

Schedule 2.2 (a)(ii)

via email: Schedule 2.2 (a)(ii)

Dear Schedule 2.2 (a)(ii)

## FREEDOM OF INFORMATION REQUEST

I refer to your application under section 30 of the *Freedom of Information Act 2016* (the Act), received by Major Projects Canberra (MPC) on 14 July 2021, in which you sought access to:

*Any final briefs prepared for any ACT Minister(s) or ACT Government witnesses during 2021–2022 Budget Estimates Hearings.*

### Authority

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

### Decision on access

Searches were completed for relevant documents and 43 documents were identified that fall within the scope of your request.

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

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

- full release of thirty six (36) documents;
- partial access to seven (7) documents;

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

### Statement of Reasons

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

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

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

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

- Section 1 1.6 – Cabinet Information.
- Section 2.2(a)(xi) prejudice trade secrets, business affairs or research of an agency or person.

**Online Publishing – Disclosure Log**

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

**Ombudsman Review**

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

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

The ACT Ombudsman  
GPO Box 442  
CANBERRA ACT 2601

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

**ACT Civil and Administrative Tribunal (ACAT) Review**

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

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

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

Should you have any queries in relation to your request, please contact me by telephone on (02) 6205 5288 or email [MPCFOI@act.gov.au](mailto:MPCFOI@act.gov.au).

Yours sincerely,

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

Nikki Pulford  
Information Officer  
**Major Project Canberra**  
3 December 2021

## FREEDOM OF INFORMATION REQUEST SCHEDULE

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

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

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

| FOI Reference Number |               | Request Details  |                   |        |   |                            |
|----------------------|---------------|--|-------------------|--------|---|----------------------------|
| <b>MPCFOI2021/11</b> |               | <i>Any final briefs prepared for any ACT Minister(s) or ACT Government witnesses during 2021–2022 Budget Estimates Hearings.</i> |                   |        |   |                            |
| Ref No.              | No. of Folios | Description  | Date              | Status | Reason for non-release or partial release | Open Access release status |
| 1.                   | 1             | Canberra Theatre Centre Project Budget Day Brief   | 29 September 2021 | Full   |   | Y                          |
| 2.                   | 3             | Cladding – Budget Bids Budget Day Brief  | 29 September 2021 | Full   |   | Y                          |
| 3.                   | 3             | Light Rail City to Woden – Progress Update Question Time Brief   | 11 October 2021   | Full   |   | Y                          |
| 4.                   | 2             | Light Rail City to Woden – Facts & Figures Question Time Brief   | 11 October 2021   | Full   |   | Y                          |
| 5.                   | 2             | Raising London Circuit Question Time Brief   | 11 October 2021   | Full   |   | Y                          |
| 6.                   | 2             | Light Rail – Sandford Street Stop (Previously referenced as Mitchell Stop) Question Time Brief                                   | 11 October 2021   | Full   |   | Y                          |
| 7.                   | 2             | Light Rail City to Woden – EPBC Referral Question Time Brief   | 11 October 2021   | Full   |   | Y                          |

|            |          |  |                 |      |  |   |
|------------|----------|--|-----------------|------|--|---|
| <b>8.</b>  | <b>2</b> | Light Rail Stage 2A Delays Question Time Brief   | 11 October 2021 | Full |  | Y |
| <b>9.</b>  | <b>1</b> | Light Rail Stage 2 – Slovenian Club Question Time Brief  | 11 October 2021 | Full |  | Y |
| <b>10.</b> | <b>1</b> | Mawson Viability Question Time Brief   | 11 October 2021 | Full |  | Y |
| <b>11.</b> | <b>2</b> | Budget Bid Payment - Canberra Metro Question Time Brief  | 11 October 2021 | Full |  | Y |
| <b>12.</b> | <b>2</b> | LRS2 Design Contract Question Time Brief   | 11 October 2021 | Full |  | Y |
| <b>13.</b> | <b>1</b> | Early Works Utilities Question Time Brief  | 11 October 2021 | Full |  | Y |
| <b>14.</b> | <b>3</b> | ACT Auditor-General's Report - Canberra Light Rail Stage 2A: Economic Analysis Question Time Brief   | 11 October 2021 | Full |  | Y |
| <b>15.</b> | <b>2</b> | Light Rail Stage 2 - Community Consultation Question Time Brief                                      | 14 October 2021 | Full |  | Y |
| <b>16.</b> | <b>3</b> | CIT Campus – Woden Progress Update Question Time Brief   | 15 October 2021 | Full |  | Y |
| <b>17.</b> | <b>3</b> | CIT Campus – Community Consultation - Bus Interchange and CIT Woden Question Time Brief              | 15 October 2021 | Full |  | Y |
| <b>18.</b> | <b>1</b> | Woden Public Transport Interchange – Bus Layover & Ancillary Roadworks Package 1 Question Time Brief | 15 October 2021 | Full |  | Y |
| <b>19.</b> | <b>1</b> | Woden Public Transport Interchange – The Interchange Question Time Brief                             | 15 October 2021 | Full |  | Y |

|     |   |   |                 |         |                                   |   |
|-----|---|---|-----------------|---------|-----------------------------------|---|
| 20. | 2 | Woden Interchange Development Approval Question Time Brief  | 15 October 2021 | Full    |                                   | Y |
| 21. | 2 | CIT Campus Woden – Sustainability Strategy Question Time Brief  | 15 October 2021 | Full    |                                   | Y |
| 22. | 2 | Construction Industry Arrangements Question Time Brief  | 15 October 2021 | Full    |                                   | Y |
| 23. | 1 | CIT Campus Woden – Electronic Vehicle (EV) Charging Infrastructure Question Time Brief                          | 15 October 2021 | Full    |                                   | Y |
| 24. | 2 | CIT Campus – Parking Question Time Brief  | 15 October 2021 | Full    |                                   | Y |
| 25. | 4 | Response to COVID-19 Question Time Brief  | 15 October 2021 | Full    |                                   | Y |
| 26. | 1 | Trees outside the Smith Family Question Time Brief  | 15 October 2021 | Full    |                                   | Y |
| 27. | 4 | Canberra Hospital Expansion Project Design Principles for the Critical Services Building Budget Estimates Brief | 18 October 2021 | Full    |                                   | Y |
| 28. | 3 | Canberra Theatre Centre Project Question Time Brief   | 18 October 2021 | Full    |                                   | Y |
| 29. | 3 | Canberra Hospital Expansion Project Carparking Budget Estimates Brief   | 19 October 2021 | Full    |                                   | Y |
| 30. | 2 | Canberra Hospital Expansion Project COVID-19 Lessons Learnt – Report Budget Estimates Brief                     | 19 October 2021 | Full    |                                   | Y |
| 31. | 2 | Canberra Hospital Expansion Project Cabinet Approved Scope – as at 19   | 20 October 2021 | Partial | Schedule 1 1.6 – Cabinet Business | Y |

|     |   |   |                 |         |   |   |
|-----|---|---|-----------------|---------|---|---|
|     |   | October 2021 Budget Estimates Brief   |                 |         |   |   |
| 32. | 3 | Canberra Hospital Expansion Project CHE Project Expenditure Budget Estimates Brief  | 20 October 2021 | Partial | Schedule 2.2(a)(xi) trade secrets, business affairs or research of an agency or person. | Y |
| 33. | 1 | Canberra Hospital Expansion Project COVID-19: Impacts to date Budget Estimates Brief  | 20 October 2021 | Partial | Schedule 2.2(a)(xi) trade secrets, business affairs or research of an agency or person  | Y |
| 34. | 4 | Canberra Hospital Expansion Project Development Application - Status Budget Estimates Brief   | 20 October 2021 | Partial | Schedule 2.2(a)(xi) trade secrets, business affairs or research of an agency or person  | Y |
| 35. | 4 | Canberra Hospital Expansion Project Work Health & Safety Budget Estimates Brief   | 20 October 2021 | Partial | Schedule 1 1.6 – Cabinet Business   | Y |
| 36. | 1 | Canberra Hospital Expansion Project Enabling Works: Budget Estimates Brief  | 20 October 2021 | Full    |   | Y |
| 37. | 4 | Canberra Hospital Expansion Project Design & Construct (D&C) Deed, D&C Offer Tender Evaluation, Early Contractor Involvement (ECI) Tender Evaluation, and Expression of Interest Tender Evaluation Budget Estimates Brief | 20 October 2021 | Partial | Schedule 1 1.6 – Cabinet Business   | Y |
| 38. | 2 | Canberra Hospital Expansion Project Facts & Figures Budget Estimates Brief  | 20 October 2021 | Full    |   | Y |
| 39. | 1 | Canberra Hospital Expansion Project Hospital Road Closure Budget Estimates Brief  | 20 October 2021 | Full    |   | Y |
| 40. | 3 | Canberra Hospital Expansion Project   | 20 October 2021 | Full    |   | Y |

|                                  |   |  |                   |         |   |   |
|----------------------------------|---|--|-------------------|---------|---|---|
|                                  |   | Stakeholder Engagement Budget Estimates Brief  |                   |         |   |   |
| 41.                              | 2 | Canberra Hospital Expansion Project University of Canberra Hospital Budget Estimates Brief | 20 October 2021   | Partial | Schedule 1 1.6 – Cabinet Business<br>Schedule 2.2(a)(xi) trade secrets, business affairs or research of an agency or person | Y |
| 42.                              | 6 | Cladding Remediation Q & A Question Time Brief   | 23 September 2021 | Full    |   | Y |
| 43.                              | 3 | Cladding Remediation Talking Points Question Time Brief                                    | 23 September 2021 | Full    |   | Y |
| <b>Total Number of Documents</b> |   |  |                   |         |   |   |
| 43                               |   |  |                   |         |   |   |



**Portfolio/s:** Arts

## **Canberra Theatre Centre Project**

### **Talking points:**

- Launched on 1 October 2021, the Minister for Arts Statement of Ambition is for Canberra to be recognised as Australia’s Arts Capital.
- As part of that vision, a new Canberra Theatre, will be the centrepiece of the revitalisation of the area around Civic Square to create a vibrant Canberra Civic and Culture District.
- The ACT Government is committed to continuing the Canberra Theatre Centre expansion and redevelopment Project (the Project) in the Parliamentary Agreement for this term of government.
- The ACT Infrastructure Plan released by the ACT Government in October 2019 identifies the Project as a government five year priority.
- Government has invested \$1.6 million in early design, planning and commercial analysis to identify options for the delivery of the Project.
- In the 2021/22 budget handed down on 6 October 2021, government made available further funding of \$2.779 million to the Project, with \$1.053 million allocated for the 2021/22 and \$1.726 million for the 2022/23 financial year.
- Government will be progressing site investigations and engineering services studies to identify and advance options to address planning, design, traffic and urban design while undertaking due diligence to ensure that the new major theatre has the capacity to accommodate the widest possible artistic range of local, national and international touring shows.
- The ACT Government has been undertaking project scoping, precinct heritage and master planning assessments, early design development and commercial analysis 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.
- Government is also investing a further \$1.442 million in essential upgrades at the Canberra Theatre Centre to enhance the safety of patrons, ensure a high level of Work Health and Safety standards for staff, enhance security infrastructure, and implement other essential works.
- 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.

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Cleared for public release by: Executive Group Manager  
Contact Officer name: Sophie Gray Mob: 0401 674 387  
Lead Directorate: Major Projects Canberra  
TRIM Ref:

- The Canberra Civic and Culture District will link together the Canberra Museum and Gallery, the Legislative Assembly building, the Civic Library building and Civic Square with hotel, retail and commercial facilities.
- The District will become a renewed hub for Canberra’s artistic and cultural life, while providing a new attraction for visitors to Canberra.
- The 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 are appointed to prepare a Conservation Management Plan for the Civic Square precinct, including the exterior of the Canberra Theatre Centre. This will be submitted to the ACT Heritage Council by the end of 2021 for its consideration.

### Key Information

- The Canberra Theatre site comprises Blocks 18, 20 and 23, Section 19 City. All are identified as Designated Areas and fall under the jurisdiction of the National Capital Authority and require Works Approval for redevelopment.
- On 24 October 2019, the Canberra Theatre Centre Project was announced as a designated project, determining that the project will be delivered by Major Projects Canberra as listed in the Administrative Arrangements for government.
- In 2018-19 financial year, \$800,000 ex GST was allocated for preparation of a business case and a further \$400,000 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 85,000 people, it has a current seating capacity of approximately 1,200.
- The Canberra Theatre Centre now services the ACT and surrounding catchment of just under 1,000,000 people.
- Because of the era in which it was built, the theatre lacks the space, facilities, and equipment to accommodate the requirements of modern touring shows.
- Canberra’s population today makes our city an attractive market for touring shows and artists. However, the capacity and technical constraints of the Canberra Theatre means some larger touring shows bypass the ACT.

- The new facility is intended to see the existing theatre repurposed with a flexible flat floor and a new theatre constructed to accommodate approximately 2,000 people, while retaining The Playhouse Theatre which was built in 1998. The new facility will also include additional, and more flexible, spaces for live music, experimental and local performances.

## Portfolio: Sustainable Building and Construction

### ISSUE: Cladding – Budget Bids

#### Government Buildings

#### Budget Summary

|                                | 2021-22    | 2022-23     | 2023-24  | 2024-25  | Total       |
|--------------------------------|------------|-------------|----------|----------|-------------|
|                                | \$'000     | \$'000      | \$'000   | \$'000   | \$'000      |
| Expenses                       | 10,505     | 3,528       | 0        | 0        | 14,033      |
| Offset – Expenses – Provision  | -10,000    | -4,286      | 0        | 0        | -14,286     |
| <b>Net cost of services</b>    | <b>505</b> | <b>-758</b> | <b>0</b> | <b>0</b> | <b>-253</b> |
| Expenses – Remaining Provision | 0          | 1,007       | 0        | 0        | 1,007       |

#### Initiative Description

The Government will address safety risks caused by potentially combustible cladding materials on ACT Government sites. The funding for this initiative includes resources provisioned in 2022-23 to meet unexpected costs.

This initiative builds on funding provided as part of the *August 2020 Economic and Fiscal Update* initiative *Cladding – ACT Government properties* to develop a program to rectify potentially combustible cladding on ACT Government buildings.

This initiative contributes to the wellbeing domains of Safety and Governance and institutions.

#### Talking points:

- **\$14.536 million** has been provided to Major Projects Canberra (MPC) over two years to continue the program of rectification works on critical ACT Government buildings.
- There are 23 ACT Government-owned buildings that require cladding rectification. 21 are being undertaken by MPC and are funded under this budget allocation. Two are being undertaken directly by the Education Directorate.
- 10 buildings have been completed. I am pleased to be able to advise of these sites now that the work is complete. They are Melrose High School, Arawang Primary School, Yarralumla Primary School, Erindale College, Lyneham Primary School, Tuggeranong Child and Family Centre, Gungahlin Enclosed Oval grandstand, National Convention Centre, and two Housing ACT complexes.
- Three buildings are underway and expected to be complete by the end of November 2021.
- Ten buildings will commence before the end of 2021 and are planned to be completed by September 2022.
- The program is occurring within budget. Some delays have occurred due to COVID-19.

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 Cleared for public release by: Executive Group Manager Ext:  
 Contact Officer name: Adrian Piani Ext:  
 Lead Directorate: Major Projects Canberra

## Private Buildings Cladding Scheme

### Budget Summary

|                               | 2021-22    | 2022-23    | 2023-24  | 2024-25  | Total         |
|-------------------------------|------------|------------|----------|----------|---------------|
|                               | \$'000     | \$'000     | \$'000   | \$'000   | \$'000        |
| Expenses                      | 1,744      | 1,326      | 0        | 0        | <b>3,070</b>  |
| Offset – Expenses – Provision | -1,102     | -635       | 0        | 0        | <b>-1,737</b> |
| <b>Net cost of services</b>   | <b>642</b> | <b>691</b> | <b>0</b> | <b>0</b> | <b>1,333</b>  |

### Talking Points:

- **\$3.07 million** has been provided to MPC over two years to establish and administer a rebate process to support eligible private building owners to undertake an assessment of potentially combustible cladding on their apartment buildings. This is the first phase of the private buildings cladding rectification scheme.
- In the future, this will be followed by a second phase of the scheme where concessional loans will be made available to eligible building owners to undertake rectification works. MPC will continue to administer the scheme, while Treasury will finalise the concessional loan arrangements.
- The budget funding will enable payment of rebates (up to \$20,000 ex GST per building) which represents 50 per cent of the cost of testing and assessment services per building. It also includes necessary legal advice, communications and costs to administer the Scheme.
- ACT Fire and Rescue undertook an initial identification of apartment buildings three storeys or higher which may contain potentially combustible cladding. They identified around **90 buildings** that appear to have cladding (we cannot be sure they have *combustible* cladding until they are tested) and this is the basis of budget calculations.
- There may be more eligible properties that have not been identified by the ACT Fire and Rescue kerbside process.
- The ACT Government encourages all eligible property owner corporations to consider participation in the scheme.
- The outcome expected is that each building accepted into the scheme will have a professional assessment of their combustible cladding, understand the fire risk (if any), and what is required to remediate their building.
- Phase 1 Eligibility criteria are:
  - Class 2 apartment building (or mixed use) that is three storeys or higher; and
  - Retrospective Access: Testing and assessment services must have occurred between 27 August 2020 and 21 July 2021.
- Scheme applications (as at 19 October): **11 applications** made, **five approved**.
- Rebates (as at 19 October): **1 rebate paid, total value \$9454.50**

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 Contact Officer name: Adrian Piani Ext:  
 Lead Directorate: Major Projects Canberra

- Virtual information seminars have been held for Owners Corporation members, Strata Managers and industry members. Over **150 people** have attended these to date with more scheduled in the future.
- Phase 2 is the concessional loan scheme to assist with the remediation works. Development is currently underway.



## **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 commencing works on 13 September 2021.
- The raising London Circuit Project Expressions of Interest tender was released to market on 16 September 2021 with construction expected to commence early to 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 10<sup>th</sup> Legislative Assembly, commitments were given to exploring the feasibility of the extension of the system to Mawson.
- A preliminary feasibility report has been considered by the ACT Government and will be explored further during the future Stage 2B Business Case.

#### 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 Light Rail City to Commonwealth Park (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.

## 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.
- The ACT Government will continue to progress the Commonwealth approvals process for the remainder of the corridor in parallel.



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

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

- 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.

## 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 early to mid 2022, subject to National Capital Authority planning approvals.

Cleared as complete and accurate: 11/09/2021

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.

**Portfolio/s:** Transport

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

### **Talking points:**

- On 13 September 2021 the Sandford Street Stop was opened 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.
- 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.
- 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.
- Engagement commenced early with the local traders in Mitchell to support them during the project's construction phase. Local knowledge and lessons learnt during Stage 1 were used to enhance communications strategies and advise construction schedules and plans.

### **Background:**

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

- Given the strong patronage on the light rail system and responding to community feedback, the Government made the commitment to deliver the Mitchell stop as early as possible.
- In the 2019-20 Budget the Government provided funding to deliver a light rail stop at Mitchell. Capital funding was provided across the 2019-20 and 2020-21 financial years. This followed funding in the 2018-19 Budget to support contract review and detailed design of the stop at Mitchell.
- Transport Canberra and City Services Directorate 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.

**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**

#### Stage 2A Referral Decision

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

#### Stage 2B Referral Decision

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

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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.

**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.

- 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.

**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.

**Portfolio/s:** Transport

**ISSUE:** Mawson Viability

**Talking points:**

Mawson Viability

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

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

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

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

## **ISSUE: LRS2 Design Contract**

### **Talking points:**

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

### Costs:

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



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

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

### **Community Impacts:**

- The establishment of site compounds will result in reduced public parking, short delays and traffic changes to local roads. Construction site compounds and utility relocation work commenced in September 2021 and are expected to be ongoing until early to 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](http://act.gov.au/lightrailtowoden).

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**Portfolio/s:** Transport

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

### **Talking points:**

#### Process

- A performance audit of the economic appraisal conducted in 2019 for Light Rail Stage 2A (Stage 2A) has been undertaken by the Auditor-General.
- The ACT Government welcomes the audit and will consider the three recommendations within the report.
- The audit was limited in scope to the project's economic appraisal and did not review the merit of the government's decisions relating to Light Rail or the procurement processes.

#### Project cost

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

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

## Economic Analysis and Project Benefits

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

## Other Notes

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

## Performance Audit Recommendations

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

**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 and calls to more than 90 stakeholders with follow up emails distributed.
  - Three face-to-face community information sessions held in 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 in August to inform them of the planned commencement of early works.
- Nearby residents and businesses on and around London Circuit will receive construction notifications as needed.

**Raising London Circuit Works Approval Public Display**

- Major Projects Canberra (MPC) successfully lodged the WA application with the NCA for the Raising London Circuit Project on 13 October 2021.
- Planning is underway to support the NCA on engagement for the public notification and display period of the raising London Circuit Project Works Approval and Environmental Assessment anticipated late October 2021.

- Once the NCA has approved the WA application for public display, the submission will be exhibited for 6 weeks. During the first 3 weeks information will simply be on display, with submissions being called for from members of the public and interested stakeholders during the second 3 weeks.
- Following the public exhibition, MPC will support the NCA in preparing a Consultation Report that will detail the issues raised and relevant responses. It is expected that NCA will consider the Consultation Report in finalising the determination of the WA Application.

## Light Rail Community Reference Group

- 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.
  - The first meeting was held in April 2021 and the second and most recent was in July 2021. The July meeting was attended by the Minister for Transport, Chris Steel. A further meeting has been scheduled for 21 October 2021.
  - 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 younger audiences, this is anticipated to commence in 2022.

## Disruption Taskforce

- The project team as part of the Disruption Taskforce, 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.
- 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 engagement activity and stakeholder management is contributing to and supporting the objectives, measures and initiatives of the Disruption Taskforce.

**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.



- 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. Easty Street is currently closed to traffic while bus layover works continue, it is anticipated that Easty Street will reopen at the end of November however this may be impacted by COVID-19.

### **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.

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- In quarter 1 of 2022, a DA for the demolition of the existing Woden Bus Interchange will be submitted by the Package 3 D&C Contractor.
- A DA for the CIT Campus Building will be prepared and lodged for assessment by the Package 3 D&C Contractor following contract award. Lodgement of the DA is currently forecast for mid-2022.

### **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.

**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 separate 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.

|                                   |                         |            |
|-----------------------------------|-------------------------|------------|
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- 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 through the building/s towards Westfield.

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

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

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

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

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

- 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.
- Ngannawal 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.

**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.

#### 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.

**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 determining the impact that this will have on the CIT Woden Campus Project program.

**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.



- **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 utilised 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 21<sup>st</sup> 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.

**Portfolio/s:** Skills

## **ISSUE: CIT Campus Woden – Sustainability Strategy**

### **Talking points:**

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

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

## Background

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

**Portfolio: 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.
- As the ACT moves out of lockdown, specific construction sector COVID-19 controls are amended to bring them in line with Public Health Directions.

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 and 2021.
- This close engagement between industry and Government assisted 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 largely open in Canberra, albeit with controls relevant to COVID-19 management. 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;

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- Use of the CBR Check In App;
  - 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 contact tracing activities as they ordinarily do. Generally, excellent site records have assisted in the speedy notification of affected parties.

#### Conclusion

- I thank industry for their ongoing 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.

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**Portfolio/s:** Skills

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

### **Talking points:**

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

## ISSUE: CIT Campus – Parking

### Talking points:

- The onsite parking to be provided as part of the CIT Campus Woden project will be in line with the CIT Campus Woden Business Case endorsed by the ACT Government.
- There will be basement parking and site/building services accommodated beneath the Callam Street wing for 72 vehicles and five vehicle parking spaces at surface level for the youth foyer.
- This level of carparking provision within the project is supported by the City, Town Centre and Dickson Parking Analysis – 2019 Surveys, which identifies 7,550 spaces available throughout the town centre (refer to figure below).
- The majority of public parking is 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     |
| <b>Woden Total</b>                 | <b>7,550</b>     | <b>n/a</b>                   | <b>24</b>          |

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

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

- In order to meet the provision of bicycle amenity and parking within the Green Star rating, the campus will require approx. 160+ bike parking spaces as part of broader end-of-trip facilities that are to be provided within the campus.
- Outside the campus the project is introducing to the precinct, two secure 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.



**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.

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- 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**

- On 13 September 2021 the Sandford Street Stop was opened 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.

### **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.

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- 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.

**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.

**Portfolio/s:** Health

## **CANBERRA HOSPITAL EXPANSION PROJECT**

### **Design Principles for the Critical Services Building**

#### **Overview**

- The Canberra Hospital Expansion Critical Services Building (CSB) is proposed on the site east of Hospital Road, on the corner of Palmer Street and Gilmore Crescent. It is a nine-level new critical health services building designed to connect seamlessly with existing hospital facilities, fit sensitively within the campus and surrounding community, enrich the public realm and enhance public experiences when using and interacting with the overall Canberra Hospital precinct.

#### **Context**

- The Canberra Hospital Campus is a collection of health facilities which has evolved over time to the context that exists today. The Canberra Hospital Expansion Project proposes a significant shift in the provision of clinical services to the east side of Hospital Road and the introduction of a new linking gallery and Welcome Hall across the centre of the site.
- These strategic changes offer the opportunity to improve wayfinding and arrival experiences, with a clear point of arrival and connection onto both existing and new facilities across the campus.

#### **New Pathway**

- The design proposes a new “Pathway” connecting from Yamba Drive, through the existing hospital reception, across Hospital Road and into the Critical Services Building.
- This Pathway is conceived as a series of five memorable public experiences along the journey as follows:
  - Gateway - a welcoming forecourt to Yamba Drive
  - Markets - vibrant cafés & retail environment within the existing reception foyer
  - Welcome Hall - a generous welcome space marking arrival at the heart of the campus
  - Learning Gallery - connecting the Critical Services Building enabling the sharing of knowledge and educational interactions.

- Reflection Garden - a natural garden setting to pause, connect and support each other

## **Welcome Hall**

- A glazed double storey Hall generously welcomes people into the Hospital. Approached from both north and south along Hospital Road, the Hall is dressed in a decorative 'veil' or framework, celebrating both the diversity of the Canberra community and the traditional custodians of the land.
- During the day, 'the veil' filters sunlight into the reception hall space, gently lighting the public settings with landscaped plantings, seating, public art and café. At night, the backlit perforated ceiling celebrates the southern night sky glowing overhead.

## **Building Interfaces**

- The project integrates with several neighbouring campus buildings, including Buildings 2, 4, 6 and the National Capital Private Hospital. Each of these are sensitively addressed to provide positive garden spaces for the use of both CSB and the adjoining building users. The project closely integrates with the existing Hospital (Building 1) over three levels to enable both facilities to operate together as follows:
  - Level 1 services connection, to enable CSB to share central loading facilities within the existing hospital
  - Level 2 welcome gallery and linking structure, for visitors and public to easily circulate between facilities
  - Level 3, clinical bridge, for direct transfer of patients from existing hospital facilities across to the CSB facilities.

## **Public Realm and Landscape**

- Across the project are a diverse range and size of landscaped public spaces and gardens which combine with the architecture to create a rich civic environment for the hospital campus as a whole:
  - Hospital Road Avenue, establishing a tree lined avenue for future development along Hospital Road
  - Arrival Square, activated formal arrival square with sheltered colonnades & café
  - North Plaza - a sunny activity plaza with pop-up markets and seating
  - Reflection Garden – a large landscaped garden and lawn for lunch and relaxing

- Learning Gallery - a sheltered garden settings for interactive learning and working
- Sculptural Garden - a for quiet retreat nearby to the Welcome Hall
- Children’s Play Courtyard, with art play spaces outside the Emergency Paediatric Short Stay Unit
- Native Garden, around a significant Yellow Box Gum on the corner of Palmer Street & Gilmore Crescent
- Western Arrival Plaza - a repurposed Emergency Department entry as public arrival space from Yamba Drive
- Upper Café Terrace - a north facing landscaped terrace with views to the Brindabella Ranges

## **Built Form and Massing**

- The new Critical Service Building is intentionally scaled to respond respectfully to the surrounding urban and natural environment. Conceived as a “Wellness Village on the Hill”, the built form is arranged over three layers:
  - The Hill - the two-storey masonry podium forms human scaled garden settings across the precinct and is carved at major entry points into the building
  - The Relief - the spaces between podium and upper levels
  - The Village - a composition of smaller buildings elevated above The Hill, with prospect to the surrounding mountain views.

## **Shadow Studies**

- Although the new Critical Services Building will represent a significant new 9 level development on the, shadow studies of the building for both the summer and winter solstice indicate that surrounding areas of the Campus and adjacent streets will still have more than adequate access to mid-winter sun.

## **Façade Materials and Colour Palette**

- As well as acknowledging the natural palette of the campus, the new CSB connects to country by using colours derived from the geology and flora of the surrounding natural environments. Mixed masonry ochre hues are applied across the podium ‘Hill’ as framework to the green garden settings. Warm yellows, reds and greys are applied to the upper Village buildings to express the variety and smaller scale of the architectural design. Layers of



sunshades, sun hoods and variety in façade panel systems further refines the overall architectural scale and expression.

## **Interiors**

- The interiors will explore the concepts of ‘Wellness Village’ to create environments which nurture and foster a wellness culture across the following themes:
  - A nurturing experience and emotional response
  - Create a wellness currency
  - Foster an inclusive community
  - Provide an intuitive environment

## **Finishes**

- Finishes and materials are selected from natural palettes derived from geology and flora of the Woden Valley to holistically complete the design vision for the project.

**Portfolio/s:** Arts

## **Canberra Theatre Centre Project**

### **Talking points:**

- Launched on 1 October 2021, the Minister for Arts Statement of Ambition is for Canberra to be recognised as Australia’s Arts Capital.
- As part of that vision, a new Canberra Theatre, will be the centrepiece of the revitalisation of the area around Civic Square to create a vibrant Canberra Civic and Culture District.
- The ACT Government is committed to continuing the Canberra Theatre Centre expansion and redevelopment Project (the Project) in the Parliamentary Agreement for this term of government.
- The ACT Infrastructure Plan released by the ACT Government in October 2019 identifies the Project as a government five year priority.
- Government has invested \$1.6 million in early design, planning and commercial analysis to identify options for the delivery of the Project.
- In the 2021/22 budget handed down on 6 October 2021, government made available further funding of \$2.779 million to the Project, with \$1.053 million allocated for the 2021/22 and \$1.726 million for the 2022/23 financial year.
- Government will be progressing site investigations and engineering services studies to identify and advance options to address planning, design, traffic and urban design while undertaking due diligence to ensure that the new major theatre has the capacity to accommodate the widest possible artistic range of local, national and international touring shows.
- The ACT Government has been undertaking project scoping, precinct heritage and master planning assessments, early design development and commercial analysis 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.
- Government is also investing a further \$1.442 million in essential upgrades at the Canberra Theatre Centre to enhance the safety of patrons, ensure a high level of Work Health and Safety standards for staff, enhance security infrastructure, and implement other essential works.
- 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.

Cleared as complete and accurate: 18/10/2021  
Cleared for public release by: Executive Group Manager  
Contact Officer name: Sophie Gray Mob: 0401 674 387  
Lead Directorate: Major Projects Canberra  
TRIM Ref:

- The Canberra Civic and Culture District will link together the Canberra Museum and Gallery, the Legislative Assembly building, the Civic Library building and Civic Square with hotel, retail and commercial facilities.
- The District will become a renewed hub for Canberra's artistic and cultural life, while providing a new attraction for visitors to Canberra.
- The 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 are appointed to prepare a Conservation Management Plan for the Civic Square precinct, including the exterior of the Canberra Theatre Centre. This will be submitted to the ACT Heritage Council by the end of 2021 for its consideration.

## Key Information

- The Canberra Theatre site comprises Blocks 18, 20 and 23, Section 19 City. All are identified as Designated Areas and fall under the jurisdiction of the National Capital Authority and require Works Approval for redevelopment.
- On 24 October 2019, the Canberra Theatre Centre Project was announced as a designated project, determining that the project will be delivered by Major Projects Canberra as listed in the Administrative Arrangements for government.
- In 2018-19 financial year, \$800,000 ex GST was allocated for preparation of a business case and a further \$400,000 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 85,000 people, it has a current seating capacity of approximately 1,200.
- The Canberra Theatre Centre now services the ACT and surrounding catchment of just under 1,000,000 people.
- Because of the era in which it was built, the theatre lacks the space, facilities, and equipment to accommodate the requirements of modern touring shows.
- Canberra's population today makes our city an attractive market for touring shows and artists. However, the capacity and technical constraints of the Canberra Theatre means some larger touring shows bypass the ACT.

- The new facility is intended to see the existing theatre repurposed with a flexible flat floor and a new theatre constructed to accommodate approximately 2,000 people, while retaining The Playhouse Theatre which was built in 1998. The new facility will also include additional, and more flexible, spaces for live music, experimental and local performances.

**Portfolio/s:** Health

## **CANBERRA HOSPITAL EXPANSION PROJECT**

### **Carparking**

- The CHE Project has delivered 1,161 car parking spaces at the former Woden CIT site.
- The opening of this new temporary staff carpark means that staff vehicles will be directed away from the hospital campus, easing traffic congestion and freeing up space in Canberra Hospital's southern multi-storey carpark for essential patient parking
- The CHE Project is also delivering a separate parking compound on the former Woden CIT site, for construction worker parking in relation to the construction phase of CSB. Multiplex continues to stress to its employees and sub-contractors that Palmer Street is not to be used as a daytime parking site.

### **Helicopter Landing Site & Flight Paths**

- Multiplex's helipad design has been developed in conjunction with specialist aviation advisors to ensure all relevant guidelines including the National Airports Safeguard Framework Guideline, NSW Health's Helicopter Landing Sites in NSW and international experience and best practice have been incorporated. The NSW Health Guidelines note that elevated/roof top hospital-based Helipad Landing Site (HLS) provide a reduced noise profile for hospital residents and staff.
- The specialist aviation advisors to the CHE Project have advised the final approach and departure paths will, in all likelihood, not pass over the NATCAP, with these paths to be refined once all other design aspects are settled. For the minimal time that helicopters will be in the vicinity of the NCPH, coupled with the distance between the HLS and the nearest point of the NATCAP, the helicopters will not generate sufficient quantities of fumes and odours to be of concern - notwithstanding these fumes will be diluted and be dispersed by the wind. There will be a passing exposure to noise, which has been modelled and has been found to be acceptable.
- The current positioning of the HLS on the rooftop achieves the best outcome with regards to both operational considerations and aviation safety. The contracted helicopter operator will also develop specific procedures for the HLS that will take into consideration noise and vibration minimisation.

- The design development and construction of the HLS will continue to be progressed in consultation with the ACT's Helicopter Retrieval Services, expert clinicians and Multiplex's specialist aviation and engineering consultants

**NATCAP & ANU – building access**

- The Project Team will continue to meet with the ANU and NATCAP representatives, to address their concerns and ensure Multiplex's works maintain appropriate access to the ANU and NATCAP buildings.
  - The Territory and Multiplex are aware of the importance of maintaining connectivity and access across the Canberra Hospital campus during construction of the CSB – this includes connectivity to NATCAP.
  - A pathway will be maintained from the southern multi-storey carpark to Building 2 and the broader campus during construction to allow public access.

***Traffic Study Data***

- Canberra Hospital currently is responsible for nearly 25% of the traffic on Gilmore Crescent.
- Following the completion of the Canberra CHE Project, traffic on Gilmore Crescent will reduce due to the removal of the north-eastern on-grade carparks (behind the National Capital Hospital and Building 24).
- Palmer Street traffic will not be significantly changed, with the only impact being ambulance movements which is a small factor in the overall traffic volume on Palmer Street.
- GTA's traffic observations on 23 October 2020 were completed on an ordinary school day, with clear and sunny weather, the volume of set-down and pick-up traffic was assumed to be typical and suitable for observation. GTA's observations included the following:
  - There were no excessive queues for parents dropping off children during the morning between 8:15am - 9:00am, which was expected given the dispersed arrival pattern common to most schools (i.e. parents/carers dropping off children at the time generally most appropriate for them).
  - Excessive queues were observed during the afternoon for a 25-minute period between 2:50pm - 3:15pm. This spanned the entire length of the school access road and consistently extended onto Gilmore Crescent (it is noted that right turns into the school are prohibited during this period and no queuing was observed on the westbound lane). The maximum queue length extended past the exit access for the

Gilmore Crescent bus loops although the School Principal advised that larger queues could occur during inclement weather.

- The turnover of pick-up activity inside the school was particularly slow during the afternoon and is attributed to the design of the turning head.
- While there was also significant demand for the on-street set-down and pick-up spaces on Gilmore Crescent, turnover was generally efficient, with eastbound queues on Gilmore Crescent not conflicting with the queuing at the school access road.
- As part of analysing the external spaces and main entry points of the building, a proposal to separate the ambulance and services vehicle access points from Gilmore Crescent and Palmer Street is underway. These dedicated additional entry points for ambulance, logistics, staff and visitor traffic are a key risk mitigation measure, providing enhanced amenity and safety for all users.



**Portfolio/s:** Health

## **CANBERRA HOSPITAL EXPANSION PROJECT**

### **COVID-19 Lessons Learnt – Report**

- In June 2020, Major Projects Canberra engaged external consultants (Ranbury) to lead a COVID-19 lessons learnt review which included interviews with stakeholders and two rounds of Clinical User Group sessions.
- The outcomes of the review were considered as part of the design progression during the ECI Phase of the CHE Project.
- Ranbury's *Pandemic Review Report* identified the following items as critical for future whole-of-hospital pandemic planning:
  - Importance of pre-designated Pandemic spaces and pathways.
  - Importance of understanding how existing infrastructure systems work – how best to cohort patients within the facility.
  - Ability to facilitate Business-As-Usual (BAU) and pandemic hospital procedures running concurrently in the same facility.
  - Capability to segregate suspected and confirmed cases, as well as patients attending hospital for other reasons.
  - Ability to segment clinical areas to ramp up and ramp down in direct response to the ramping up and down of isolation requirements.
  - As part of a whole-of-hospital approach the pre-planning (both in operational processes and pre-identification of pandemic spaces) is needed to assist transition from and back to BAU and enable efficient use of clinical space.

### **COVID-19 Lessons Learnt – CHS Recommendations**

- Taking into account Ranbury's *Pandemic Review Report* – in June 2021, CHS confirmed the departments and areas within the CSB, to be considered as part of the pandemic overlay review exercise.
- The clinical areas identified in the CSB to be designed with the potential conversion into dedicated areas to manage a pandemic response include:
  - Level 1: Potential Temporary change rooms/showers/toilets with access to lifts;
  - Level 2: Emergency Department Paediatric area;
  - Level 3: 2 x Operating Theatres, Anaesthetic Bay and Recovery spaces;



- Level 5: ICU POD; and
- Level 7: Inpatient Ward.
- Multiplex is now progressing the CSB design on that basis.

*If asked about the cost of implementing Pandemic Overlay works:*

- Firstly Multiplex needs to progress the planning and design to identify how those nominated areas will be configured and operate in a pandemic situation.
- From there, the cost of implementing the Pandemic Overlay works can be identified.



Schedule 1 1.6

**Schedule 1 1.6**

**Portfolio/s:** Health

**CANBERRA HOSPITAL EXPANSION PROJECT**

**CHE Project Expenditure**

# Schedule 2.2 (a)(xi)

- On 29 July 2021, Multiplex submitted a Claim for a Latent Condition in Building 5 regarding the presence of Asbestos Contaminating Material (ACM). The ACM removal works fall under the ECI Agreement. Demolition works have still progressed whilst the claim is being assessed.
- The claim is being assessed by the Territory.

*If pressed for the quantum of the Claim:* the amount claimed by Multiplex is approximately \$7.4m

### Delayed Decant: Building 5 and Building 24

- On 16 May 2021, Multiplex submitted a claim for \$ Schedule 2.2 (a)(xi) in relation to delayed access to Buildings 5 and 24.
- Following review by the Territory and advisers, Multiplex resubmitted its claim (on 10 June 2021) for a reduced amount of Schedule 2.2 (a)(xi). The revised claim was approved by the Territory on 15 September 2021.

### Multiplex – Variations

Schedule 2.2 (a)(xi)

# Schedule 2.2 (a)(xi)

**Portfolio/s:** Health

## CANBERRA HOSPITAL EXPANSION PROJECT

### COVID-19: Impacts to date

- All CHE Project sites stopped work on 12 August 2021 until 3 September 2021 in accordance with the ACT Health Directorate's direction. During that period, minor essential activities continued for Multiplex to maintain site surveillance and safety. The activities were briefed to CHS prior to their commencement.
- All site works recommenced as of 3 September 2021, under a COVIDSafe Plan. Multiplex completed works to separate its Palmer Street site entry/exit point from the hospital campus and general public. All workers and contractors are being re-inducted to site under the COVIDSafe measures.

# Schedule 2.2(a)(xi)

### Local Content & Interstate Sub-Contractors

- Multiplex, is required to report to MPC on its appointment of local subcontractors.
  - To date, Multiplex have advised that over 85 per cent of the sub-contractors engaged by them on the CHE Project are local businesses.
  - This rate will continue to be monitored and reported throughout the life of the project. Multiplex's current workforce consists of Canberra-based sub-contractors.
- In H1 2022 some interstate sub-contractors are expected to commence onsite as part of delivering structural works. MPC will monitor impacts associated with any interstate travel restrictions.

### Potential Supply Chain Impacts

- MPC hosted a working group on 15 October, to identify impacts and mitigation strategies regarding potential Major Medical Equipment (MME) and ICT supply chain risks. Representatives from CHS, ACT Health, Multiplex were in attendance, in addition to the Territory's MME Adviser and Furniture, Fixtures and Equipment (FFE) Adviser.
- MPC will continue to work with Multiplex and CHS to identify potential supply chain issues and implement strategies to avoid program impacts.

**Portfolio/s:** Health

## CANBERRA HOSPITAL EXPANSION PROJECT

### Development Application - Status

- DA Approval of the Main Works was provided 5 August 2021, with the Planning Minister exercising call-in powers on the DA.
- The DA Conditions were also provided as part of that announcement.
- Multiplex and the Territory's Project Team are addressing the Conditions with EPSDD.

### Development Application Approval – Conditions

- Three of the key DA Conditions focused on:
  - 1(a) Design of Hospital Road North
    - traffic flows and pedestrian paths.
  - 1(b) Staff Carparking Strategy
    - existing multi-storey carpark and Territory confirmation of permanent arrangement for off-site carparking.
    - EPSDD approval of the parking strategy is required for the CSB's Certificate of Occupancy to be issued.
  - 1(c) CSB Accessibility
- EPSDD extended the timeframe for Multiplex to respond to these 3 key Conditions until 29 October 2021.

**Schedule 2.2 (a)(xi)**

### Pre-DA Submission consultation

- Between 18 December 2020 and 24 February 2021, the CHE Project undertook a 10-week consultation period for the Canberra community to provide feedback on the draft designs prior to the submission of the Main Works DA.
- The documentation prepared to support the pre-DA Public Consultation was a culmination of advice from EPSDD, feedback received by Multiplex and MPC from the CHE Project's numerous reference groups, user groups and other public feedback



- including from the CHE Project website and CHE Project public promotional Pop-Ups. The formal package of documentation was prepared in close collaboration with CHS and included:

- ten-page booklet;
- four-page newsletter; and
- suite of design documentation, including floorplans and building elevations,
- Accessible versions of the documentation were also uploaded to the CHE Project website and were viewable on mobile phones. Contact details for the CHE Project team were available on the CHE Project website, to assist anyone needed special provisions to access the documentation in a format accessible for them.
- To support the pre-DA Public Consultation process, the CHE Project team:
  - Briefed reference groups, including the Consumer Reference Group and Local Community Reference Group. The CHE Project ran through the detailed documentation with the Local Community Reference Group on the evening of 16 December 2020.
  - Issued a newsletter to the Community with materials available for public comment for a ten-week period, beginning mid-December 2020.

#### **DA – submissions received**

- A six-week public notification period for the Main Works DA closed on 18 June 2021, with nine public submissions received.
- Key themes in the submissions received included:
  - Carparking: in, and around, the Canberra Hospital campus (i.e., parking for staff and the public).
  - Helicopter: treatment of noise and fumes in relation to flight paths and the helicopter landing site on the new Critical Services Building (CSB).
  - Ambulances: movements in, and around, the Canberra Hospital campus.
  - National Capital Private Hospital: interface with the CSB.
  - CSB construction: treatment of noise, dust and vibration, access to adjacent buildings and management of hazards from the construction process.
  - CSB design: fire truck access, the number of surgical operating theatres and [the public noting that] no hydrotherapy pool was to be included in the CSB.
  - Engagement: some stakeholders expressed concern regarding the extent of engagement with them to date (i.e., adjacent residents and the National Capital Private Hospital).

# Schedule 2.2 (a)(xi)

# Schedule 2.2 (a)(xi)

Portfolio/s: Health

## CANBERRA HOSPITAL EXPANSION PROJECT

### Work Health & Safety

FY 2019-20, 2020-21

|                      | 2019-20 | 2020 – 21 | Notes on each Incident or LTI  |
|----------------------|---------|-----------|--|
| Notifiable incidents | Nil     | 3         | <p><u>Hospital Road Services Diversions (Contractor: SHAW):</u> (August 2020) gas isolation valves for Building 15 failed and a small gas leak occurred, but was quickly stopped. Both valves were replaced and the gas main isolated and capped.</p> <p><u>Building 8 (Contractor: SHAPE):</u> On 16 September 2020, an undocumented water pipe was struck leading to a short-term water outage to Building 7 and Building 9.</p> <p><u>Early Works (Multiplex - Building 5 internal demolition works):</u> (May 2021) isolation procedure was not followed when electrical wire was cut prior to electrical isolation taking place. No injury resulted, but site work was suspended immediately pending a High Risk Work review being completed.</p> |
| Lost Time Injury     | Nil     | 1         | <p><u>Building 9 (Contractor: Projex):</u> On 13 April 2021, Projex's subcontractor fell when unloading window material from their work vehicle and fractured their hip. An incident report, a WorkSafe ACT report and incident investigation documentation were collected and submitted.</p>  |

FY 2021 – 22 (to 20 October 2021)

- Notifiable incidents – Nil
- Lost Time Injury – Nil

*\* In early October 2021, there was an planned shutdown of gas to an adjoining building. This did not impact campus operations.*

### ECI RFT – WHS Evaluation Criteria

|                             |  |
|-----------------------------|--|
| <b>Evaluation Criterion</b> | The Territory will consider the Tenderer's approach and commitment to delivering the Project (including any Early Works) with safety at the forefront of all operations. Consideration will be given to: |
|-----------------------------|--|

Cleared as complete and accurate: 20/10/2021

Contact Officer name: Martin Little

Objective Ref:

- the Tenderer's demonstrated understanding of the Work Health and Safety (WHS) requirements relevant to the Project;
- the Tenderer's demonstrated commitment to WHS through certification/auditing of its safety management system;
- the Tenderer's demonstrated ability to look beyond traditional forms of site safety evaluation (third party/internal auditing) to achieve continuous improvement in ways that engage their workforce;
- the Tenderer's approach to the management of WHS on dynamic construction worksites in the presence of simultaneous operations;
- the commitment of senior management to safety and evidence that the Tenderer has a 'safety-first' culture and how that is disseminated throughout the organisation and on work sites including the development and enforcement of relevant site rules, contractor management programs, proactive safety culture engagement, and innovative safety implementation practices;
- the Tenderer's commitment to the deployment of dedicated safety management resources to the Project and the experience and demonstrated competencies of the proposed personnel;
- the Tenderer's approach to risk management and understanding of general and unique safety risks that may be present during delivery of the Project including demonstrating how unique risks will be identified and consultatively managed; and
- the Tenderer's approach to working in a live hospital environment and ensuring that the public, staff and hospital operations are not put at risk during delivery of the Project.

#### Management of Work Health and Safety

The Tenderer must outline its proposed strategy to ensure it promotes and employs exemplary Work Health and Safety (WHS) practices and complies with the requirements set out in the ECI Agreement and the D&C Deed during the ECI Phase and D&C Phase (as applicable). In particular, the Tenderer should refer to requirements set out in Section 3 of the Requirements for Plans in the draft D&C Deed and comment on its:

- WHS system, and how it applies principles of quality safety management in delivering core compliance on construction projects;
- contractor management program, and how it engages and promotes safety amongst contractors from culturally and linguistically diverse backgrounds;
- processes and frameworks for identifying unique risks/hazards and implementing mitigation strategies, including direct worker and sub-contractor consultation;
- processes for managing internal safety compliance and people management, including internal grievance procedures as applicable to direct workers and sub-contractors, mental health awareness and management, whistleblowing as it pertains to safety risks, and the promotion of continuous improvement;

- capacity to risks in personnel deployment, including ensuring ongoing specialist safety coverage despite staff turnover, sickness, or other extenuating circumstances;
- processes for maintaining current knowledge and site-awareness of core compliance requirements, including health-related considerations, such as infection control, silicosis exposure, and any other unforeseen WHS or direct safety issue;
- processes for ensuring all persons working on the project receive necessary information and training, including general induction training, site induction training, and task-specific training;
- reporting and investigation of incidents resulting in (or with the potential to result in) personal injury and property damage;
- framework for establishing key site practices and protocols, such as emergency management, traffic management, and critical incident response procedures;
- technological infrastructure designed to support safety, such as safety Apps, online systems, and automatic communication tools; and
- framework for evaluating technological infrastructure to ensure basic WHS compliance requirements are met, including if and when Apps lose functionality (e.g. how emergencies are managed if a site emergency App fails or mobile coverage is lost).

## Schedule 1 1.6

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**Portfolio/s:** Health

## **CANBERRA HOSPITAL EXPANSION PROJECT**

### **Enabling Works:**

- There has been excellent progress in the series of works required to enable the demolition of Buildings 5 and 24. Demolition of these buildings is required to facilitate the construction of the new CSB.
- Specifically, the Territory has also completed a series of works providing improved facilities across the campus:

#### *Building 8*

- Constructed a brand-new Building 8, providing upgraded facilities for the Canberra Sexual Health Centre and other key tertiary teaching and training facilities on the campus.

#### *Temporary carpark (former Woden CIT)*

- Provided over 1,161 car parking spaces for hospital staff, freeing-up parking spaces on the campus.

#### *Child at Risk Health Unit (CARHU)*

- A refurbished Building 3 that has provided new accommodation for the Child At Risk Health Unit, a very important community health service

#### *Building 4*

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

#### *Building 9*

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

#### *Building 28*

- Constructed a new Building 28 which is housing key administrative staff.



**Portfolio/s:** Health

## **CANBERRA HOSPITAL EXPANSION PROJECT**

**Design & Construct (D&C) Deed, D&C Offer Tender Evaluation, Early Contractor Involvement (ECI) Tender Evaluation, and Expression of Interest Tender Evaluation**

### **Final D&C Offer and D&C Deed execution**

- On 29 June 2021, MPC (on behalf of the Territory) executed the main design and construction contract with Multiplex for the delivery of the CHE Project.

### **D&C Offer - Evaluation Process**

- The ECI Phase progressed towards completing the design required to support the submission of the Development Application for the CSB.
- The ECI Phase progressed the project's planning and design to the point that supported Multiplex's developed of its submission to undertake the main design and construction of the CSB.
  - Multiplex's draft D&C Offer was submitted on 31 March 2021.
  - Final D&C Offer was submitted on 24 May 2021.
- The D&C Offer was assessed for value for money in accordance with the ECI Agreement and under the framework outlined within the approved D&C Offer Evaluation Plan.
- The resulting Evaluation Report was prepared with clear recommendations regarding:
  - the affordability of the offer against the Projects' appropriation;
  - the extent to which the offer represents the desired outcomes, for the Territory, in view of design, constructability and innovation;
  - the acceptability of manageable risk across out facets of project delivery;
  - the acceptability of the terms and conditions of any future D&C Agreement;
  - the capability of the offer to, in the best view of the Evaluation Team, meet delivery timelines to meet the expectations of Government and the Canberra community;
  - an overall assessment of value for money in consideration of the updated D&C offer against the whole of project outlook, as well as, the evolution of the D&C

Offer in consideration of Scope Changes, Design Development and Value Management; and

- A clear recommendation to the Delegate to accept Multiplex’s D&C Offer.

## D&C Offer – Evaluation Criteria

- The Evaluation Panel assessed the D&C Offer against the following (non-weighted) Criteria, and taking into account Key Territory Objectives for the CHE Project:

| Non-weighted Evaluation and Assessment Criteria |  |
|---|--|
| Criteria 1                                      | The Evaluation Panel will assess the D&C Offer in consideration of ACT Governments’ affordability bounds, inclusive of all other project costs and contingencies, as well as, in consideration of Scope Changes, Design Development and Value Management as outlined at Section 3 of the Evaluation Plan for the D&C Offer |
| Criteria 2                                      | The Evaluation Panel will assess the extent to which the D&C Offer represents the best possible value for money outcome for the Territory and especially in view of quality design outcomes.   |
| Criteria 3                                      | The Evaluation Panel will consider all aspects of risk and its impact on scope, cost, quality, and timing objectives of the whole of project deliverables.   |
| Criteria 4                                      | The Evaluation Panel will assess the potential acceptability of contract terms and any associated departures in accordance with the ECI Agreement.   |
| Criteria 5                                      | The Evaluation Panel will assess the construction programme and its reflection towards reliable, timely and quality delivery of the CSB, including all time contingencies.   |
| Criteria 6                                      | Innovations<br>The Evaluation Panel will assess the overall D&C Offer in accordance with the Project Objectives detailed below. Furthermore, this assessment will consider all innovations towards the objective and pursuant to quality desired outcomes for the Project.   |

| Objective   | Strategy to Achieve Objective   |
|---|---|
| <b>1. DELIVER EXCELLENCE IN PATIENT OUTCOMES</b>                                    |   |
| <ul style="list-style-type: none"> <li>• Enhance acute tertiary services</li> </ul> | Draft Strategy (being developed in consultation with CHS.)<br><br>Provision of purpose-built infrastructure, which will enable contemporary, evidence based best practice enhancing the provision of acute tertiary service<br><br>Provision of increase beds and treatment spaces will allow for CHS to meet service demand projections, providing greater access to tertiary referral services within the CHS catchment |

|  |  |
|--|--|
| <ul style="list-style-type: none"> <li>Facilitate a patient-centred model of care and sustainable model of service delivery</li> <li>Incorporate latest technologies and evidence-based design solutions</li> </ul>  | <p>Development of Consumer Principles for Models of Care and Infrastructure, will enable consumers to drive patient centred care and enable infrastructure solutions.</p> <p>Creating consumer centric spaces for patients, carers and facilities, acknowledging demographic and cultural diversity.</p> <p>Improve the consumer experience of access, wayfinding and health literacy.</p> <p>Provide inclusive, culturally appropriate, psychologically safe, and respectful services.</p> <p>Working closely with the CRG and Consumer representatives in the ECI phase will build upon the established positive consumer/clinician relationships further enhancing the health partnership principle</p> <p>Embedding innovation and best practice in Models of Care will support the provision of contemporary, sustainable models of service delivery</p> <p>Clinicians and planners to actively participate in research review to understand current and emergent technologies and evidence-based design solutions which will enhance patient outcomes and service delivery</p> <p>Improve access to care and ensure the elements of the patient journey are efficient and based on the best available information and a philosophy of continuous improvement.</p> <p>Incorporate skills, knowledge and care through the pursuit of ideas, integration, innovation and change.</p> <p>Creating consumer centric spaces for patients, carers and facilities, acknowledging demographic and cultural diversity.</p> <p>Improve the consumer experience of access, wayfinding and health literacy.</p> <p>Provide inclusive, culturally appropriate, psychologically safe, and respectful services.</p> <p>Clinicians and planners to utilise clinical networks to gain greater understanding of opportunities for innovation and trends in evidence-based solutions</p> |
| <h2>2. EXCELLENCE IN DESIGN</h2>   |  |
| <ul style="list-style-type: none"> <li>Solutions developed through extensive clinical engagement during the design process » Facilitate enhanced operational efficiency</li> <li>Best-in-class environmentally sustainable design</li> <li>Exceptional urban realm outcomes</li> </ul> | <p><b>Schedule 1 1.6</b></p> <p>[REDACTED]</p> <p>The CHE Project is committed to delivering on the ACT Government’s Climate Change Strategy 2019-2025 by incorporating energy efficient design principles including maximising its Greenstar rating, maximising on passive building design opportunities, zero net emission goals, whole of life sustainability and cost considerations and an all-electric powered building.</p> <p><b>Schedule 1 1.6</b></p> <p>[REDACTED]</p>  |

|   |   |
|---|---|
| <ul style="list-style-type: none"> <li>• Designs optimised for ease of maintenance, workplace safety and whole-of-life costs</li> <li>• Excellence in the design of public spaces, accessibility and wayfinding</li> </ul>  | <p><b>Schedule 1 1.6</b> [REDACTED] The link between the new acute care services building and the existing buildings will create a significant public domain, both internally and externally, with appropriate scale and volume to the acute care services building befitting its central role within the overall campus.</p>   |
| <h3>3. ON-TIME AND VALUE FOR MONEY DELIVERY</h3>  |   |
| <ul style="list-style-type: none"> <li>• Efficient contracting, construction and commissioning</li> <li>• Deliver affordable value for money</li> </ul>   | <p>The planning, delivery and commissioning of the CHE Project is being prepared to take into consideration CHS's requirements, in addition to the experiences learned from other jurisdictions regarding the delivery of comparable acute care services buildings.</p> <p>Consistent with requirements under the ECI Agreement, MPC and Multiplex are structuring the ECI Phase to ensure there is appropriate documentation, tracking and consideration of design development, project program and project costs.</p> <p>The Territory's assessment of Multiplex's D&amp;C Offer will include input from relevant specialist consultants, include sub-contractor comparisons and benchmarking construction/similar build data.</p>  |
| <h3>4. GREAT COMMUNITY OUTCOMES</h3>  |   |
| <ul style="list-style-type: none"> <li>• Facilitate local industry participation and workforce development</li> <li>• Ensure safety of the community, patients, hospital staff and construction workers during delivery and in design</li> <li>• Community and stakeholder engagement during design and delivery</li> </ul> | <p>The CHE Project will provide a key opportunity for employment and training opportunities for Canberrans and the local region. Multiplex's Connectivity Hub will play a key role in this process, providing a physical space to bring together contractors and individuals <b>Schedule 1 1.6</b> [REDACTED]</p> <p>As (will be) documented in the projects' Workplace Charter, the CHE Project will be a safety-first environment that will include focussing on mental and physical health and well-being.</p> <p>The Reference Design and RFT for the ECI Contractor were developed in close consultation with clinicians, consumers and the local community. Multiplex and MPC are preparing the design program for the ECI Phase, with this close consultation to continue through the design and delivery phases of the project.</p> |

**Portfolio/s:** Health

## CANBERRA HOSPITAL EXPANSION PROJECT

### Facts & Figures

- Area: 43,000m<sup>2</sup>.
- 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 an 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, including 127 ED treatment spaces. 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 provision 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.



**Portfolio/s:** Health

## **CANBERRA HOSPITAL EXPANSION PROJECT**

### **Hospital Road Closure**

- Hospital Road is a main ‘services corridor’ for the campus, with the services running behind the retaining wall along the eastern side of Hospital Road.
- Lowering the existing services to below ground provides significant benefits for campus mpast planning and ensuring there is appropriate pedestrian access to the CSB.
- The CHE Project has already lowered services in front of Building 8. Multiplex is currently lowering services in front of the CSB location, with the works to continue next year.
- The services lowering works will require temporary closures to at least one lane of Hospital Road. Appropriate vehicle and pedestrian access along Hosital Road will be maintained during these works.
- All hospital staff, patients and visitors continue to be kept informed on the timing of works in and around Hospital Road and the CHE project team thanks the public for their patience as we complete these critical services works.

### **Bus diversions**

- Although ACTION buses no longer travel down Hospital Road, the campus continues to be well served by public transport, from both the City and Woden Bus Stations, including the Rapid 6.
- Public bus routes and timetables in around the Canberra Hospital are controlled by TCCS.
- CHS also runs a free courtesy Bus to help patients, visitors and staff travel across the hospital campus with ease.
  - The service operates Monday to Friday between 8am and 5pm, with various courtesy bus stops across the campus.
  - Any further questions you may have about the courtesy bus would best be answered by my colleagues from Canberra Health Services.
- The CHE Project Design Team will continue to work with stakeholder groups to ensure pedestrian access to surrounding public transport is considered and incorporated into the design and location of accessible paths of travel.

**Portfolio/s:** Health

## **CANBERRA HOSPITAL EXPANSION PROJECT**

### **Stakeholder Engagement**

- In 2019, the project established 10 specialised user groups to inform the early planning and design for the new CSB.
  - The user groups consist of approximately 120 clinicians, support staff, and consumer representatives.
  - The user groups continue to meet to provide advice and input into the key aspects of the project's planning and design processes.
- Over 300 separate user group workshops with clinicians have already been completed since Major Projects Canberra took carriage for the delivery of the Project in July 2019.
- 'Repeatable room' user group consultations continue. This includes reviewing and critiquing test-fits of the proposed functional areas, as part of optimising the design for functionality and service delivery.
- Concurrent with this Clinical User Group consultation, is the review of the operational stream of the CSB and Whole of Hospital User Groups. This includes catering, cleaning, pathology, linen and laundry, waste services and pharmacy to ensure the infrastructure solution aligns to the operational function required in the CSB.

### **Consumer Reference Group**

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



- Health Care Consumers Association
- ACT Disability Reference Group
- CHS Aboriginal and Torres Strait Islander Reference Group
- Advocacy for Inclusion (AFI)
- ACT Disability, Aged and Carer Advocacy Service (ADACAS)
- The CRG's key role in the design development process acknowledges that a fundamental component of patient centred care is recognising and understanding the consumer perspective of the health service.

## **Local Community Reference Group**

- Established in early 2020, the Local Community Reference Group's (LCRG) primary focus is to ensure the local community has their voice heard throughout the planning and development of the project.
- With the exception of some meetings postponed due to COVID, the LCRG has met monthly since its formation.
- The latest meeting of the LCRG was held on 22 September. The group was updated on the early works, Prototype Building, Development Application, main works progress and the construction program for the remainder of 2021. ACT Health also attended and provided an update on the Canberra Hospital Master Plan.

## **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 CSB - continuing this engagement through the Project's design process.

## **CHS Aboriginal and Torres Strait Islander Consumer Reference Group**

- Following feedback on elements of indigenously sensitive design for welcoming and healing spaces in and around the CSB, in late October 2020 the Project formalised communication with the CHS' Aboriginal and Torres Strait Islander Consumer Reference Group.
- Chaired by Diane Collins, this Reference Group is made up of representatives from the Aboriginal Liaison Service and Aboriginal and Torres Strait Islander Elected Body.

## **Stakeholder Engagements**

- Ongoing communications and engagement activities with the public are continuing, to ensure high-level project awareness and improve community

sentiment. Face-to-face discussions and pop-up engagement events (adhering to COVID-19 safe work practices) have continued to be delivered. Electronic newsletters and opportunities to comment on the project via the YourSay platform have also been ongoing.

- Key upcoming public activities:
  - Q4 2021:
    - Sod turning event on site being planned for November.
    - Garran Primary School to provide input into artwork for hoarding around Canberra Hospital Expansion Site.
    - Further updates to the local community.
  - Q1 2022:
    - Prototype Building launch – once completed the Prototype building will allow clinicians and consumer representatives to tour and example of what rooms in the new CSB will look like. This is a key element of informing the design process and can be used for staff training.
    - Construction of the two towers cranes.
- The project team will continue to maintain project messaging via the project website available at [www.act.gov.au/canberrahospitalexpansion](http://www.act.gov.au/canberrahospitalexpansion)

Portfolio/s: Health

**CANBERRA HOSPITAL EXPANSION PROJECT****University of Canberra Hospital**

- Multiplex was the Territory's Design and Construct (D&C) Contractor for the University of Canberra Hospital (UCH) Project, which was completed in 2018.
- During the construction of the UCH Project, a fatality occurred. This resulted in legal action being taken by the Territory against Multiplex and certain Multiplex employees.
- On 14 October, 2021, Multiplex entered a guilty plea to a category 2 charge under the Work Health and Safety Act 2011.
  - A category 2 offence is a 'Failure to comply with health and safety duty – category 2' and carries a maximum penalty of \$300,000 for an individual officer undertaking duties on behalf of a business and \$1.5 million for a body corporate.

**CHE Project – ECI tender evaluation process**

- Workplace construction safety remains the highest priority for the ACT Government.
- **Schedule 1 1.6** [REDACTED]
- Multiplex were evaluated against the same criteria as other tenderers for WHS. **Schedule 1 1.6** [REDACTED]
- At the time of ECI Tender Evaluation, it was understood that proceedings associated with the fatality were before the courts with no finding available at the time of tender evaluation.

**Schedule 2.2 (a)(ii)** [REDACTED]

## Schedule 2.2 (a)(xi)

Schedule 2.2 (a)(xi)

- Specific safety measures on the CHE Project include (but are not limited to):
  - conducting workshops for high risk activities, maintaining a focus on critical risk, ensuring commitment to safe practices from senior management, focussing on closing the gap between paperwork and practice, and promoting significant reforms to relevant parts of the mobile crane industry
  - working closely with the Crane Industry Council of Australia (CICA) to champion and roll out Crewsafe, a voluntary program that aims to boost existing safety standards by requiring crane crews to be certified for each type and model of mobile crane (similar to a pilot being rated for each type of aircraft)
  - planning to bring together learnings from the past four years to establish a new Mobile Crane Learning and Development Centre concurrent with the CHE Project. This Centre will be used to train all staff on the project, and provide an opportunity for industry to share and collaborate on the inherent risks associated with mobile cranes
  - investing in assistive crane technology (Roborigger) to ensure its workers are using the latest and safest equipment possible
  - continuous review of safety practices across its work sites, a focus on mental health and creating safer sites as part of the design and planning process.

**Portfolio: 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 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?*

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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

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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.

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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.

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

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## Background

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

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## 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.

#### ACT Government Program

- A review of ACT Government owned buildings has identified 23 sites requiring cladding remediation works.
- Of these, 21 sites are being progressed through Major Projects Canberra (MPC), with two sites within the Education portfolio being progressed directly by the Education Directorate.
- Current cost estimates indicate a total of around \$17m will be required to complete all works.
- The remediation options range from full replacement of all cladding to removal of certain elements of cladding to achieve a low risk ranking. The recommended level of remediation varies by building and cladding elements based on risk assessment criteria.
- It is important to note that fire safety measures have been applied as part of managing cladding that remains on Government buildings, either on an ongoing basis or as an interim measure until the cladding is replaced.
- The first round of remediation works have commenced and are aimed to be completed in the second half of 2021. This includes 11 of the 21 ACT Government sites being delivered by MPC.

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- Of the 11 pilot program projects:
  - Eight sites are complete.
  - The remaining three sites are planned for completion by the end of November 2021.
- Of the 10 projects that comprise the main program of work:
  - All projects have contracts awarded and are undertaking pre-construction activities.
- The two Education-led projects are now complete.

## Private Buildings Cladding Scheme

- On 21 July 2021, the Government announced the Private Buildings Cladding Scheme which will provide grants to eligible Owners Corporations of apartment buildings to undertake testing and assessment of their building's cladding.
- The Government has made available \$1.8 million for grants under this Scheme.
- The Scheme will assist owners of eligible apartment buildings by providing a rebate of 50% of the costs (up to a maximum of \$20,000 ex GST) for testing and assessing the cladding on their buildings.
- Testing and assessing cladding on apartment buildings will:
  - confirm whether the cladding on an apartment building is combustible cladding;
  - inform building owners of the level of fire safety risk to the residents by the presence of combustible cladding;
  - detail the scope of any remediation works which may be required to reduce the risk to an appropriate level including potential costs; and
  - detail any interim fire safety measures that should be implemented in the apartment building while remediation works are considered.
- An eligible building is one which:
  - is an apartment building with a rise of three storeys or more, or a cluster of residential buildings close to each other that represents a high fire risk;
  - the building or buildings must have residential apartments, or they can have a mix of uses such as residential apartments with ground floor shops or offices; and
  - the Owners Corporation for the building must have made a judgement based on reasonable grounds that the building has combustible cladding.
- Owners Corporations have until 21 July 2022 to apply for the grant and until 21 December 2022 to ensure that the testing and assessment work has been undertaken.

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Lead Directorate: Major Projects Canberra

- 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 Owners Corporations and industry, with the assistance of Strata Communities Australia and Owners Corporation Network. Over 150 people have attended the seminars so far and these have been very well received, with calls and emails to the Cladding Program growing as a result. Direct engagement with Owners Corporations and individual strata managers is also ongoing.
- As at 19 October 2021, the application status is:

|  |            |
|--|------------|
| <b>Applications Submitted</b>                          | <b>11</b>  |
| Applications fully complete and able to be assessed    | 8          |
| Applications not complete and seeking more information | 3          |
| <b>Status of fully complete applications</b>           | <b>(8)</b> |
| Applications approved                                  | 5          |
| Applications rejected                                  | 3          |
| Applications under assessment                          | 0          |
| <b>Rebates</b>   |            |
| Rebates paid (number)                                  | 1          |
| Rebates paid (dollars)                                 | \$9454.50  |

- 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.
- There are currently 21 companies on the Register: 15 local and 6 interstate.