hospital Expansion Project and the Hospital Campus Masterplan.
- The CHE Project team have also presented to the United Ngunnawal Elders Council and look forward to partnering with the council to further develop key design elements of the Critical Service Building - continuing this engagement through the Project's design process.

Local Community Reference Group

- The latest meeting of the Local Community Reference Group was held on the evening of 28 July 2021 and included discussions regarding the current status and planning of site works. We are continuing to listen to the concerns of local residents.
- Aspects being explored by the group include how the project is managing key interfaces with the local community during construction – including: parking and local traffic, school access, pedestrian connections through the Canberra Hospital campus to surrounding neighbourhoods, and delivery arrangements around the project site.

QUESTION TIME BRIEF

Portfolio/s: Sustainable Building and Construction

Cladding Remediation

Q+A

Government-Owned Buildings

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

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

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

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

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

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

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

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

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

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

Private Buildings Cladding Scheme

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

Cleared as complete and accurate:	23/07/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Adrian Piani	Ext: 54326
Lead Directorate:	Major Projects Canberra	

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

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

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

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

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

- *Should the Government have approved these buildings and materials in the first place?*

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

- *As the ACT Government certified buildings with affected cladding, shouldn't the Government has responsibility to rectify them?*

Buildings in the ACT are certified through a private certification scheme to comply with the National Construction Code at the time they are constructed. The Government is required to issue a certificate of occupancy if satisfied that the work has been completed in accordance with the prescribed requirements and is fit for occupation and use as a building of the class stated in the approved plans. The building certifier's functions include advising the Government about the completeness of building work and compliance with the Building Act, and the National Construction Code.

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

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

The National Construction Code was amended between the 2016 edition and the 2019 edition to provide absolute clarity that in Type A or B construction (apartments over 3 storeys are Type A), the external walls and common walls including the façade covering, the framing and the insulation must be non-combustible. Previously, the NCC did not specifically mention these elements of the façade with regards to non-combustibility,

which led to the general interpretation across Australia that the requirements for non-combustibility did not apply to cladding. This amendment came into effect in the ACT in March 2018.

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

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

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

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

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

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

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

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

Key features of the Victorian Scheme are:

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

Key features of the NSW scheme are:

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

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

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

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

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

There could be multiple issues beyond cladding that impact insurance premiums for private apartment buildings, and it is the responsibility of Owners Corporations to address these.*How can the Government ensure that only skilled, insured professionals*

and companies with experience in cladding are undertaking work under the Private Buildings Cladding Scheme?

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

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

- *What can tenants do about cladding?*

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

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

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

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

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

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

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

Background

Milestones	Date to be completed
1. Commencement of education campaign	July 2021

Cleared as complete and accurate:	23/07/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Adrian Piani	Ext: 54326
Lead Directorate:	Major Projects Canberra	

ACT Government

QUESTION TIME BRIEF

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

Cleared as complete and accurate:	23/07/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Adrian Piani	Ext: 54326
Lead Directorate:	Major Projects Canberra	

QUESTION TIME BRIEF

Portfolio/s: Sustainable Building and Construction

Cladding Remediation

Talking points:

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

<u>ACT Government Program</u>

- A review of ACT Government owned buildings has identified 23 sites requiring cladding remediation works.
- Of these, 21 sites are being progressed through Major Projects Canberra (MPC), with two sites within the Education portfolio being progressed directly by the Education Directorate.
- Current cost estimates indicate a total of around $17m will be required to complete all works.
- The remediation options range from full replacement of all cladding to removal of certain elements of cladding to achieve a low risk ranking. The recommended level of remediation varies by building and cladding elements based on risk assessment criteria.
- It is important to note that fire safety measures have been applied as part of managing cladding that remains on Government buildings, either on an ongoing basis or as an interim measure until the cladding is replaced.
- The first round of remediation works have commenced and are aimed to be completed in the second half of this year. This includes 11 of the 21 ACT Government sites being delivered by MPC.

Cleared as complete and accurate:	23/07/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Adrian Piani	Ext: 54326
Lead Directorate:	Major Projects Canberra	

- Of the 11 pilot program projects under contract:
    - Works have commenced at all sites
    - Three sites are complete
    - One site will be complete shortly
    - Four sites are expected to be completed in August
    - Three sites are expected to be completed in September
- Of the ten projects that comprise the main program of work:
    - Two projects have completed procurement and are at contract signing stage
    - The remainder (eight projects) are currently in the procurement phase with contracts expected to be signed by September
- The two Education-led projects are underway.
- Current COVID 19 restrictions are expected to cause some delays due to labour and product availability.

<u>Private Buildings Cladding Scheme</u>

- On 21 July 2021, the Government announced the Private Buildings Cladding Scheme which will provide grants to eligible Owners Corporations of apartment buildings to undertake testing and assessment of their building's cladding.
- The Government has made available $1.8 million for grants under this Scheme.
- The Scheme will assist owners of eligible apartment buildings by providing a rebate of 50% of the costs (up to a maximum of $20,000 ex GST) of testing and assessing the cladding on their buildings.
- Testing and assessing cladding on apartment buildings will:
    - confirm whether the cladding on an apartment building is combustible cladding;
    - inform building owners of the level of fire safety risk to the residents by the presence of combustible cladding;
    - detail the scope of any remediation works which may be required to reduce the risk to an appropriate level including potential costs; and
    - detail any interim fire safety measures that should be implemented in the apartment building while remediation works are considered.
- An eligible building is one which:
    - is an apartment building with a rise of three storeys or more, or a cluster of residential buildings close to each other that represents a high fire risk;
    - the building or buildings must have residential apartments, or they can have a mix of uses such as residential apartments with ground floor shops or offices;
    - the Owners Corporation for the building must have made a judgement based on reasonable grounds that the building has combustible cladding.

- Owners Corporations have until 21 July 2022 to apply for the grant and until 21 December 2022 to ensure that the testing and assessment work has been undertaken.
- Owners Corporations may seek consideration for access to the Scheme if they undertook testing and assessment of their cladding between 27 August 2020 and the date the Scheme opened, 21 July 2021. The ACT Government will decide applications for retrospective access to the Scheme.
- If a building is assessed as requiring cladding remediation work, the Government will offer a concessional loan to Owners Corporations to assist with funding the remediation works. The details of the concessional loan are currently being developed and will be released when available.
- Engagement with industry associations/representatives has occurred and will continue, to enable industry input to the development of the scheme.

Cleared as complete and accurate:	23/07/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Adrian Piani	Ext: 54326
Lead Directorate:	Major Projects Canberra	

MINISTER STEEL
QTB Index
Major Projects Canberra
16 September 2021

Light Rail Project	
1.	Light Rail City to Woden – Progress Update
2.	Light Rail City to Woden – Facts and Figures
3.	Raising London Circuit
4.	Sandford Street Stop
5.	Light Rail City to Woden – EPBC Referral
6.	Light Rail Stage 2A - Delays
7.	Light Rail Stage 2 – Slovenian Club
8.	Light Rail Stage 2 – 2020-21 Budget Business cases
9.	Budget Bid Payment – Canberra Metro
10.	LRS2 Design Contract
11.	Early Works Utilities
12.	Community Consultation (NEW)
CIT Woden Project	
13.	Progress Update
14.	Community Consultation
15.	Woden Public Transport Interchange – The Bus Layover
16.	Woden Public Transport Interchange – The Interchange
17.	Woden Interchange DA
18.	Sustainable Design
19.	EV Chargers
20.	Parking
21.	Trees outside the Smith Family (NEW)
Joint – CIT Woden and Light Rail Project	
22.	Response to COVID-19 (NEW)

QUESTION TIME BRIEF

Portfolio: Transport

ISSUE: Light Rail City to Woden – Progress Update

Talking points:

Raising London Circuit

- The Enabling Works (Utilities) for raising London Circuit contract was executed on 30 July 2021 with the successful tenderer Cord Civil Pty Ltd expected to commence works on 13 Spetember 2021, following the COVID lockdown.
- The raising London Circuit Project Expressions of Interest tender is expected to be released to market on 16 September 2021 with construction expected to commence early – mid 2022.

Environmental Protection and Biodiversity Conservation

- With the Environmental Protection and Biodiversity Conservation (EPBC) approval received, the next steps are to obtain the required planning approvals, including a Territory Development Application approval and National Capital Authority (NCA) Works Approval, and then commence the procurement and construction of the project.

Mawson Extension

- Under the Parliamentary and Governing Agreement for the 10th Legislative Assembly, commitments were given to exploring the feasibility of the extension of the system to Mawson.
- A preliminary feasibility report will be considered by the ACT Government.
- If an extension of Light Rail Stage 2 to Mawson is found to have sufficient merit to explore further, it will then be included in a future Stage 2B Business Case for consideration by the ACT Government.

Service Location Works:

- Work is being carried out to identify and confirm the locations of utility services in the project footprint between the City and Commonwealth Park. Information (locations, sizes, type, material and so on) will be used in the development of the project design and help to reduce the risk of potential disruptions to services during early works and construction.
- These investigation works are in progress and are anticipated to conclude late 2021.

Federal Funding:

- The Federal Government has committed:
    - $132.5 million towards Stage 2A; and
    - $137 million to the NCA to upgrade the Commonwealth Ave Bridge. When completed it is expected to increase the load-bearing capacity of the bridge so it can handle current traffic and future expected volumes.

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

- The ACT Government and NCA are working closely together to integrate planning, design and delivery activities for these important projects to minimise the disruption to road users during the construction period and to ensure the design of both projects are complementary.

Expected Project Timelines

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

Communications and Stakeholder Engagement

- Regular project updates and construction notifications are being distributed around Sandford Street Stop and the City to Commonwealth Park alignment.
- As we progress detailed design and the next stage of approvals for raising London Circuit and light rail between City and Commonwealth Park, Major Projects Canberra will be seeking feedback from the community on various project aspects. This includes applying for Works Approval and Development Applications.
- The ACT Government has now launched the Light Rail to Woden website which includes links to the Virtual Engagement Room and Interactive Virtual Map. The new virtual engagement tool will support face to face engagement activities, which are also underway with business and residents in the City precincts.
    - ∉ Further information will be promoted through the ACT Government YourSay page, our project updates and electronic newsletters.
- Light Rail Commonwealth Park to Woden (Stage 2B):
- The ACT Government is continuing work on a business case for Stage 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;
    - Getting on with the project allows us to maintain momentum, resources and expertise from the successful delivery of Stage 1; and
    - The project is progressing detailed investigations along the corridor including assessment of infrastructure in the vicinity of Commonwealth Bridge and Lake Burley Griffin.

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

QUESTION TIME BRIEF

- The ACT Government will continue to progress the Commonwealth approvals process for the remainder of the corridor in parallel.
- The ACT Government is undertaking work to obtain the ACT Environmental Impact Statement (EIS) requirements. The first draft of the application for the ACT EIS Scoping document is well underway.
- The ACT Government will continue to work collaboratively with the NCA to ensure that disruptions during construction will be kept to a minimum.

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

QUESTION TIME BRIEF

Portfolio: Transport

ISSUE: Light Rail City to Woden – Facts & Figures

Talking points:

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

- Stage 2 of light rail (City to Woden) is being constructed in two stages for a faster project delivery. The first stage will extend the line from the City to Commonwealth Park, while the second stage will take light rail all the way to Woden.
- The first section of light rail to Woden will deliver a convenient new transport option from Alinga Street to Commonwealth Park to provide a better connection between the city and the lake.
- Three new stops will extend the light rail network by 1.7 kilometres, while London Circuit will be raised to enhance the amenity and connectivity of the city.
- The Edinburgh Avenue stop is expected to be one of the most popular stops on the system.
- Early estimations suggest that daily patronage of light rail between Alinga Street and Commonwealth Park would be an additional 2,500-3,000 passengers per day within the first operating year.
- The estimated journey time from Alinga Street to Commonwealth Park, as noted in the redacted business case, is approximately six minutes.
- 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.
- Close collaboration across these initiatives will be important in order to minimise the disruption to road users during the construction period and to ensure the design of both projects are complementary. The ACT Government and NCA, working closely together to integrate planning, design and delivery activities for these important projects. Close cooperation on both projects is already underway.

Power systems

- As part of extending light rail to Commonwealth Park, the additional procured light rail vehicles will be fitted with an on-board energy storage system to power them through the wire-free section of the network.
- This technology enables the system to store green energy from the renewably powered grid and regenerative braking from the light rail vehicles, using this to manage energy consumption more efficiently.

Cleared as complete and accurate:	06/09/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Ashley Cahif	Ext: 51212
Lead Directorate:	Major Projects Canberra	

- Wireless infrastructure and grassed tracks on the alignment between the Alinga Street and Commonwealth Park allows us to maintain our beautiful and distinctive city centre views, while also offering an attractive commute option.

QUESTION TIME BRIEF

Portfolio/s: Transport and City Services

Raising London Circuit

Talking points:

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

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

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

Key Information

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

QUESTION TIME BRIEF

Portfolio/s: Transport

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

Talking points:

- On 13 September 2021 a soft opening of the Sandford Street Stop occurred in line with the current COVID-Safe arrangements. The Sandford Street Stop opened in time for first service at 6:00am allowing travel to Mitchell for essential purposes on the Light Rail.
- Engagement commenced early with the local traders in Mitchell to support them during the project's construction phase. Local knowledge and lessons learnt during Stage 1 were used to enhance communications strategies and advise construction schedules and plans.
- Canberra Metro Construction (CMC) commenced construction work on the new stop on 6 December 2020.
- On 8 June 2021 the temporary containment screens at Sandford Street Stop were removed. The stop area no longer has physical screens between the stop platform and the operating Light Rail Vehicles. For safety, the stop has been delineated with bollards, cones and extendable rails.
- CMC and Canberra Metro Operations (CMET) have completed the main construction of the Sandford Street Stop and achieved Services Completion on 4 August 2021.
- The Sandford Street Stop has subsequently had Independent Certifier and Regulator confirmation of the requirements for operation.
- Final signage was installed on stops and Light Rail Vehicles on 11 and 12 September 2021 and the construction site was removed overnight on 12 September 2021.

Background:

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

Cleared as complete and accurate:	13/09/2021	
Cleared for public release by:	Executive Group Manager	
Contact Officer name:	Ashley Cahif	Ext: 51212
Lead Directorate:	Major Projects Canberra	

QUESTION TIME BRIEF

- Given the strong patronage on the light rail system and responding to community feedback, the Government made the commitment to deliver the Mitchell stop as early as possible.
- In the 2019-20 Budget the Government provided funding to deliver a light rail stop at Mitchell. Capital funding was provided across the 2019-20 and 2020-21 financial years. This followed funding in the 2018-19 Budget to support contract review and detailed design of the stop at Mitchell.
- Transport Canberra and City Services Directorate separately delivered 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:	13/09/2021	
Cleared for public release by:	Executive Group Manager	
Contact Officer name:	Ashley Cahif	Ext: 51212
Lead Directorate:	Major Projects Canberra	

QUESTION TIME BRIEF

Portfolio: Transport

ISSUE: Light Rail City to Woden – EPBC Referral

Talking points:

- Major Projects Canberra (MPC) submitted referrals for the project under the Commonwealth's *Environment Protection and Biodiversity Conservation Act* (EPBC Act) – City to Commonwealth Park (2A) and Commonwealth Park to Woden (2B).
- The EPBC Act is administered by the Australian Government Department of Agriculture, Water and the Environment (DAWE). Prior to 1 February 2020, administration of the EPBC Act was by the Department of the Environment and Energy (DoEE).
- MPC has finalised the Golden Sun Moth (GSM) Plan for the raising London Circuit Utilities Works and procured the Biodiversity offsets. The GSM Translocation works were finalised on 30 July 2021. Fencing of the south east cloverleaf will remain in place to protect GSM habitat and rehabilitation.
- 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

<u>Stage 2A Referral Decision</u>

- MPC received a notice of a referral decision from DoEE that confirms:
    - The Stage 2A project is a 'controlled action';
    - The project will require assessment and approval under the EPBC Act before it can proceed; and
    - The assessment will be assessed by "Preliminary Documentation".
- The Preliminary Documentation was prepared by MPC and submitted to the Department and then subsequently publicly exhibited. A number of submissions were received in relation to the exhibition of the Preliminary Documentation. MPC prepared a response to the submissions which was also publicly exhibited by the Department. Approval with Conditions was received from the Department on 2 February 2021.
- The conditions relate primarily to the acquisition of biodiversity offsets for the loss of Golden Sun Moth habitat, and the development of a Golden Sun Moth Construction Environmental Management and Rehabilitation Plan (GSM Plan). The approval of the GSM Plan by the Commonwealth Environment Minister and the purchasing of biodiversity offsets are both pre-conditions to the commencement of main works for the Project.

<u>Stage 2B Referral Decision</u>

- MPC received notice of a referral decision from DoEE that confirms:

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

  - The Stage 2B project is a 'controlled action';
  - The project will require assessment and approval under the EPBC Act before it can proceed; and
  - The assessment will be assessed by the Environmental Impact Statement (EIS).

- This is the expected outcome. The assessment process for Stage 2B is more extensive than Stage 2A, reflecting the complexity of issues to be considered.
- On 11 March 2020, the DAWE issued *Guidelines for the Content of a Draft Environmental Impact Statement for Commonwealth Park to Woden Light Rail Project*. This document sets out the required information and format for a Draft EIS.
- MPC will further develop project design and prepare the Draft EIS for submission to the department and public exhibition.
- DAWE is liaising with the ACT Government's Environment, Planning and Sustainable Development Directorate and the National Capital Authority to coordinate assessment processes as much as is practical.

QUESTION TIME BRIEF

Portfolio/s: Transport

ISSUE: Light Rail Stage 2A Delays

Talking points:

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

Cleared as complete and accurate:	06/09/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Ashley Cahif	Ext: 51212
Lead Directorate:	Major Projects Canberra	

- 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 carefully considering how to proceed with construction to ensure a steady pipeline of work in this current climate.

Key Information

The Government has released the redacted business case for Light Rail Stage 2A (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.

QUESTION TIME BRIEF

Portfolio/s: Transport

ISSUE: Light Rail Stage 2 – Slovenian Club

Talking points:

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

  > As a result of these comments, in deciding your application it may be relevant to consider the inclusion of a 12 month withdrawal clause in any subsequent lease.
  >
  > However, before I decide your application, I would like to give you an opportunity to provide any information or comments about the information set out above and the application of section 254.
  >
  > Please provide any information or comments that you would like me to consider in making my decision in relation to your application by 6 August 2020.

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

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

QUESTION TIME BRIEF

Portfolio/s: Transport

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

Talking points:

Raising London Circuit

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

Mawson Viability

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

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

QUESTION TIME BRIEF

Portfolio: Transport

ISSUE: Budget Bid Payment - Canberra Metro

Talking points:

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

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

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

QUESTION TIME BRIEF

Portfolio: Transport

ISSUE: LRS2 Design Contract

Talking points:

- The previous Technical Advisor contract for Light Rail Stage 2 was signed in 2017. Since that time there have been changes to the project and the Australian infrastructure market. Given this, a competitive tender process was undertaken to ensure that that Territory has the best support the current market has to offer as we progress the next stage of light rail.

- The Request for Tender for the Light Rail Stage 2 Technical Advisor was released to market on the 12 January 2021. Four tenders were received including from the Design consultant that has worked on previous phases of the Light Rail Project, Arup.

- The decision to appoint AECOM followed a rigorous and transparent evaluation process and the Territory thanks its former advisor (Arup) for its valuable work to get us to this point in the project.

- This is a significant milestone for the Project as the Technical Advisor is key to developing design, obtaining approvals, providing project assurance and safety assurance for the project.

- AECOM and its locally based partners, COX and Canberra Town Planning, will lead the project design process for Canberra Light Rail Stage 2A and Stage 2B.

- AECOM will also provide ongoing independent technical advice throughout construction to ensure all work meets the highest standards.

- AECOM, COX and Canberra Town Planning collectively bring 168 locally based resources to support the project. These resources will be utilised as required across the full lifecycle of the project.

- The contract was executed on 13 April 2021 and was lodged on the ACT Notifiable Contracts Register on 28 April 2021. The contract runs until June 2025 with options for further extension.

<u>Costs:</u>

- It is expected that the value of the work to undertake the design of Light Rail Stage 2A and 2B could be up to $93 million over the contract term of five years.

- The value of the contract recognises the significant amount of design and approvals work that must be undertaken on the projects.

- The procurement of specialist design consultants will ensure the final project design meets world class standards. It is standard industry practice for projects of this size to be designed by experts in the field. Major Projects Canberra (MPC) undertook an open market procurement to attract Australia's leading light rail designers who can draw on the best mix of international and local experience.

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

- In the coming months, MPC will be working closely with AECOM to develop the project designs (incorporating the engineering and approvals requirements) for early utilities work, raising London Circuit, Light Rail Stage 2A and the Environmental Impact Statement studies for Stage 2B, with a view to submitting the Works Approval and Development Approval for the LRS2A Project later this year.

QUESTION TIME BRIEF

Portfolio: Transport

ISSUE: Early Works Utilities

Talking points:

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

What early works are happening:

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

Community Impacts:

- The establishment of site compounds will result in reduced public parking, short delays and traffic changes to local roads. Construction site compounds and utility relocation work will commence early August 2021 and are expected to be ongoing until early-mid 2022.
- Night works will occur for critical utility relocations and works. The community will be notified in advance of night works via letterbox notifications and phone calls.
- In-person community information sessions took place in July and August 2021. All in-person sessions were coordinated in accordance with ACT Government's COVID-19 restrictions and guidelines. More information can be found on the light rail project website at act.gov.au/ lightrailtowoden.

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

QUESTION TIME BRIEF

Portfolio: Transport

ISSUE: Light Rail Stage 2 - Community Consultation

Talking points:

- Engagement activities on the light rail project in recent months have focused on informing stakeholders about:
    - Early/utility relocation works;
    - Changes to car parks;
    - Upcoming works and project approvals;
    - Golden Sun Moth translocation program;
    - Noise monitoring;
    - Social Impact Assessment; and
    - Traffic disruption.
- Recent engagement activities to support this activity have included:
    - Virtual door knocking with calls to more than 90 stakeholders with follow up emails distributed.
    - Three face-to-face community information held in the Canberra City including one at the Australian National University (ANU). Key areas of interest included traffic, opportunities to influence project design, changes to car parks and early works.
    - Presentations and project briefings provided to interested stakeholders and special interest groups with a particular focus on businesses and organisations within 250m of the project footprint. These will continue to be offered to all interested stakeholders and provided as needed (COVID dependant).
    - A project notification issued to nearby residents and businesses to inform them of the planned commencement of early works in August 2021.
    - Planning is underway for engagement to support the raising London Circuit project approvals later in 2021.
    - In the coming weeks, nearby residents and businesses on and around London Circuit will receive construction notifications and be invited to participate in virtual project briefings on the commencement of early works within area from September 2021.
- The Light Rail Project has a Community Reference Group in place. The Group was established to provide a voice for Canberrans in the delivery process and will meet regularly to give the ACT Government important insights into the community's needs and priorities for the project.

Cleared as complete and accurate:	08/09/2021	
Cleared for public release by:	Executive Group Manager	
Contact Officer name:	Ashley Cahif	Ext: 51212
Lead Directorate:	Major Projects Canberra	

  - The first meeting was held in April 2021 and the second and most recent was in July 2021. The second meeting was attended by the Minister for Transport, Chris Steel.
  - The group includes Canberrans from a diverse range of ages, backgrounds and communities, to ensure the ACT Government hears from a range of perspectives. Participants include representatives from Pedal Power, Living Streets Canberra, ANU and Council of the Ageing, alongside other Canberrans advocating for different stakeholder groups and communities.

- Planning is also underway for the Youth/Schools Light Rail Community Reference Group to engage earlier with with younger audiences, this is anticipated to commence in 2022.
- The project team is working closely with directorates across ACT Government to identify stakeholders and special interest groups along the alignment, ensuring engagement is carried out in a coordinated and useful way.
- Methods and channels to inform and engage with Canberrans virtually and remotely are also in place. This is being done with email and letterbox updates, a project website, a virtual engagement room, and through online stakeholder briefings in the virtual engagement room.
- Crucial to effectively delivering a responsive community engagement program the team is in the process of finalising a Community Liaison Management Procedure to manage feedback, questions, compliments and complaints – this includes the light rail email inbox and 1800 project hotline.
- Building light rail to Woden will have an impact on traffic flows, public transport and active travel routes to and from the city. The project team is working closely with the Government's newly formed Disruption Taskforce to ensure light rail engement activity and stakeholder management is contributing to and supporting the objectives, measures and initiatives of the Distruption Taskforce.
-

QUESTION TIME BRIEF

Portfolio/s: Treasurer

Skills

ISSUE: CIT Campus – Woden Progress Update

Talking points:

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

Cleared as complete and accurate:	10/09/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Wayne Ford	Ext: 52048
Lead Directorate:	Major Projects Canberra	

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

Procurement

Package 1

- The Construction Contract for Package 1 – Bus Layovers and Ancillary Road Works was awarded in May 2021 to Canberra Contractors.
- Mobilisation and construction has commenced, with works taking place on Launceston and Easty Street.

Package 2

- The Request for Tender (RFT) for Package 2 – Transport Interchange closed in April 2021. The contract was awarded to Huon, and they have started work on designing the New Public Transport Interchange.

Package 3

- As part of the design development stage, interest was sought from architecture and engineering firms through an open tender process to work closely with and provide advice to the ACT Government. Arup/Hayball Technical Advisors consortia was appointed on 12 November 2020.
- The design process is continuing with the Functional Design Brief finalised in June and has been issued as part of the RFT process.
- The Final Output Specifications, Functional Design Brief and a Reference Design will form part of the briefing contract documents that has been issued for tender.
    - Expressions of Interest were received and two successful tenderers were provided the RFT documents on 16 July 2021.
- The shortlisted respondents were invited to participate in the tender process with Interactive Tender Workshopss occurring between July to October 2021.

Planning Approvals Process

- An Estate Development Plan Development Application (DA) was submitted for agency circulation in June 2021 with a Notice of Decision to be received prior to the engagement of the Package 3 D&C Contractor.
- DAs have been approved for Package 1 and Package 2 of works.
- In quarter 1 of 2022, a DA for the demolition of the existing Woden Bus Interchange will be submitted by the Package 3 D&C Contractor.

Cleared as complete and accurate:	10/09/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Wayne Ford	Ext: 52048
Lead Directorate:	Major Projects Canberra	

- A DA for the CIT Campus Building will be prepared and lodged for assessment by the Package 3 D&C Contractor following contract award. Lodgement of the DA is currently forecast for mid-2022.

Impact of COVID

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

QUESTION TIME BRIEF

Portfolio/s: Skills/Transport

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

Talking points:

- The Development Application (DA) Notice of Decision was received on 2 July 2021 and is a significant milestone for the CIT Campus Woden Project.

  (see seperate QTB #16 – Woden Interchange DA)

- Upgrades to bike paths, footpaths and other active travel routes are also a component of these works, reflecting the ACT Government's commitment to connecting people to our local and regional centres and continuing to grow Canberra as a truly sustainable city.

Current consultation

- Public consultation is underway regarding the Bowes and Bradley St local access shared zone connection. An online survey was launched in early July and was open via YourSay until 20 August 2021.
- The MPC team have conducted four pop-up community information sessions inviting the community to have their say on design inclusions for this connection. In addition, the team have attended two CIT O'Week events with a stall discussing the Woden Campus, interchange and seeking input on the Bowes / Bradley connection.
- Survey results, community feedback and engagement on the connection will all form part of pre-DA consultation for Package 3, the CIT Campus, and will inform the successful contractor in the design phase of the campus and public realm areas.
- Throughout the remainder of 2021 there will be public consultation relating to the areas of wellbeing and the interface between the public transport interchange and the campus. This refers to how people use spaces, how they feel connected to place, what inclusions are important to people and their sense of belonging in an area. Issues likely to come up during these phases of consultation are green space, recreation, services, wayfinding, accessibility, sustainability, safety and community inclusion.
- These rounds of consultation will again inform pre-DA consultation for the CIT Campus as well as design documentation and planning for the successful campus contractor.
- A range of engagement tools will be used and the targeted audiences for these consultations are prospective CIT students, existing CIT staff and students, Woden residents, Woden commuters and workers as well as Transport Officers and TC staff.
- One-on-one stakeholder meetings continue throughout the project (having commenced early in 2020). The frequency and agenda of these meetings relate directly to the works underway in terms of location, impact and timing.

Cleared as complete and accurate:	08/09/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Wayne Ford	Ext: 52048
Lead Directorate:	Major Projects Canberra	

- MPC has created a Roadworks and Traffic Management Stakeholder group comprised of near neighbours to Package 1 and 2 of the project (roadworks, bus layovers and new Callam St public transport interchange). This group includes approximately 30 organisations / groups / businesses and has met in person twice, has been introduced to the Package 1 contractor and has their own YourSay portal where information is shared.
- The Roadworks and Traffic Management Stakeholder group will meet again throughout 2021. This group will be introduced to the Package 2 contractors and will always have a clear channel of communication to MPC. Relationships have been built through this group and the dissemination of information has been above and beyond statutory requirements relating to works notices.

Consultation

- We are responding meaningfully to each of the key points of feedback that we received from the public:

    1. We heard that the community values protection from the elements, including shading for hot summer days and spaces to stay warm in winter while waiting for public transport.
    Response: The design of the canopies for the new Woden public transport interchange is currently being finalised. It incorporates the community's desire for protection from the elements. Further detail will be released prior to construction starting on the new public transport interchange.
    Landscaping, screening and wind tunnel issues are also being considered to allow for Canberra's summer and winter.
    'Smart' technology, such as electronic timetables, will be included in the new transport interchange, reducing passenger wait times.

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

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

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

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

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

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

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

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

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

- We will continue to seek community and key stakeholder feedback as we move into the planning approvals process for the new CIT campus later in 2021. This will include feedback into the boulevard linking the interchange and Westfield, as well as the CIT campus design, functionality and green space. We will also ensure the community and stakeholders have input into the design and landscaping of a proposed new pedestrian priority shared zone connection between Bowes and Bradley streets.
- Ngunnawal community input is being sought on how best to reflect and respect local Aboriginal culture in the CIT Campus-Woden project. The outcomes of this will be led by Traditional Owners and knowledge holders but could be realised in planting, wayfinding, artwork and incorporation of stories into design. Best practice engagement methods are being utilised to ensure that this consultation is meaningful.

QUESTION TIME BRIEF

Portfolio/s: Transport

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

Talking points:

Procurement

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

Planning Approvals

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

Construction

- Construction activities commenced in June 2021.
- Construction completion is expected in the final quarter of 2021.

Cleared as complete and accurate:	10/09/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Wayne Ford	Ext: 52048
Lead Directorate:	Major Projects Canberra	

QUESTION TIME BRIEF

Impact of COVID

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

Cleared as complete and accurate:	10/09/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Wayne Ford	Ext: 52048
Lead Directorate:	Major Projects Canberra	

QUESTION TIME BRIEF

Portfolio/s: Transport

ISSUE: Woden Public Transport Interchange – The Interchange

Talking points:

Procurement

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

Planning Approvals

- The Development Application (DA) for the Transport Interchange was lodged in the first quarter of 2021.
- The public notification concluded in April 2021.
    - Public representations were received by Environment, Planning and Sustainable Development Directorate.
- The DA Notice of Decision (NOD) was issued in June 2021.
- All conditions within the DA NOD are being addressed.

Impact of COVID

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

Cleared as complete and accurate:	10/09/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Wayne Ford	Ext: 52048
Lead Directorate:	Major Projects Canberra	

QUESTION TIME BRIEF

Portfolio/s: Transport

ISSUE: WODEN INTERCHANGE DEVELOPMENT APPROVAL

Talking points:

- The ACT Government is designing and building a new Woden Public Transport Interchange that will integrate Light Rail Stage 2, the bus network and a new CIT campus in Woden.
- The Development Approval (DA) for the Transport Interchange was lodged in mid-January 2021 and documentation was on display on the Planning ACT Website until mid April 2021. Public representations were made to the Environment, Planning and Sustainable Development Directorate.
- DA Notice of Decision was received on 2 July 2021 and is a significant milestone for the CIT Campus Woden Project.
- The DA Notice of Decision a number of conditions that the project team must meet, consisting of:
    - Utility compliance;
    - Noise management;
    - Traffic assessment;
    - Street lighting;
    - Parking; and
    - Landscaping detail.
- The Project Team is working with their technical advisors and the successful Design and Construct contractor, Huon, to resolve and address the conditions.
- The majority of conditions will be closed out during design development with Transport Canberra and City Services. The remaining conditions will be closed out as part of the design development phase undertaken by Huon and in the development of the new CIT campus.
- The DA Notice of Decision outlines that additional **tree planting** is required in various locations around the interchange. Additional opportunities for tree planting are currently being explored in detail by the Project Design Team and Huon.
- The addition of **public toilets and bicycle storage** will be included as part of Package 3 works. The location of these facilities are currently under investigation by the Project design team and stakeholder and community input will be considered during this phase.

Cleared as complete and accurate:	08/09/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Wayne Ford	Ext: 52048
Lead Directorate:	Major Projects Canberra	

- **Pedestrian movements:** the new Bowes and Bradley Streets local access shared zone connection, along with the East/ West boulevard that links the Woden public transport interchange with the town centre, will increase ease of movement for pedestrians through the Woden town centre. Clever design ideas will be utlised to ensure that safety, ease of access and placemaking for students, teachers and the community will be key features of the area.

Community Consultation

- Community consultation has closed on the new Bowes and Bradley Streets local access shared zone connection and the new pedestrian boulevard. **Cycle and pedestrian amenities** are just some of the design features the public is being asked to provide feedback on.
- One of the many engagement activities undertaken by the Project team were the Pop-up information sessions at various locations in Woden, where the team listened to community feedback and comments of the project and the positive impacts that it will have to reshape Woden.

Benefits of the project

- The ACT Government will build a leading edge vocational education campus that encompasses best practice in 21st century teaching and learning, while striving to achieve architectural excellence and enhancing the Woden Town Centre.
- CIT Woden Campus will be a VET technology and service skills learning precinct, delivering courses to prepare students for roles in industries such as business, cyber security, IT, creative industries, hospitality and tourism.
- Over 6500 students will attend the CIT Woden Campus each year, which will benefit local business and industry whilst providing students with a contemporary and dynamic educational environment.
- The government is investing in the order of $250 million to $300 million in the new CIT Campus, Youth Foyer and new public transport interchange and associated roadworks for Woden.
- More than 520 jobs are expected to be created during construction alone, in addition to the teaching and learning jobs that will be offered once the facility is operational.
- Integrating the Woden CIT Project with the Light Rail to Woden will provide improved connectivity between employment, education, residential and business precincts.

QUESTION TIME BRIEF

Portfolio/s: Skills

ISSUE: CIT Campus Woden – Sustainability Strategy

Talking points:

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

Cleared as complete and accurate:	08/09/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Wayne Ford	Ext: 52048
Lead Directorate:	Major Projects Canberra	

  - colocation at the new transport interchange providing staff and students with a range of options to choose a sustainable transport mode for journeys to campus
  - best practice occupant health and wellbeing initiatives through the application of the WELL rating tool; a performance based system that measures, monitors and certifies features of the built environment that impacts human health.

- Achieving high social and environmental sustainability outcomes is expected to result in ongoing reduced operating and maintenance costs, through reduced water and energy consumption. The campus will be high profile and showcasing sustainability is a key educational goal.
- The project is currently in design stage and scheduled for construction to commence in 2022.
- There is strong community and stakeholder support for setting ambitious sustainability goals for both the construction stage and the operations of the new campus.

Background

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

QUESTION TIME BRIEF

Portfolio/s: Skills

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

Talking points:

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

Cleared as complete and accurate:	08/09/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Wayne Ford	Ext: 52048
Lead Directorate:	Major Projects Canberra	

QUESTION TIME BRIEF

Portfolio/s: Skills

ISSUE: CIT Campus – Parking

Talking points:

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

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

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

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

Cleared as complete and accurate:	08/09/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Wayne Ford	Ext: 52048
Lead Directorate:	Major Projects Canberra	

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

  The parking provision rates take account of factors such as the availability of public parking and the potential for relevant shared parking with neighbouring developments, accessibility of the location to public transport, and relevant transport, economic, social and environmental policies, such as travel demand management measures.
- Exact arrangements relating to staff and student parking will be developed as the project progresses and following ongoing consultation.

QUESTION TIME BRIEF

Portfolio/s: Skills

ISSUE: Trees outside the Smith Family

Talking points:

- As part of the CIT Campus Woden Project, a new smaller bus layover will be built on Easty Street. To progress with this part of the process, a number of trees have been removed around the Woden Town Centre, with a few additional trees to be removed in the future.

- Decisions to remove trees are not taken lightly by the ACT Government and Major Projects Canberra (MPC) has worked with the Urban Treescape unit to consider all options prior to determining tree removal was required.

- The trees that have been, or will be, taken down were included in the Development Application which was approved on 28 May 2021, and supported by the Transport Canberra and City Services, Urban Treescapes Unit. These trees must be removed to support safe traffic and pedestrian movements in the area.

- MPC have engaged with the local community at multiple points prior to the removal of the trees. Including community stakeholder meetings, where issues such as parking, road works, temporary fencing near the Smith Family, access to carparks, tree removal and the temporary closure of Easty Street were raised and addressed by the project team.

- MPC will continue to look for planting opportunities as they progress with the project over the coming years.

- There will be a significant number of new tree plantings and additional tree canopy coverage with new green spaces included in the new CIT Woden Campus, which will be built on the site of the current bus interchange.

- The additional plantings will significantly increase the tree canopy coverage in this area and increase the living infrastructure in what is currently a reasonably barren part of the Woden Town Centre.

- The new Public Transport Interchange is a key part of the ACT Government's commitment to improve public transport connectivity to Woden while also ensuring that future transport needs of the community are facilitated.

Cleared as complete and accurate:	09/09/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Wayne Ford	Ext: 52048
Lead Directorate:	Major Projects Canberra	

QUESTION TIME BRIEF

Portfolio/s: Transport/Skills

ISSUE: Response to COVID-19

Talking points:

- Major Projects Canberra (MPC) continues to monitor the immediate and potential future impacts of COVID-19 on the project delivery.

Light Rail Stage 2

- Impacts from COVID-19 on project timelines and resource availability for the light rail project are evaluated in risk management plans for each major project component. Mitigation measures are identified depending on the potential impacts, and may include:
    - early identification of back-up personnel;
    - ensuring remote-working arrangements are available for some activities;
    - preparing management plans to ensure contingency for limited-working and shutdown events; and
    - securing necessary supplies and resources ahead of required delivery.

Light Rail City to Commonwealth Park (Stage 2A) and Raising London Circuit (RLC)

- The COVID-19 health emergency and economic impacts have informed a number of aspects of the project:
    - Reviewing the procurement and delivery approach for Light Rail Stage 2 (LRS2) and RLC, considering the challenges presented from the emerging pandemic. This informed the Government decision to progress a City to Commonwealth Park (Stage 2A) component to market for earlier delivery;
    - Procurement of 'early works' packages that support local jobs and industry in response to the COVID-19 health emergency, such as utility works;
    - Monitoring the increasing risk of delivery program delays as travel restrictions could prevent construction personnel being available. Key light rail specialists are based interstate and some activities may not progress without attendance on site; and
    - Considering the potential impacts on receiving additional Light Rail Vehicles to operate an expanded network, after the CAF light rail factory in Spain had previously ceased production due to the pandemic. Other specialist equipment sourced from overseas could also be impacted and is being monitored.

Cleared as complete and accurate:	10/09/2021	
Cleared for public release by:	Executive Group Manager	Ext:
Contact Officer name:	Ashley Cahif/Wayne Ford	Ext:
Lead Directorate:	Major Projects Canberra	

- In the immediate term, the Light Rail Project Team and Technical Advisor (AECOM) are managing challenges of travel restrictions to the ACT by allowing remote working for interstate-based personnel and utilising additional technologies for inter-office communication.
- Progress on the Early Works package of Utilities relocation is set to commence with an appropriate COVID-Safe Plan in place to determine protocols.

Sandford Street Stop

- Works on the Sandford Street are substantially complete and Independent Certifier certification of Services Completion having been achieved has been received. It is expected that the stop will be open to the public on 13 September 2021.

CIT Campus Woden Project

- This lockdown period has already had a significant impact on Package 1 and 2 of the CIT Campus Woden Project. ACT Government and Commonwealth projects recommenced as of 3 September 2021, however the impacts are expected to reach beyond the three-week period of the lockdown, and may continue to compound.
- During lockdown the following work continued to progress:
    - Package 1: Bus Layover and associated works – program and delivery staging analysis and discussions are being held.
    - Package 2: Transport Interchange - finalising design and documentation reviews continue, as well as program and delivery staging analysis and discussions are being held with stakeholders and utility authorities.
    - Package 3 Request for Tender (RFT) process, including weekly Interactive Tender Workshops leading up to September 2021.
- In addition, other ongoing work continuing under lockdown includes:
    - Package 1, 2 and 3:
        - Program reviews including evaluation of each packages program, critical path, staging and co-ordination of interdependencies between packages.
        - Project consultation and engagement – further development of our online consultation and engagement tools and capabilities such as the project's virtual consultation portal.
    - CIT Cloud Campus - Development of the Reference Blueprint for the design of the CIT Technology platform.
    - In direct response to the lockdown impacts being encountered, program management continues to be undertaken to understand consequences likely to impact each package's programs and to the overall project program.

- Specifically, the implications of lockdown on projects and current work include:
    - Package 1:
        - Construction work for Package 1 was halted for three weeks.
        - Program Critical path implications to Package 1 which has a flow on effect to each of the other packages and the overall project program.
    - Package 2
        - Early Works may be delayed due to Package 1 dependencies and the road network's capacity to absorb too many concurrent works.
        - Design development work, due to working remotely with Design teams both within Canberra and outside the region.

    Packages 1, 2 and 3

        - Expanding the project team with new members, and the difficulty with the on-boarding process while working remotely.

Design & Planning impacts

- Impacts of this lockdown are being experienced throughout all packages of the project, including the design and planning phases.
- Currently the lockdown has already seen the postponement of planned Transport Operations Working Group meetings due to the Bus Operations and Bus Driver personnel not being available or not having access to IT equipment, and the CIT Design Reference Group due to the availability of CIT Executives and Managers because of competing COVID-19 pressures. This is generally also occurring within the stakeholder directorates.

Time impacts

- The effect of COVID-19 on the CIT Woden project include:
    - Reduced work force, due to workers in lock down/quarantine or unwillingness to work on sites or across borders.
    - Reduced productivity on site due to workspace and other restrictions for workers.
    - Shortage of construction materials, due to reduced production in Australia and overseas; the increased importation timelines and reduced import volumes. These lead to extended lead times for construction materials.
- Where the nature of these works are more labour intensive, with workers in closer proximity to each other, for fit out or collaborative construction works, we expect risks to project continuity and resourcing to increase.

- Likewise, the risk to materials such as steel members and sheeting, glazing, external cladding, some timber and concrete products, bitumen, interior linings and lifts

coming from overseas suppliers, means projects which require high volumes of these have greater exposure to increased lead times.

- **Next steps**
- MPC will continue to analyse the impacts that the COVID-19 shut down and the restricted recommencement of the construction sector in the ACT is having on the project, to develop mitigation strategies and to continue to report back to the CIT Project Board as the situation develops.

QUESTION TIME BRIEF

CM21/43154

Portfolio: Business and Regulatory Services

ISSUE: ACT Business Strength and Viability

Talking points:

- The latest CommSec State of the States report (July 2021) has ranked the Territory in third spot overall, with the ACT leading the country on retail trade and in second spot on relative economic growth.

- The ACT Government has continued to protect and support Canberrans throughout this period, while seeking opportunities to reinvigorate and strengthen our economy.

- As a result, the ACT has one of the strongest economies in Australia, as we continue to respond to the pandemic and protect and create jobs.

- A healthy economy naturally has a number of business entries and exits, and while there have been a number of business closures, we have also had new businesses enter as well. The net result is that the number of businesses in the ACT grew faster than any other jurisdiction between 2016 and 2020 at 17.9% (compared to 11.6% nationally).

- On 14 July the ACT Government announced suuport of up to $75,000 for individual accommodation providers and $15,000 for small private tourism operators as the Territory faces ongoing travel restrictions and border closures due to Sydney's COVID-19 outbreaks.

- The Canberra Business and Enterprise Centre continues to offer up to four hours of free, expert advice to small businesses that need it. This includes help with business and financial planning, help with digital skills and on regulatory compliance.

- Aboriginal and Torres Strait Islander businesses are able to access a culturally appropriate ACT Government funded business support program, delivered by Yerra. This program offers mentoring, advice and connection to other services across the business support ecosystem.

- ACT Government's $2m ChooseCBR scheme unlocked $5.1m of spending across ACT small businesses and was timed to assist with encouraging consumers to purchase locally over the winter period.

Cleared as complete and accurate: TCCS/MPC/CMTEDD/Treasury/ Access Canberra	01/08/2021
Lead Directorate:	Chief Minister, Treasury and Economic Development
Cleared for release	Yes

- In August 2020, the ACT Government released the ACT Jobs and Economic Recovery Plan, outlining how our city will be supported to recover from the COVID-19 pandemic, and reach a target of more than 250,000 local jobs by 2025.
- Through the Jobs and Economic Recovery Plan released in August 2020, the ACT Government committed to establish a Better Regulation Taskforce to help drive Canberra's recovery from the COVID-19 pandemic and support long term economic growth.
- A key part of this economic recovery is supporting business vitality and viability, particularly that of small business.
- Reporting to the Minister for Business and Better Regulation, the aim of the Taskforce is to make it easier to do business in the ACT. The Taskforce will support businesses to start and grow through better regulation and simplified interactions with ACT Government.
- The Taskforce will make interactions between the government and business better, faster and simpler.

Key Information

Better Regulation Taksforce

- On 27 August 2020, the ACT Chief Minister and Treasurer delivered the Jobs and Economic Recovery Plan (the Plan) which was designed to provide strategies for policies to counter the economic effects of the covid-19 pandemic.
- The Plan announced the creation of the ACT Better Regulation Taskforce. As detailed in the 20-21 Budget, the Taskforce is a discrete team of four staff that sits within Policy and Cabinet in CMTEDD.
- The Plan detailed that the Taskforce would be established to review the regulatory and process changes made to date, the business settings in the current pandemic economy and begin pursuing other reforms.
- The Taskforce is also leading the ACT's contribution to nation-wide regulatory reforms, such as automatic recognition of occupational licenses.
- The activities of the Taskforce are taking place within a broader context of ACT Government response to COVID-19 and other initiatives to support economic recovery and growth. This is a three-phase program of whole of Government work over 2.5 years. The phases include the Discovery Phase, Analysis and Recommendations Phase and Implementation Phase.

Cleared as complete and accurate: TCCS/MPC/CMTEDD/Treasury/ Access Canberra	01/08/2021
Lead Directorate:	Chief Minister, Treasury and Economic Development
Cleared for release	Yes

- The current work and priorities for the Taskforce include:
    - undertaking a wide-ranging legislative review to identify reform opportunities and ensure fit for purpose regulatory settings which ensure best practice;
    - expanding digital solutions for government interactions and business operations;
    - working nationally to introduce automatic recognition of occupational licences; and
    - working to remove barriers to investment in the Territory.
- The Taskforce is well underway in its Discovery Phase and has commenced the Analysis and Recommendations Phase in parallel with finalising its Discovery Phase engagement.
- Through the Discovery Phase, the Taskforce has undertaken a multifaceted program of review and engagement. This has included focus groups, workshops, roundtables, and one-on-ones with stakeholders.
- The Taskforce has undertaken initial analysis of the issues raised through stakeholder engagement. While there is still necessary engagement to be undertaken, some common themes and issues have presented themselves, including:
    - Small business information and communications
    - Simplification of Government to Business interactions
    - Regulator Practice (clarity, capability, culture, continuous improvement)
    - Programs and Support for SMEs
    - Skilled Workforce
    - Continuous Improvement – Reviewing ACT Legislation and Regulations.
- The Taskforce has also been solving problems throughout the Discovery Phase. If there is a quick solution to a problem facing businesses, the Taskforce is solving it then and there.
- By the end of the Discovery Phase, the Taskforce will have a catalogue of substantive issues drawn from stakeholder engagement. The ACT Government will utilise stakeholder input and ideas to develop options for reform. This Phase will ensure we recommend and implement changes through a reform program that bring about real positive change for business.
- Access Canberra's responsiveness to the needs of businesses including in the liquor, gaming and hospitality industries has help ensure they remain viable during COVID-19 restrictions.

Cleared as complete and accurate: TCCS/MPC/CMTEDD/Treasury/ Access Canberra	01/08/2021
Lead Directorate:	Chief Minister, Treasury and Economic Development
Cleared for release	Yes

- This has included facilitating access to enhanced trading options such as take-away alcohol available from on licensees, expansion of outdoor dining areas to allow greater levels of patronage, and through the introduction of liquor licence fee waivers and 12-months of free outdoor dining for new permits.

Skills

- The number of ACT Government funded apprentices and trainees in training increased from 6,293 in July 2020 to 6,972 in June 2021. The May 2021 Skilled Capital release also included over 1,300 places in 62 qualifications and 37 skill sets across 19 different industry sectors.
- The 2021-22 Skills Needs List addresses skills needs across key priority areas, including construction (21 qualifications), hospitality (seven qualifications), and health and community services (17 qualifications).
- In 2020, the ACT Government entered the JobTrainer agreement with the Australian Government. JobTrainer currently represents a $16.75 million joint investment to deliver approximately up to 3,000 training places to job seekers and young people in the ACT and provide employers with access to a skilled and adaptive workforce.
- The ACT Government is considering the Australian Government's recent offer, announced in the Federal Budget, to extend and expand the JobTrainer Fund with a further $1 billion nationally over the next two financial years.
- Further, the ACT Government is advocating for a new national skills agreement with a funding model that stimulates training activity in areas of skills need in the ACT and supports an accessible and responsive vocational education and training system.

Infrastructure Delivery Program

- The ACT Government is committed to providing the infrastructure needs of a growing city, and through that commitment provide opportunities and certainty to the construction sector in the Territory.
- In 2019, the ACT Government introduced the ACT Infrastructure Plan – a $14 billion blueprint for the future development of Canberra. The Infrastructure Plan outlines key priorities in the development of critical infrastructure for the Territory, primarily in health, education and transport.
- Since the introduction of the plan, works have commenced on priority major projects including the Canberra Hospital Expansion and the CIT Campus Woden project, as well as further development of the Light Rail Stage 2A.

Cleared as complete and accurate: TCCS/MPC/CMTEDD/Treasury/ Access Canberra	01/08/2021
Lead Directorate:	Chief Minister, Treasury and Economic Development
Cleared for release	Yes

- In the 2020-21 budget the ACT Government continued investment in infrastructure, outlining a four year $4.3 billion program of infrastructure works. Upcoming and ongoing works in that program include:
    - John Gorton Drive Bridge;
    - Monaro Highway Upgrades;
    - ESA Acton Station;
    - East Gungahlin High School;
- Light Rail Stage 2 (including Raising London Circuit); and
    - Growth and Renewal of the public housing portfolio.
- In addition to the major projects, the ACT Government has continued to invest in a strong pipeline of small to medium value projects. This pipeline provides local design, consulting and construction businesses the ability to continue employment of their existing workforce, as well as the confidence to scale up to meet the opportunities for future ongoing. In this way it is hoped that the infrastructure pipeline will contribute to the Government goal of growing the employment sector to 250,000 jobs by 2025.
- This pipeline of work will be augmented by further infrastructure announcements in the 2021-22 ACT Budget.

Local Industry Participation Policies

CIT Campus Woden Project

CIT Campus Woden Project has a requirement for the development of a training plan for the main package of works that will outline:

- Approaches and targets for engaging and employing apprentices and trainees, specifically CIT apprentices and trainees, through direct employment and/or group training arrangements. Tenderers must ensure a minimum of 10 per cent of labour is undertaken by apprentices and trainees; and
- Opportunities for trainers, assessors, apprentices and trainees to have access to the project as part of their training/teaching programs and professional development with specific reference to CIT.

CIT Campus Woden Project also has a requirement that tenderers respond to an evaluation criteria in their tender regarding diversity and inclusion, with a focus on increasing the participation levels of women in construction across all sectors of the industry.

Cleared as complete and accurate: TCCS/MPC/CMTEDD/Treasury/ Access Canberra	01/08/2021
Lead Directorate:	Chief Minister, Treasury and Economic Development
Cleared for release	Yes

QUESTION TIME BRIEF

Canberra Hospital Expansion Project

- The Canberra Hospital Expansion Project provides a key opportunity for employment and training for Canberrans and the local region.
- The Territory has contracted Multiplex to deliver the new Emergency, Surgical and Critical Healthcare Building. Multiplex's contract includes targets associated with social procurement endeavours. Specifcially, Multiplex has committed to achieving:
    - an overarching Aboriginal and Torres Strait Islander Participation Policy expenditure target of 10 per cent of trade costs; and
    - a target of Trainees and Apprenticeships accounting for 30 per cent of its total workforce.
- Procurement ACT has hosted two 'Aboriginal and Torres Strait Islander Business Showcase' events in December 2020 and June 2021 to connect Canberra Region Aboriginal and Torres Strait Islander Enterprises and Government Buyers. These have been hosted virtually and have been well attended by suppliers and government buyers.
- Procurement ACT, Secure Local Jobs Code Branch, Major Projects Canberra, Skills Canberra and Business and Innovation in Economic Development jointly participated in the Supply National Connect 2021 virtual tradeshow event to engage with Supply Nation certified Aboriginal and Torres Strait Islander businesses. The event allowed Act Government to provide information about how to do business with the ACT Government. At the event Procurement ACT also launched the 'Working with the ACT Government – A Practical Guide for Aboriginal and Torres Strait Islander Enterprises' eBooklet.
- Procurement ACT hosted two 'Practical Tendering Tips Workshop' for Canberra Region Aboriginal and Torres Strait Islander Enterprises in February and November 2020. These workshops were attended by 61 businesses and provided practical advice and guidance on how to navigate ACT Government procurement processes.

Business Support Measures

- Priority Investment Program – Jobs and Economic Recovery Round: In September 2020 the ACT Government announced the $1 million Priority Investment Program – Jobs and Economic Recovery round, which was later supplemented by a further $1 million from the Future Jobs Fund. Of the 22 expressions of interest that were received in this round, six were shortlisted to the business case stage from which four projects in the sectors of defence and cybersecurity, advanced manufacturing, screen industry and building and construction were funded.
- The CBR innovation Nework continues to deliver programs in support of start-ups

and high growth businesses. Twenty-one Canbera cyber companies are currently participating in a cyber security business accelerator program.

- Ten companies received a total of 262,400 in early stage commercialisation funding in the April 2021 round of the Innovation Connect Program and applications are currently open for private equity Griffin Acclerator program.
- From 1 July 2021 the legislative framework for Automatic Mutual Recognition of occupational registrations came into effect in the ACT. The Better Regulation Taskforce will work over the next 12 months to continue to bring registrations into this scheme of national harmonisation of occupational licences to support worker mobility and reduce costs to businesses.

Event and Business Coordination

- Access Canberra offers a support service for businesses trying to navigate what approvals may be required to grow or adapt their business.
- Businesses should contact the Event and Business Coordination team within Access Canberra on (02) 6205 4400.

Liquor and Outdoor Dining

- Access Canberra has seamlessly delivered direct financial stimulus to the hospitality industry, including:
    - providing a mechanism for 'on' liquor licensees to access a fee waiver to transition to a 'general' liquor licence allowing them to sell liquor for consumption both on and off the licensed premises.
    - implementing a 12-month 50% fee reduction for 566 'on' liquor licensees and an additional 12-month fee waiver to 239 outdoor dining permit holders to offset the impact of ongoing occupancy restrictions under the Public Health Directions.
    - simplifying the process for businesses to apply for a temporary outdoor dining permit and commercial liquor permit to encourage the use of suitable public unleased land to increase occupancy numbers.
    - continued support to 37 businesses activating outdoor dining options on public unleased land under the 12-months free outdoor dining trial.
    - the implementation of a process that provided nightclubs the opportunity to operate as a bar during their forced closure.

Gaming and Community Clubs

- Access Canberra has continued to support the gaming industry and community clubs by:

- implementing a waiver and refund of $1.885 million in Gaming Machine tax for Community Clubs, and a refund of the annual licence fee of $972,196 for Casino Canberra during March 2020.
- provided refunds of $23,000 in application fees for Lotteries permits affected by COVID-19.
- suspended payments and provided refunds totalling one million dollars in payments to the Diversification and Sustainability Support Fund.
- implementation of a voluntary surrender incentive scheme which enabled clubs to surrender 113 gaming machine authorisations in exchange for cash payments to be used solely for the employment of staff at the relevant venues.
- assisted in coordinating a temporary deferral of Public Lotteries tax.
- working closely with 14 Gaming licensees to review and assess applications to modify approved floorplans that would see them maximise space for social interactions while allowing for enhanced use of gaming machines within venues.

Community, Industry and Trader Licensing

- Access Canberra amended the online application form for security licences enabling both new applicants and those renewing their licence to upload their signature and photo identification to the online application form. This reduced the need for people to attend a Service Centre where previously they were required to. From March 2020, Access Canberra has processed a total of 1,715 new security licence applications and 1,766 renewal applications.

- In May 2020, the *COVID-19 Emergency Response Legislation Amendment Act 2020* commenced which, among other things, allowed the Registrar-General to declare a general extension for an annual general meeting, if satisfied it is appropriate because of the COVID-19 emergency. This enabled Access Canberra to support incorporated associations to meet their legislative obligations during the Public Health Emergency.
- On 1 June 2020, temporary amendments to the *Associations Incorporations Act 1991* came into effect. The amendment enabled incorporated associations to hold their meetings through alternative methods of communication other than in person. Access Canberra contacted 2,726 incorporated associations via postal letter to notify them of the temporary changes.
- The changes provided relief to incorporated associations who had not made provision for meetings via alternative communication methods in their rules. This amendment is due to expire on 8 October 2021.

Public Transport

Cleared as complete and accurate: TCCS/MPC/CMTEDD/Treasury/ Access Canberra	01/08/2021
Lead Directorate:	Chief Minister, Treasury and Economic Development
Cleared for release	Yes

- The following measures were implemented by Access Canberra to provide financial support for public passenger service operators:
    - **Rideshare** – the annual rideshare vehicle licence fee was waived for 12-months from 1 April 2020 to 31 March 2021. In cases where licences had already been pre-paid in advance, an additional 12-month credit was added to the license at the next due date. [Total lost revenue was $113,500].
    - **Taxis** – the annual fee for a government leased taxi licence was waived for 12 months from 1 April 2020 to 31 March 2021. In cases where licences had already been pre-paid in advance, an additional credit was added to the license at the next due date. [Total lost revenue was $70,000]
    - **Stimulus payments to operators of perpetual taxi licences** – a one-off payment of $5,000 was provided to taxi operators who lease their taxi plates from private owners.
    - **Re-establishment of surrendered taxi plates –** the registration re-establishment fee for taxi plates that were surrendered due to COVID have been waived and those vehicles were also exempt from the requirement of providing a roadworthy inspection certificate, if the vehicle has been inspected in the previous 9 months.
    - **Taxi age restrictions –** due to reduced taxi hirings, some operators did not have their vehicles on the road for a few months and effectively lost a proportion of the taxis useful life. As a result, the age restrictions for taxis were temporarily extended to 4 September 2021, to assist operators that may need to replace their vehicle if it was nearing the age limits.
    - **Hire Cars and Chartered Buses –** vehicle registration fees for tour and charter bus operators and hire cars were waived for 12 months. This included levies, Motor Accident Injuries insurance fees and the National Heavy Vehicle Regulator fees (if relevant).
        - As of 7 July 2021, 41 hire car operators and 64 charter bus operators have renewed or established their vehicle registration for free. These vehicles have been registered to 39 individuals/companies.
        - This incentive has now been extended to 31 March 2022

Cleared as complete and accurate: TCCS/MPC/CMTEDD/Treasury/ Access Canberra	01/08/2021
Lead Directorate:	Chief Minister, Treasury and Economic Development
Cleared for release	Yes

QUESTION TIME BRIEF

Commercial Rents and Payroll Tax relief Measures

Commerical tenancy relief – ceased

- Rates relief on quarterly rates bills was available from 1 April 2019 for properties with an average unimproved value of $2 million or less to support the provision of rent relief by landlords to businesses significantly impacted by COVID-19, as well as businesses who own their premises.
    - To qualify, businesses had to demonstrate that they had at least 30 per cent reduction in business income. Landlords of business tenants had to demonstrate that they had provided at a minimum, a 25 per cent reduction in rent.
    - The amount of rates relief was capped at $5,000 per quarter (for businesses with at least 30 per cent reduction in business income) and at $8,000 per quarter (for businesses that effectively shut-down or had at least an 80 per cent reduction in business income).
- For properties with an average unimproved value above $2 million, support was considered on a case by case basis.
- Commercial tenancy relief ended on 31 January 2021 and applications closed on 31 March 2021.Commercial rates – ceased
- Rebate: Businesses who owned commercial properties with an average unimproved value (single property or unit) of $2 million or below were eligible for a rates rebate of $2,622 in 2020-21.
- Hardship deferral: It was also possible for businesses that owned commercial properties to apply for a hardship deferral on commercial rates. This measure was available up to 30 June 2021.

Payroll tax relief measures

- A number of payroll tax relief measures were provided as part of the ACT Government's 2020-21 economic response to COVID-19, including a payroll tax

Cleared as complete and accurate: TCCS/MPC/CMTEDD/Treasury/ Access Canberra	01/08/2021
Lead Directorate:	Chief Minister, Treasury and Economic Development
Cleared for release	Yes

exemption on wages subsidised by the Commonwealth JobKeeper scheme (ceased 28 March 2021).

- Deferral of payroll tax payments were provided as follows:
    - for hardship relief - interest free to 30 June 2021; and
    - for businesses in the construction industry - interest free from April to December 2020.
- Payroll tax waivers were provided for businesses unable to trade, businesses that came within the prohibited venues and activities list, and businesses that were only able to operate on a limited basis as a consequence of an emergency direction under the *Public Health Act 1997*. These measures ceased as at 30 June 2021.
- Current payroll tax relief measures include:
    - Wages paid to new employees who are apprentices or trainees employed after 1 August 2020 are exempt from payroll tax, from the start of their employment until 30 June 2022.
    - ACT businesses with Australia-wide wages of up to $10 million can defer their 2020-21 payroll tax interest free until 1 July 2022, whether or not they are part of a group.
    - Universities can defer up to 18 months of payroll tax, capped at $10 million per university at a concessional rate of interest, until 30 June 2027.

Communications, media and engagement implications

- COVID-19 economic support for business - Business Hub (act.gov.au)
- ACT Government financial support for local tourism industry - Chief Minister, Treasury and Economic Development Directorate
- ACT_State_of_the_States_July2021.pdf (commsec.com.au)

Cleared as complete and accurate: TCCS/MPC/CMTEDD/Treasury/ Access Canberra	01/08/2021
Lead Directorate:	Chief Minister, Treasury and Economic Development
Cleared for release	Yes

QUESTION TIME BRIEF

Portfolio/s: Arts

Canberra Theatre Centre Project

Talking points:

- The ACT Government has committed to continuing the Canberra Theatre Centre expansion and redevelopment project in the Parliamentary Agreement for this term of government.
- The ACT Infrastructure Plan released by the ACT Government in October 2019 identifies the Canberra Theatre Centre Project as a government five year priority.
- On 12 February 2021, the Chief Minister announced that the project could be built as part of a mixed-use development on the site of the London Circuit carpark opposite the Sydney Building and Bailey's corner.
- Under this arrangement, the land could be expected to be sold, with revenue from the sale to partially offset the cost of building the theatre.
- Construction commencement is anticipated in 2024, however this is subject to resolution of planning matters and Cabinet agreement.
- The ACT Government has been undertaking project scoping, precinct heritage and masterplanning assessments, early design development and commercial analysis as a part of developing a full business case for a new theatre centre that will have the seating capacity and facilities to support large scale national and international concerts, musicals, theatre and dance.
- The new theatre centre will be delivered as part of broader plans for a potential Cultural Precinct.
- The precinct will link together the Canberra Museum and Gallery, the Legislative Assembly building, the Civic Library building and Civic Square with hotel, retail and commercial facilities.
- The precinct will become a renewed hub for Canberra's artistic and cultural life, while providing a new attraction for visitors to Canberra.
- The Civic Square Precinct including the Canberra Theatre Centre was heritage listed on 22 September 2020. Detail design of the facility will support the heritage values of the precinct. Architectural heritage consultant, Phillip Leeson Architects has been appointed to prepare a Conservation Management Plan for the Civic Square Precinct, including the exterior of the Canberra Theatre Centre.

Cleared as complete and accurate:	15/07/2021	
Cleared for public release by:	Executive Group Manager	
Contact Officer name:	Sophie Gray	Mob: 0401 674 387
Lead Directorate:	Major Projects Canberra	
TRIM Ref:		

QUESTION TIME BRIEF

Key Information

- The Canberra Theatre site comprises Blocks 18, 20 and 23 Section 19 City. All are identified as Designated Areas and fall under the jurisdiction of the National Capital Authority and require Works Approval for redevelopment.
- On 24 October 2019, the Canberra Theatre Centre Project was announced as a designated project, determining that the project will be delivered by Major Projects Canberra as listed in the Administrative Arrangements for government.
- In 2018-19 financial year, $800,000 ex GST was allocated for preparation of a business case and a further $400,000 ext GST was provided in 2019-2020 for the same purpose.
- Under the August 2020 appropriation, $400,000 ex GST was allocated to progress planning for the project.
- A cross agency steering committee oversees the redevelopment project with representatives from the Canberra Theatre Centre, Cultural Facilities Corporation, artsACT, the City Renewal Authority, Treasury and Major Projects Canberra.

Background

- The current Canberra Theatre was built in 1965, meaning it predates the Sydney Opera House. Designed for a city of 88,000 people, it has a current seating capacity of approximately 1,200.
- Because of the era in which it was built, the theatre lacks the space, facilities, and equipment to accommodate the requirements of modern touring shows.
- Canberra's population today makes our city an attractive market for touring shows and artists. However, the capacity and technical constraints of the Canberra Theatre means some larger touring shows bypass the ACT.
- The new facility is intended to see the existing theatre repurposed with a flexible flat floor and a new theatre constructed to accommodate approximately 2,000 people, while retaining The Playhouse Theatre which was built in 1998. The new facility will also include additional, and more flexible, spaces for live music, experimental and local performances.

Cleared as complete and accurate:	15/07/2021	
Cleared for public release by:	Executive Group Manager	
Contact Officer name:	Sophie Gray	Mob: 0401 674 387
Lead Directorate:	Major Projects Canberra	
TRIM Ref:		

QUESTION TIME BRIEF

Portfolio: Health

ISSUE: Canberra Hospital Expansion - Key Facts and Figures

Talking points:

Key features

- Area: 43,000m².
- The new **Intensive Care Unit** (ICU) provides for 60 beds and will include:
    - Four dedicated paediatric beds;
    - Family zones that will provide families with children in the ICU access to a support area, including a lounge and play area;
    - A multi-purpose therapy space to provide early, integrated rehabilitation which assists with patients' recovery;
    - A dedicated pod of beds, which can be converted into anisolation pod in the event of an infectious threat; and
    - Dedicated critical care bays, which will enable high-end, complex interventions, reducing the need to transfer these patients.
- 22 new **theatres including** state-of-the-art hybrid and interventional radiology theatres to allow the latest advances in medical technology to be used.
- A new **Acute Cardiac Care Unit** will include:
    - 32 acute cardiac care beds, including bariatric and isolation beds
    - Three Cardiac Catheterisation Laboratories, including one Large Cardiac Laboratory and one Electrophysiology Laboratory; and
    - Cardiac Day Unit to support the Cardiac Catheterisation Laboratories.
- The new **Emergency Department** (ED) will have 147 spaces, including 127 ED treatment spaces. CHS are currently reviewing these number of spaces against their future model of care for the new ED. In addition, the new ED will include a separate dedicated paediatric stream.
- Additional **medical imaging facilities** with:
    - Four X-ray rooms – one with Orthopantomogram;
    - Three CT Scanners;
    - Two Ultrasound Rooms;
    - One Ultrasound Procedure Room; and
    - Two MRIs (including one Intraoperative MRI).
- 12 **ambulance bays,** including nine patient drop-off/operational bays and three ambulance parking/waiting bays.
    - A further two parking spaces for **police and custodial vehicles** within the ambulance bay area. The team is also exploring a potential future second entrance/exit to the

Ambulance Bay, which may also increase the priovision of overflow ambulance parking spaces.

- Two additional wards in the Critical Services Building providing 64 **inpatient beds** and storage spaces for important healthcare equipment (an overall total of 156 inpatient beds).
- Relocation of the hospital's **helipad** to the northern end of the Critical Services Building's rooftop.
    - This location has been selected as it provides the essential clinical connection with the new building, improving helicopter operations.
- The new Critical Services Building is being designed and constructed to achieve a 5 Star Green Star rating, which demonstrates the Government's focus for major capital works to strive to achieve appropriate **sustainability** and building performance outcomes.

Family Focused Design

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

Connection to Country

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

QUESTION TIME BRIEF

Portfolio: Treasurer

Health

ISSUE: Canberra Hospital Expansion Project – Progress Update/Stakeholder Engagement

Talking points:

Main Works Update

- The delivery of the state of the art emergency, surgical and critical care building remains on track for 2024.
- On 29 June 2021, the Territory executed the Design and Construct Offer Phase agreement with Multiplex for the construction of the new Critical Services Building.

Development Application Approval

- Development Application (DA) Approval of the Main Works was provided 5 August 2021, with the Planning Minister exercising call-in powers on the Development Application.
- Several DA Conditions were also provided as part of that announcement and are being addressed by the project.

Ambulance Access off Palmer Street

- A dedicated ambulance entry point to the Critical Services Building will eliminate current traffic conflicts between emergency vehicles, pedestrians, and private vehicles at the Yamba Drive entrance.
- Discussion of this dedicated ambulance entrance design is ongoing with Garran Primary School and the local Garran community.

Enabling Works Update

- Demolition of Buildings 5 and 24 has commenced to facilitate the construction of the new Critical Services Building, scheduled for completion in early 2022.

Child at Risk Health Unit (CARHU) COMPLETE

- Works completed with the space occupied in early April 2021.

Building 4 COMPLETE

- Upgraded medical training facilities for the Australian National University and the University of Canberra andupgraded library facilities for Canberra Health Services.

Building 8 COMPLETE

- The new building provides upgraded facilities for the Canberra Sexual Health Centre and other key tertiary teaching and training facilities on the campus.

Building 9 COMPLETE

Cleared as complete and accurate:	07/09/2021	
Cleared for public release by:	Executive Branch Manager	Ext: 55466
Contact Officer name:	Martin Little	Ext: 79322
Lead Directorate:	Major Projects Canberra	

- Refurbishment of 12 apartments for short-term accommodation at the Canberra Hospital for interstate outpatients and carers.

Temporary carpark (former Woden CIT)

- We have provided over 750 car parking spaces for hospital staff, freeing-up parking spaces on the campus. Stage 2 of the carpark is scheduled for completion in October 2021 and will provide approximately 380 more car parking spaces.

Key information

Program of Delivery

- Project works on the campus were shutdown on 12 August, consistent with the ACT Health COVID-19 Direction regarding the ACT construction industry. Site works recommenced on 3 September in accorance with a COVIDSafe management plan.
- Construction of the Prototype Shed and contractor compound commenced in late June and scheduled for completion in early 2022.
- In partnership with the ACT Government, Multiplex is preparing to formally open its "Connectivity Centre" adjacent to the Woden Interchange and Town Square.
    - A key element of Multiplex's plans to achieve social procurement targets that include 10% of the value of sub-contracted works from Aboriginal and Torres Strait Islander accredited bodies and 30% of its onsite tradespersons from traineeships, apprenticeships and similar programs. This includes apprentices who have been unable to complete their previous apprenticeship from displacement as a result of the COVID-19 health pandemic.
    - Multiplex successfully utilised a Connectivity Centre for its delivery of the comparable, and recently constructed, Westmead Hospital in Western Sydney.

User group consultation

- Over 250 separate user group workshops with clinicians have been held since July 2019.
- The Project has undertaken numerous pop-up public consultation sessions to date. Further sessions will be held through the Project to ensure we continue to hear the community's feedback on the project's delivery.

Consumer Reference Group

- The Consumer Reference Group is Chaired by a representative of the Health Care Consumers Association and also includes representatives from 12 community organisations.
- The Consumer Reference Group will continue to provide input into the detailed design process for the Critical Services Building.

United Ngunnawal Elders Council The CHE Project team have presented to the United Ngunnawal Elders Council and look forward to partnering with the council to further develop key design

elements of the Critical Service Building - continuing this engagement through the Project's design process.

Local Community Reference Group

- The latest meeting of the Local Community Reference Group was held on the evening of 28 July 2021 and included discussions regarding the current status and planning of site works. We are continuing to listen to the concerns of local residents.
- Aspects being explored by the group include how the project is managing key interfaces with the local community during construction – including: parking and local traffic, school access, pedestrian connections through the Canberra Hospital campus to surrounding neighbourhoods, and delivery arrangements around the project site.

QUESTION TIME BRIEF

Portfolio/s: Sustainable Building and Construction

Cladding Remediation

Q+A

Government-Owned Buildings

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

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

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

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

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

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

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

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

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

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

Private Buildings Cladding Scheme

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

Cleared as complete and accurate:	07/09/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Adrian Piani	Ext: 54326
Lead Directorate:	Major Projects Canberra	

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

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

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

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

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

- *Should the Government have approved these buildings and materials in the first place?*

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

- *As the ACT Government certified buildings with affected cladding, shouldn't the Government have responsibility to rectify them?*

Buildings in the ACT are certified through a private certification scheme to comply with the National Construction Code at the time they are constructed. The Government is required to issue a certificate of occupancy if satisfied that the work has been completed in accordance with the prescribed requirements and is fit for occupation and use as a building of the class stated in the approved plans. The building certifier's functions include advising the Government about the completeness of building work and compliance with the National Construction Code.

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

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

The National Construction Code was amended between the 2016 edition and the 2019 edition to provide absolute clarity that in Type A or B construction (apartments over 3 storeys are Type A), the external walls and common walls including the façade covering, the framing and the insulation must be non-combustible. Previously, the NCC did not

specifically mention these elements of the façade with regards to non-combustibility, which led to the general interpretation across Australia that the requirements for non-combustibility did not apply to cladding. This amendment came into effect in the ACT in March 2018.

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

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

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

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

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

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

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

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

Key features of the Victorian Scheme are:

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

Key features of the NSW scheme are:

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

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

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

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

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

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

QUESTION TIME BRIEF

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

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

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

- *What can tenants do about cladding?*

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

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

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

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

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

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

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

Cleared as complete and accurate:	07/09/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Adrian Piani	Ext: 54326
Lead Directorate:	Major Projects Canberra	

QUESTION TIME BRIEF

Background

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

Cleared as complete and accurate:	07/09/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Adrian Piani	Ext: 54326
Lead Directorate:	Major Projects Canberra	

QUESTION TIME BRIEF

Portfolio/s: Sustainable Building and Construction

Cladding Remediation

Talking points:

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

<u>ACT Government Program</u>

- A review of ACT Government owned buildings has identified 23 sites requiring cladding remediation works.
- Of these, 21 sites are being progressed through Major Projects Canberra (MPC), with two sites within the Education portfolio being progressed directly by the Education Directorate.
- Current cost estimates indicate a total of around $17m will be required to complete all works.
- The remediation options range from full replacement of all cladding to removal of certain elements of cladding to achieve a low risk ranking. The recommended level of remediation varies by building and cladding elements based on risk assessment criteria.
- It is important to note that fire safety measures have been applied as part of managing cladding that remains on Government buildings, either on an ongoing basis or as an interim measure until the cladding is replaced.
- The first round of remediation works have commenced and are aimed to be completed in the second half of this year. This includes 11 of the 21 ACT Government sites being delivered by MPC.

Cleared as complete and accurate:	07/09/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Adrian Piani	Ext: 54326
Lead Directorate:	Major Projects Canberra	

- Of the 11 pilot program projects under contract:
    - Works have commenced at all sites.
    - Four sites are complete.
    - The remaining seven sites were planned for completion in the August/September period but were halted on the 27 August to adhere to the ACT Public Health Direction 2021 (No 5) as part of the construction sector shutdown.
    - Works were allowed to re-commence under the ACT Public Health Direction 2021 (No 6) on Friday 3 September.
    - Completion is now expected during the period September/October, however, ongoing COVID-19 restrictions across the ACT and NSW may cause further delays.
- Of the ten projects that comprise the main program of work:
    - Two projects have a signed contract and are undertaking pre-construction activities.
    - The remainder (eight projects) are currently in the final stages of their procurement phase with contracts expected to be signed in early September.
- The two Education-led projects are underway.

<u>Private Buildings Cladding Scheme</u>

- On 21 July 2021, the Government announced the Private Buildings Cladding Scheme which will provide grants to eligible Owners Corporations of apartment buildings to undertake testing and assessment of their building's cladding.
- The Government has made available $1.8 million for grants under this Scheme.
- The Scheme will assist owners of eligible apartment buildings by providing a rebate of 50% of the costs (up to a maximum of $20,000 ex GST) for testing and assessing the cladding on their buildings.
- Testing and assessing cladding on apartment buildings will:
    - confirm whether the cladding on an apartment building is combustible cladding;
    - inform building owners of the level of fire safety risk to the residents by the presence of combustible cladding;
    - detail the scope of any remediation works which may be required to reduce the risk to an appropriate level including potential costs; and
    - detail any interim fire safety measures that should be implemented in the apartment building while remediation works are considered.
- An eligible building is one which:

  - is an apartment building with a rise of three storeys or more, or a cluster of residential buildings close to each other that represents a high fire risk;
  - the building or buildings must have residential apartments, or they can have a mix of uses such as residential apartments with ground floor shops or offices;
  - the Owners Corporation for the building must have made a judgement based on reasonable grounds that the building has combustible cladding.

- Owners Corporations have until 21 July 2022 to apply for the grant and until 21 December 2022 to ensure that the testing and assessment work has been undertaken.
- Owners Corporations may seek consideration for access to the Scheme if they undertook testing and assessment of their cladding between 27 August 2020 and the date the Scheme opened, 21 July 2021. The ACT Government will decide applications for retrospective access to the Scheme.
- If a building is assessed as requiring cladding remediation work, the Government will offer a concessional loan to Owners Corporations to assist with funding the remediation works. The details of the concessional loan are currently being developed and will be released when available.
- Engagement with industry associations/representatives has occurred and will continue, to enable industry input to the development of the scheme.
- Online seminars have occurred with Strata Managers and Owners Corporations, with the assistance of Strata Communities Australia and Owners Corporation Network. These have been well received, and calls and emails to the Cladding Program are growing as a result. Direct engagement with Owners Corporations and individual strata managers is also ongoing.
- Applications for the private rebate Scheme are starting to come in. As at 6 September 2021, the application status is:

Applications Submitted	**7**
Applications fully complete and able to be assessed	4
Applications not complete and seeking more information	3
Status of fully complete applications	**(4)**
Applications approved	0
Applications rejected	1
Applications under assessment	3
Rebates	
Rebates paid (number)	-
Rebates paid (dollars)	-

Cleared as complete and accurate:	07/09/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Adrian Piani	Ext: 54326
Lead Directorate:	Major Projects Canberra	

- Professional suppliers are continuing to be added to the Register of Potential Suppliers to grow the number of firms available to offer professional advice to building owners regarding cladding remediation.

QUESTION TIME BRIEF

Portfolio/s: Sustainable Building and Construction

Construction Industry Arrangements

Talking points:

Background

- In response to the extreme risks posed by the delta variant of COVID-19, the ACT Chief Medical Officer implemented a lockdown of the ACT on 12 August 2021 which included a shut-down of the building and construction sector.
- There was an initial partial re-opening of the sector on 3 September 2021 which enabled large scale commercial projects and ACT and Commonwealth Government projects to re-commence.
- The balance of the construction re-opened on 10 September 2021, consisting primarily of residential construction. There do, however, remain prohibitions on some works in occupied residential settings.

Consultation and Advice

- Each step in this process – including both the initial lockdown and the steps to re-open the sector – have been informed by advice from the Chief Health Officer.
- The ACT Government acknowledges and thanks the ACT construction sector for its close engagement both during the lockdown period and in pre-planning activities which occurred throughout 2020 ans 2021.
- This close engagement between industry and Government assisited in the development of a COVIDSafe plans which facilitated the sector re-opening.
- A temporary pause on the sector followed by a COVIDSafe opening broadly reflects what has happened in other jurisdictions.
- The sector is now open in Canberra, albeit with restrictions. This brings the ACT into broad alignment with Victoria and NSW.

COVIDSafe Restrictions

- All construction activities have to be undertaken in accordance with the ACT Building and Construction Industry COVID-19 Requirements document.
- We encourage contractors to consider the particular circumstances of their construction sites and develop additional controls where necessary to minimise the risks of the spread of COVID-19.
- There are a number of controls required in the construction sector to keep our sites, workers, and the community safe.
- These controls have been developed in consultation with industry and include:
    - Development of a COVIDSafe Plan;
    - Use of the CBR Check In App;

Cleared as complete and accurate:	15/09/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Adrian Piani	Ext: 54326
Lead Directorate:	Major Projects Canberra	

  - Site inductions and screening of workers coming on to site;
  - Mandatory wearing of face masks;
  - Social distancing and Density Limits;
  - Limiting movement between sites;
  - Encouraging vaccinations;
  - Hygiene and cleaning standards; and
  - Requirement for COVID Marshall to oversee the implementation of COVID-19 controls.

- The construction sector deals with physical risks on a day to day basis, so the ACT Government's expectations regarding the management of COVID risks on worksite is very high.
- These are the minimum level of COVID-19 controls required on construction sites in the ACT.

Compliance

- The ACT Government is taking a strict approach to compliance, and WorkSafe and the Australian Federal Police have been undertaking random checks of construction sites to ensure implementation of COVIDSafe practices.

Cases on Construction Sites

- Where there have been a limited number of cases on construction sites, ACT Health have undertaken contract tracing activities as they ordinarily do. Generally, excellent site records have assisted in the speedy notification of affected parties.

<u>Conclusion</u>

- I thank industry for their ongoinging commitment and ability to work with the ACT Government in this very challenging time.
- I encourage all industry, including employers and employees to work together to implement the required COVIDSafe practices, to keep themselves and the broader community safe.