

Schedule 2.2(a)(xii)

Schedule 2.2(a)(xii)

Schedule 2.2(a)(xii)

Schedule 2.2(a)(xii)

via email: Schedule 2.2(a)(xii)

Dear Schedule 2.2(a)(xii)

## 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 1 September 2022, in which you sought access to:

*I write to request under the Freedom of Information Act 2016 a copy of the Ministerial Briefs with the titles outlined below.*

*I would like my request to include the selected question time briefs for that period as outlined below. Duplicate documents as well as attachments to the ministerial briefs may be excluded.*

| <i>Date</i> | <i>Subject Line</i>   |
|-------------|---|
| 24/05/2022  | <i>Territory-held financial contingency expenditure authorisations</i>                    |
| 26/05/2022  | <i>Woden   contract award arrangements brief</i>  |
| 24/05/2022  | <i>Capital works program strategic reprofiling</i>  |
| 2/06/2022   | <i>Staying Ahead: State Infrastructure Strategy 2022-2042</i>                             |
| 2/06/2022   | <i>Private Building Cladding Scheme</i>   |
| 12/05/2022  | <i>Light Rail Stage 2 - Agency Costs</i>  |
| 27/05/2022  | <i>LR Construction Works June 2022</i>  |
| 8/06/2022   | <i>Canberra Theatre Business Case</i>   |
| 10/05/2022  | <i>Canberra Theatre Centre Project – Project Activities Update for 2021/22 and beyond</i> |

*Question time Briefs:*

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

*Raising London Circuit*

*Early Works – utilities relocation*

*Light Rail City to Woden – EPBC Referral*

*LRS2 Design Contract*

*Mawson Viability*

*Community Consultation*

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

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

*CIT Woden Project – overall facts and figures*

*Bus Layover and Ancillary Roadworks (Package 1)*

*Woden Public Transport Interchange (Package 2)*

## Authority

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

## Decision on access

Searches were completed for relevant documents and twenty one (21) 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 fourteen (14) documents;
- partial access to two (2) documents;
- Withhold access to four (5) documents

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

## Statement of Reasons

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

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

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

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

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

- Section 1.6 Cabinet information;

Six documents have been identified as being within the scope of your request, however, these documents contain information that is considered to be contrary to the public interest under section 1.6 of Schedule 1 of the Act. This information is Cabinet information, which is exempt from release. The purpose of Cabinet information being exempt from release is to maintain the confidentiality of the Cabinet process and to uphold the principle of collective ministerial responsibility. This exemption was discussed in *The Commonwealth v Northern Land Council* [1993] HCA 24; (1993) 176 CLR 604 (21 April 1993). Paragraph 6 of the decision, states that:

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

In reviewing these documents, I note the requirements of schedule 1 section 1.6(2) of the Act which states that the exemption for Cabinet Information does not apply to 'purely factual information' unless the disclosure of the information would involve the disclosure of a deliberation or decision of Cabinet and the fact of the deliberation or decision has not been officially published. In the case of

Parnell & Dreyfus and Attorney-General's Department [2014] AICmr 71, the Australian Information Commissioner stated that the term 'purely factual material' does not extend to factual material that is an integral part of the deliberative content and purpose of a document or is embedded in or intertwined with the deliberative content in such a manner that it is impractical to separate it from the other content.

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

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

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

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

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

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

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

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

It is necessary for MPC to engage in competitive commercial activities, and engage with commercial third parties, to negotiate best value for money for infrastructure developments. I give these factors

significant weight. The release of this information could reasonably diminish MPC's bargaining power and ability to negotiate competitive commercial terms it is contrary to the public interest to release this information at this stage.

### **Charges**

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

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

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

### **Ombudsman Review**

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

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

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

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

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

ACT Civil and Administrative Tribunal  
Level 4, 1 Moore Street  
GPO Box 370  
CANBERRA CITY ACT 2601  
Telephone: (02) 6207 1740  
<http://www.acat.act.gov.au>

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

Yours sincerely,

**Schedule 2.2(a)(xii)**

Nikki Pulford  
Information Officer  
**Major Project Canberra**  
10 October 2022

## FREEDOM OF INFORMATION REQUEST SCHEDULE

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

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

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

| FOI Reference Number        | Request Details   |             |                     |                   |  |                   |  |                   |  |                  |   |                  |   |                   |  |                   |  |                  |                                       |                   |   |
|-----------------------------|---|-------------|---------------------|-------------------|--|-------------------|--|-------------------|--|------------------|---|------------------|---|-------------------|--|-------------------|--|------------------|---------------------------------------|-------------------|---|
| <p><b>MPCFOI2022/19</b></p> | <p><i>I would like my request to include the selected question time briefs for that period as outlined below. Duplicate documents as well as attachments to the ministerial briefs may be excluded.</i></p> <table border="0"> <thead> <tr> <th data-bbox="495 788 645 815"><i>Date</i></th> <th data-bbox="689 788 831 815"><i>Subject Line</i></th> </tr> </thead> <tbody> <tr> <td data-bbox="495 826 645 853"><i>24/05/2022</i></td> <td data-bbox="689 826 1435 853"><i>Territory-held financial contingency expenditure authorisations</i></td> </tr> <tr> <td data-bbox="495 865 645 892"><i>26/05/2022</i></td> <td data-bbox="689 865 1223 892"><i>Woden   contract award arrangements brief</i></td> </tr> <tr> <td data-bbox="495 903 645 930"><i>24/05/2022</i></td> <td data-bbox="689 903 1200 930"><i>Capital works program strategic reprofiling</i></td> </tr> <tr> <td data-bbox="495 941 645 968"><i>2/06/2022</i></td> <td data-bbox="689 941 1346 968"><i>Staying Ahead: State Infrastructure Strategy 2022-2042</i></td> </tr> <tr> <td data-bbox="495 979 645 1007"><i>2/06/2022</i></td> <td data-bbox="689 979 1084 1007"><i>Private Building Cladding Scheme</i></td> </tr> <tr> <td data-bbox="495 1018 645 1045"><i>12/05/2022</i></td> <td data-bbox="689 1018 1072 1045"><i>Light Rail Stage 2 - Agency Costs</i></td> </tr> <tr> <td data-bbox="495 1056 645 1083"><i>27/05/2022</i></td> <td data-bbox="689 1056 1084 1083"><i>LR Construction Works June 2022</i></td> </tr> <tr> <td data-bbox="495 1094 645 1121"><i>8/06/2022</i></td> <td data-bbox="689 1094 1066 1121"><i>Canberra Theatre Business Case</i></td> </tr> <tr> <td data-bbox="495 1133 645 1160"><i>10/05/2022</i></td> <td data-bbox="689 1133 1682 1160"><i>Canberra Theatre Centre Project – Project Activities Update for 2021/22 and beyond</i></td> </tr> </tbody> </table> <p><i>Question time Briefs:</i></p> <ul style="list-style-type: none"> <li><i>Light Rail City to Woden –overall facts and figures</i></li> <li><i>Raising London Circuit</i></li> <li><i>Early Works – utilities relocation</i></li> <li><i>Light Rail City to Woden – EPBC Referral</i></li> <li><i>LRS2 Design Contract</i></li> <li><i>Mawson Viability</i></li> <li><i>Community Consultation</i></li> </ul> | <i>Date</i> | <i>Subject Line</i> | <i>24/05/2022</i> | <i>Territory-held financial contingency expenditure authorisations</i> | <i>26/05/2022</i> | <i>Woden   contract award arrangements brief</i> | <i>24/05/2022</i> | <i>Capital works program strategic reprofiling</i> | <i>2/06/2022</i> | <i>Staying Ahead: State Infrastructure Strategy 2022-2042</i> | <i>2/06/2022</i> | <i>Private Building Cladding Scheme</i> | <i>12/05/2022</i> | <i>Light Rail Stage 2 - Agency Costs</i> | <i>27/05/2022</i> | <i>LR Construction Works June 2022</i> | <i>8/06/2022</i> | <i>Canberra Theatre Business Case</i> | <i>10/05/2022</i> | <i>Canberra Theatre Centre Project – Project Activities Update for 2021/22 and beyond</i> |
| <i>Date</i>                 | <i>Subject Line</i>   |             |                     |                   |  |                   |  |                   |  |                  |   |                  |   |                   |  |                   |  |                  |                                       |                   |   |
| <i>24/05/2022</i>           | <i>Territory-held financial contingency expenditure authorisations</i>  |             |                     |                   |  |                   |  |                   |  |                  |   |                  |   |                   |  |                   |  |                  |                                       |                   |   |
| <i>26/05/2022</i>           | <i>Woden   contract award arrangements brief</i>  |             |                     |                   |  |                   |  |                   |  |                  |   |                  |   |                   |  |                   |  |                  |                                       |                   |   |
| <i>24/05/2022</i>           | <i>Capital works program strategic reprofiling</i>  |             |                     |                   |  |                   |  |                   |  |                  |   |                  |   |                   |  |                   |  |                  |                                       |                   |   |
| <i>2/06/2022</i>            | <i>Staying Ahead: State Infrastructure Strategy 2022-2042</i>   |             |                     |                   |  |                   |  |                   |  |                  |   |                  |   |                   |  |                   |  |                  |                                       |                   |   |
| <i>2/06/2022</i>            | <i>Private Building Cladding Scheme</i>   |             |                     |                   |  |                   |  |                   |  |                  |   |                  |   |                   |  |                   |  |                  |                                       |                   |   |
| <i>12/05/2022</i>           | <i>Light Rail Stage 2 - Agency Costs</i>  |             |                     |                   |  |                   |  |                   |  |                  |   |                  |   |                   |  |                   |  |                  |                                       |                   |   |
| <i>27/05/2022</i>           | <i>LR Construction Works June 2022</i>  |             |                     |                   |  |                   |  |                   |  |                  |   |                  |   |                   |  |                   |  |                  |                                       |                   |   |
| <i>8/06/2022</i>            | <i>Canberra Theatre Business Case</i>   |             |                     |                   |  |                   |  |                   |  |                  |   |                  |   |                   |  |                   |  |                  |                                       |                   |   |
| <i>10/05/2022</i>           | <i>Canberra Theatre Centre Project – Project Activities Update for 2021/22 and beyond</i>   |             |                     |                   |  |                   |  |                   |  |                  |   |                  |   |                   |  |                   |  |                  |                                       |                   |   |

| <p><i>ACT Auditor-General's Report - Canberra Light Rail Stage 2A: Economic Analysis<br/>Construction Logistics and Community Safety (CLOCS)(NEW)<br/>CIT Woden Project – overall facts and figures<br/>Bus Layover and Ancillary Roadworks (Package 1)<br/>Woden Public Transport Interchange (Package 2)</i></p> |               |  |              |          |   |                            |
|--|---------------|--|--------------|----------|---|----------------------------|
| Ref No.  | No. of Folios | Description  | Date         | Status   | Reason for non-release or partial release | Open Access release status |
| 1.   | -             | Territory-held financial contingency expenditure authorisations                    | 24 May 2022  | Withheld | Schedule 1.6                              | Y                          |
| 2.   | 1-13          | Woden   contract award arrangements brief  | 26 May 2022  | Partial  | Schedule 2.2(a)(ii)                       | Y                          |
| 3.   |               | Capital works program strategic reprofiling  | 24 May 2022  | Withheld | Schedule 1.6                              | N                          |
| 4.   | 14-16         | Staying Ahead: State Infrastructure Strategy 2022-2042                             | 2 June 2022  | Partial  | Schedule 1.6                              | Y                          |
| 5.   |               | Private Building Cladding Scheme   | 2 June 2022  | Withheld | Schedule 1.6                              | N                          |
| 6.   |               | Light Rail Stage 2 - Agency Costs  | 8 March 2022 | Withheld | Schedule 1.6                              | N                          |
| 7.   | 17-19         | LR Construction Works June 2022  | 27 May 2022  | Partial  | Schedule 2.2(a)(xi)                       | Y                          |
| 8.   |               | Canberra Theatre Business Case   | 8 June 2022  | Withheld | Schedule 1.6                              | N                          |
| 9.   | 20-23         | Canberra Theatre Centre Project – Project Activities Update for 2021/22 and beyond | 10 May 2022  | Partial  | Schedule 2.2(a)(xiii)                     | Y                          |
| 10.  | 24-27         | Light Rail City to Woden –overall facts and figures                                | 23 May 2022  | Full     |   | Y                          |
| 11.  | 28-29         | Raising London Circuit   | 23 May 2022  | Full     |   | Y                          |

|                                  |       |  |               |      |  |   |
|----------------------------------|-------|--|---------------|------|--|---|
| 12.                              | 30-31 | Early Works – utilities relocation   | 23 May 2022   | Full |  | Y |
| 13.                              | 32-33 | Light Rail City to Woden – EPBC Referral                                       | 23 May 2022   | Full |  | Y |
| 14.                              | 34-35 | LRS2 Design Contract   | 23 May 2022   | Full |  | Y |
| 15.                              | 36    | Mawson Viability   | 23 May 2022   | Full |  | Y |
| 16.                              | 37-39 | Community Consultation   | 24 May 2022   | Full |  | Y |
| 17.                              | 40-42 | ACT Auditor-General's Report - Canberra Light Rail Stage 2A: Economic Analysis | 23 May 2022   | Full |  | Y |
| 18.                              | 43    | Construction Logistics and Community Safety (CLOCS)(NEW)                       | 23 May 2022   | Full |  | Y |
| 19.                              | 44-49 | CIT Woden Project – overall facts and figures                                  | 24 May 2022   | Full |  | Y |
| 20.                              | 50    | Bus Layover and Ancillary Roadworks (Package 1)                                | 23 May 2022   | Full |  | Y |
| 21.                              | 51-53 | Woden Public Transport Interchange (Package 2)                                 | 12 April 2022 | Full |  | Y |
| <b>Total Number of Documents</b> |       |  |               |      |  |   |
| 21                               |       |  |               |      |  |   |

## Attachment A: ARRANGEMENTS BRIEF

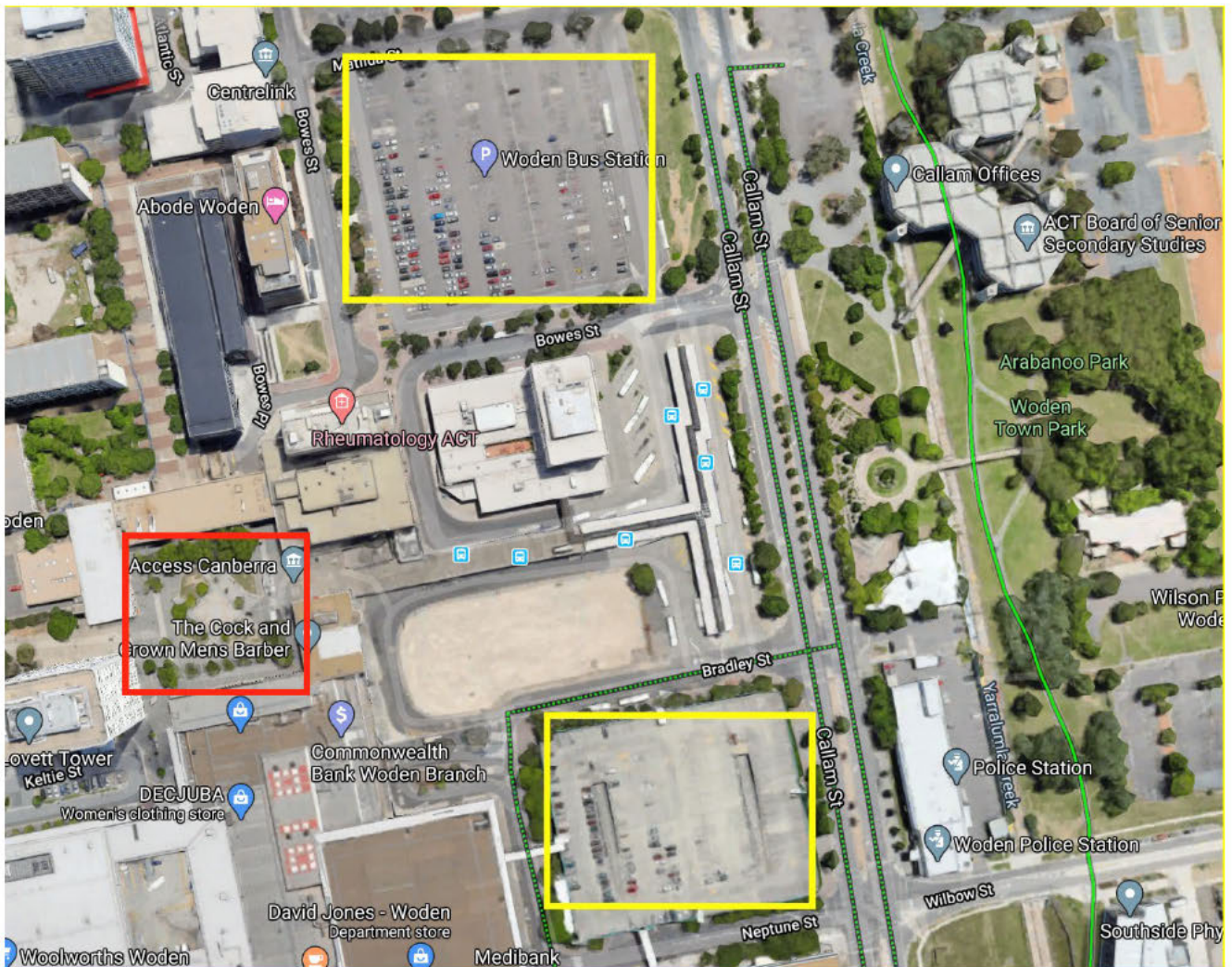
|                           |  |
|---------------------------|--|
| <b>FUNCTION:</b>          | Contract award and media event to announce contract award for CIT Woden and the transport interchange.   |
| <b>VENUE:</b>             | Woden Town Square  |
| <b>HOST:</b>              | Name: Duncan Edghill, Chief Projects Officer, MPC<br>Mobile: <span style="background-color: black; color: red;">Schedule 2.2(a)(ii)</span>   |
| <b>DAY:</b>               | Thursday   |
| <b>DATE:</b>              | 26 May 2022  |
| <b>TIME:</b>              | 11:00am – 11:30am: Contract signing at Woden Renewal Hub [Minister not required]<br>11:30am – 12:00pm: Staff Morning Tea [Minister not required, but welcome to attend]<br><b>12:00pm – 12:30pm: Media announcement and doorstop</b>   |
| <b>TIME COMMITMENT:</b>   | 30 mins (for media event only)   |
| <b>CATERING:</b>          | Light refreshments (at contract signing)   |
| <b>YOUR ROLE:</b>         | To address the media regarding: <ul style="list-style-type: none"> <li>• Contract award</li> <li>• Confirm final project details, including cost and construction program for an improved project and community outcome</li> <li>• Release of the listening report on community engagement between November 2021 and March 2022</li> <li>• Engagement opportunities coming up in 2022</li> </ul> |
| <b>DRESS CODE:</b>        | Business attire  |
| <b>WHERE TO PARK:</b>     | Matilda Street carpark   |
| <b>WHO WILL MEET YOU:</b> | Name: Duncan Edghill, Chief Projects Officer, MPC  |



|                            |  |
|----------------------------|--|
|                            | Mobile: Schedule 2.2(a)(ii)  |
| <b>ADVISOR ATTENDING:</b>  | Anton Gallacher, Schedule 2.2(a)(ii)<br>Louise Momber, Schedule 2.2(a)(ii)   |
| <b>AUDIENCE:</b>           | Media  |
| <b>VIPs:</b>               | David Paterson, Managing Director Lendlease Building   |
| <b>PAST INVOLVEMENT</b>    | Previous announcement of preferred tenderer made May 2022  |
| <b>SENSITIVITIES:</b>      | <ul style="list-style-type: none"> <li>• Procurement of CIT Campus – Woden was initially comprised of separate contracts to deliver different components of the works.</li> <li>• Key elements of the project had public facing timelines. Most notably, the public transport interchange was originally and publicly committed to be operational and commissioned by late-2022.</li> <li>• A total revised project budget now represents \$325.1 million or an approximate increase of 10 per cent from previous indicative guidance.</li> <li>• Recent negative perception regarding government procurement processes for Campbell Primary School upgrade for which Lendlease was the successful tenderer;</li> <li>• Economic stimulus and possibly perceived trade-offs required to deliver this project over other initiatives i.e., affordable housing; and</li> <li>• Community ownership with regards to project design, including fit within the Woden Masterplan: <ul style="list-style-type: none"> <li>○ development of urban design guidelines;</li> <li>○ how the project will interact with or complement existing buildings and Town Centre;</li> <li>○ how the project will interact with or complement existing services; and</li> <li>○ how the project will stimulate the development of Woden Town Centre.</li> </ul> </li> </ul> |
| <b>ORDER OF CEREMONIES</b> | 12:00pm - Minister Steel addresses media<br>12:08pm – Lendlease Building Managing Director, David Paterson, addresses media<br>12:13pm - Doorstop / issues of the day followed by photo opportunity<br>*Duncan Edghill available for interview as required.  |

|                                      |  |
|--------------------------------------|--|
| <b>MEDIA:</b>                        | Yes  |
| <b>SOCIAL MEDIA ACCOUNTS</b>         | Facebook: Minister Steel's account, ACT Government, CIT, TCCS and Lendlease.<br>LinkedIn: as above, plus MPC senior executive. |
| <b>OUTSTANDING REGULATORY ISSUES</b> | n/a  |

### Attachment B: MAP EVENT LOCATION



Media event location = **Red**

Parking = **Yellow**

## Attachment C: SPEAKING NOTES and FAQs

### MEDIA ANNOUNCEMENT: CIT WODEN AND TRANSPORT INTERCHANGE CONTRACT AWARD

[12pm, 26 May 2022]

- The ACT Government is today announcing that a contract has now been signed with Lendlease for the design and construction of the new Woden CIT campus. This marks a big step forward for the delivery of this precinct-shaping project.
- The project will provide a world-class CIT facility in the heart of Woden. It will allow CIT students to develop new skills in a modern environment. It will support students, jobs and our economy for generations to come.
- We expect construction to be complete by mid-2025. The new CIT campus and surrounding precinct will be a place that welcomes students, commuters and Woden residents - whether to study, use public transport, access local shops and services, or meet up with others in new public plazas and green spaces.
- In partnership with Lendlease, the ACT Government will deliver public spaces and facilities which bring vibrancy and connection to the Town Centre, forming a community hub that invites and welcomes people.
- 
- CIT Woden is part of an overall commitment to the growth and renewal of Woden. This investment will support the economic recovery of the Territory, supporting 520 local jobs during construction.
- Lendlease will deliver the new campus as well as taking forward the construction of the new public transport interchange from here.
- Having one contractor deliver both parts of this important project will ensure that we maximise the integration between the campus and the interchange, through key new features like an extended all-weather canopy linking the two.
- The partnership with Lendlease will also ensure that we deliver features like the new green and public spaces consistently across the campus and interchange, with the high standard of amenity we've heard the community is looking for.

- And it will ensure that we have a safe, efficient approach to construction so that people can still move around the Woden Town Centre easily during construction.
- Our partnership with Lendlease is targeting opportunities to employ more local trainees and apprentices to support upskilling of our local workforce, as well as targeted investment to encourage women into construction roles and Indigenous enterprise participation to bring further social benefits.
- Once complete, the new facility will continue to support the activation of the Town Centre. It will bring 6500 students to the area as they gain in-demand skills through study at CIT, while supporting local businesses and employment in the region.
- 
- Lendlease is a highly experienced and capable contractor, having delivered complex large infrastructure projects both locally and internationally. This includes delivery of the largest single development at the Australian National University, which, like our objectives, combined the delivery of leading-edge tertiary education facilities within a sustainable and activated campus.
- Already, considerable work has been done to begin the process of designing this new facility to ensure it is fit-for-purpose, incorporates a range of early feedback and delivers the best possible outcome for CIT educators, staff and students as well as the wider Canberra community.
- There is still more work to do to co-design this facility. Two weeks ago we released initial concept designs. These will be continually refined before being finalised later this year, to ensure the new facilities meet the needs of our growing community. A key place for Woden residents to check in on the project is at the Woden Renewal Hub, where I'm making this announcement today.
- With our new delivery partner on board, they will be working closely with the Government to establish reference and working groups to guide the project's delivery. We will be seeking input into the building design from these groups and the broader community before construction works on the main building even start.
- I'd encourage members of the Woden and CIT communities to consider joining these groups to help shape the new campus.

- Lendlease will kick start this process by considering the findings of recent community consultation on how the proposed public spaces in Woden will be used, what's important to ensure the community feel welcome and safe in the area, and the types of signage and amenities people want to see here.
- This is an exciting project for Canberra and the Woden region.
- With Lendlease on board, we will soon see the new campus and interchange really start to take shape, informed by the community's input. The next phase of the project will be busy and I'm looking forward to sharing with you more exciting milestones as we move through design development, approvals and into construction.

## FAQS

### 1) What are the total costs for this project?

The total cost of this project is approximately \$325m. This major investment demonstrates the ACT Government's commitment to the growth and renewal of Woden.

### 2) Why has the price increased from the original estimate of 'up to \$300 million'?

The total project cost covers multiple packages of work, including the early works which are well underway, the new transport interchange and the CIT Woden campus itself.

The updated cost estimate reflects that there are challenges nationally in the construction market and with supply chains. It also includes scope elements that address community feedback.

Examples of the updated scope we've included in response to community feedback include a large new all-weather canopy connecting the CIT and interchange to provide more shelter; an increased focus on green spaces and the design of the new public areas; and better connections between the existing town centre and the campus, such as through the Bowes and Bradley Street link.

The new Federal Government's \$10 million commitment to the Youth Foyer, which is being delivered as part of this project, is reflective of the undoubted value this project will deliver for our community.

### 3) What is the cost benefit ratio for the project?

The ACT Government is committed to supporting all students in Canberra to reach their full potential, and to stimulate the local economy in response to the ongoing impacts of COVID-19. This project will be key in helping us achieve those objectives.

These sorts of facilities don't lend themselves to dry economic analysis, however the benefits of this project will flow to all the students who learn within the new facility, to the employers who employ CIT graduates, the businesses in Woden and to our broader economy and community.

### 4) Is the project delayed?

The project overall remains on track for construction completion in mid-2025. We currently expect students in the facility for Semester 2 2025, but of course we will closely monitor that date as construction progresses.

### 5) You have previously said the new interchange would be operational by late 2022, is that still the case?

In selecting Lendlease as our partner to deliver the CIT Woden campus, we have updated the delivery approach for the precinct's development. Lendlease will now also take over the delivery of the public transport interchange, creating a single integrated project which will deliver both program efficiencies and improve safety on and around the site.

A temporary interchange will now be delivered at the Matilda St carpark for the beginning of the 2023 school year.

Most of the permanent new interchange will then be operational from early 2024, with the remainder of the interchange opening alongside the new campus in 2025.

This revised approach will provide greater safety for commuters during construction, by providing greater separation between the bus stops and construction works. It will also facilitate a better joined-up design and construction process.

### 6) How will you deliver improved safety on site?

Lendlease's experience in safely and efficiently managing complex integrated projects like this one is one of the key reasons we've chosen them to deliver this project.

The updated delivery approach will improve site safety for the public, buses and construction workers through the construction of a temporary interchange, additional site supervision, separation of bus movements and construction workers, improved site fencing, surveillance and lighting.

**7) How will public transport operate in Woden during the extended construction period?**

We are updating our approach to delivery of the interchange following feedback from the community, bus drivers and other stakeholders in the area about safety during construction works undertaken so far.

We will now construct a temporary interchange on the Matilda Street carpark, so that all bus movements are separated from the construction site. All buses at Woden will operate from this interchange during 2023. A reduced number will continue operating from there in 2024 once the first stage of the new interchange is operational.

**8) Will this impact the return of a full public transport timetable?**

The return to the full timetable will not be affected by the new construction program for the Woden interchange.

The ACT Government is continuing to work towards the return of the full timetable from the start of Term 3 this year. We are monitoring the availability of our driver workforce with this aim in mind – but people would have seen that we had some disruptions just last week due to higher than anticipated driver illnesses. COVID isn't over and we are continuing to try and manage the service impacts of this.

**9) Why have you appointed Lendlease as the contractor to deliver both the interchange and the CIT Woden campus?**

Lendlease has extensive experience in the delivery of large, complex infrastructure projects across Australia, including delivery of the largest single development at the Australian National University, which, like CIT Woden, combined the delivery of SMART tertiary education facilities within a sustainable and activated campus.

Lendlease submitted a high-quality, well considered proposal which demonstrated their experience and fit for the job. Their commitment to quality, design innovation, sustainability, and supporting a local workforce was evidenced throughout the rigorous tender process – making it clear they were the right contractor for the ACT Government to partner with on the new CIT Woden project.

**10) Is it costing more to have Lendlease finish the interchange? What does this mean for the contractor already building the interchange?**

Lendlease will take a different approach to building the interchange, so it wouldn't be a like-for-like comparison. The interchange costs are included in the total \$325m project investment.

The current contractor at the interchange will hand over the site to interchange to Lendlease. This is by mutual agreement between the current contractor and the ACT Government.

**11) Is the Government favouring Lendlease by awarding them another government contract?**

No. Lendlease submitted a high-quality, well considered proposal which demonstrated their experience and fitness for the job in a competitive tendering environment. They were recommended by the evaluation panel as the right party for the job. Their commitment to quality, design innovation, sustainability, and supporting a local



workforce was evidenced throughout the rigorous tender process – making it clear they were the right contractor for the ACT Government to partner with on the new CIT Woden project.

## **12) What services/new infrastructure will be part of the new CIT facility?**

The CIT campus is more than a building – it's the start of a new era for CIT. In bringing LendLease on board, we've had the opportunity to add more features that the community has told us are important.

The new campus will feature:

- Smart classrooms
- Simulated learning environments
- Commercial kitchens
- A smart campus backbone for digitally-enabled learning
- New shared and collaboration spaces to encourage active cross-pollination between fields, courses and industry sectors within CIT.
- A Youth Foyer – supported by the new federal Labor Government – providing on-campus housing for young people at risk of homelessness

The precinct will also be home to a wide range of public facilities and amenities. We are expanding the scope and inclusions of some of these in response to community feedback:

- light rail ready public transport interchange
- more shelter linking CIT campus to public transport interchange
- a pedestrian boulevard to Woden town square
- a new Bowes and Bradley Street local shared zone
- secure bike storage and lockup
- electric vehicle charging
- public toilets
- new green spaces and trees.

## **13) How can the community get involved in the design process?**

For the past two years we have been talking to the community about the CIT Campus – Woden project and gathering feedback. We will continue to seek community input at every stage of the project.

Community input gathered to date is already being used by our planners, architects and engineers.

Over the coming months, Lendlease will continue to seek feedback from community, key stakeholders and work with various reference groups to inform the development of the building design.

During this period there will be even more opportunity for the community to have their say on the CIT campus and public spaces. To stay up to date people can sign up to the mailing list at the CIT Campus - Woden website.

Canberrans can also drop into the Woden Renewal Hub at a time that suits them between 11:00am and 2:00pm, Tuesday to Friday, and provide feedback on the project. The Hub has been established to make it easy and convenient for people to find out what's happening and share their views on an ongoing basis.

## Attachment D: MEDIA RELEASE

# Contract signing for CIT Woden puts town centre renewal on track

**The ACT Government has announced it has signed a contract with Lendlease Building for the delivery of the new Woden CIT campus. This marks a big step forward for the renewal of the Woden Town Centre.**

“The CIT Campus - Woden project will create a world-class learning facility for CIT students. It is a flagship project for the renewal of the Woden Town Centre,” said Minister for Skills, Chris Steel.

“It will support 520 local jobs, accommodate 6,500 students in a modern new campus, deliver a new light rail ready public transport interchange and more green spaces for everyone to enjoy. It will benefit students, jobs and our economy for generations to come.

“We are partnering with Lendlease to deliver the new campus as well as the next stage of the public transport interchange. This approximately \$325 million project demonstrates the ACT Government’s commitment to Woden.

“The combined delivery of these key elements of the precinct will ensure they are well integrated, and that we are delivering on the community’s priorities for better ground-level activation and great public spaces,” said Minister Steel.

The partnership with Lendlease will deliver new inclusions for the project in response to community feedback, and an updated delivery approach for safer and more efficient construction. The project will include:

- a 22,500m<sup>2</sup> purpose-built CIT campus
- a light rail ready public transport interchange, with more bus stops, passenger-friendly shelters and enhanced lighting and signage.
- an integrated youth foyer, with up to 20 independent units and communal living spaces
- better pedestrian connectivity, including a new pedestrian boulevard linking the interchange to Woden Town Square
- a new local shared zone between Bowes and Bradley streets.

“We’ve heard the community’s feedback that things like shelter, green spaces and connectivity are really important as we re-shape the southern side of the Woden Town Centre,” said Minister Steel.

“That’s why we are updating the scope of the project with new inclusions like an all-weather canopy linking the campus and the interchange, more greenery and stronger connections through to the existing shops and services.”

While work is underway on the campus and interchange, a temporary bus interchange will be constructed at the Matilda Street carpark to better separate buses and passengers from the construction zone. This addresses community feedback about safety and access during the first phase of the interchange works over the past 12 months.

The updated delivery program means most of the new interchange will be operational in 2024, with the final stops coming online with construction being complete for the new CIT campus by mid-2025.

“CIT Woden is a really important for our community – ushering in a new era for skills and training in Canberra and the next exciting stage of Woden’s development,” said Minister Steel.

Lendlease Managing Director, Building, David Paterson said, “We look forward to working with the ACT Government to deliver a new contemporary and sustainable CIT campus in the heart of Woden that will meet the growing needs of the community and support the wider revitalisation of the Woden Town Centre.”

For more information about the project visit [www.act.gov.au/citcampuswoden](http://www.act.gov.au/citcampuswoden) or drop into the Woden Renewal Hub in the Woden Town Square to find out more about the project and give your feedback.

**Statement ends**

## Attachment E: SOCIAL MEDIA POST

Today we have entered into contract with Lendlease for the new CIT Woden campus and transport interchange, marking a big step forward for delivery of this precinct-shaping project.

The partnership with Lendlease will deliver a world-class learning facility for CIT students. It is also a flagship project for the renewal of the Woden Town Centre.

This new precinct will be a place that welcomes students, commuters and Woden residents - whether to study, use public transport, access local shops and services, or meet up with others in new public plazas and green spaces. It will include:

- a 22,500m2 purpose-built CIT campus
- a light rail ready public transport interchange, with more bus stops, passenger-friendly shelters and enhanced lighting and signage.
- an integrated youth foyer, with up to 20 independent units and communal living spaces
- better pedestrian connectivity, including a new pedestrian boulevard linking the interchange to Woden Town Square
- a new local shared zone between Bowes and Bradley streets.

This is a major milestone for the project as we progress towards construction being complete by mid-2025. For more information about the project visit [www.act.gov.au/citcampuswoden](http://www.act.gov.au/citcampuswoden)

Objective Reference: 22/70461

|                      |   |
|----------------------|---|
| <b>To:</b>           | Treasurer                                       |
| <b>From:</b>         | Chief Projects Officer, Major Projects Canberra |
| <b>Critical Date</b> | In the normal course of business                |

## Purpose

The purpose of this Advisory Note is to inform you of the recently released NSW *State Infrastructure Strategy 2022-2042: Staying Ahead* document.

## Discussion

### Background

1. On 31 May 2022, Infrastructure NSW released the *State Infrastructure Strategy 2022-2042: Staying Ahead*, which provides advice to the NSW Government on the infrastructure needs and priorities of the State for the next 20 years. The Strategy is available on the Infrastructure NSW (INSW) website and can be accessed via this [link](#).
2. Many of the challenges and priorities highlighted in the Strategy are similar to those experienced in other jurisdictions, including the ACT.

### Matters of Particular Interest to the ACT

3. Of particular relevance to the ACT are the following elements of the Strategy:
  - **Initiatives of Relevance to the ACT:** Focus areas noted in the Strategy of particular interest to the ACT include:
    - **Fast Rail:** The Strategy notes the staged approach to inter-city connectivity through the NSW Fast Rail Strategy. The immediate need is to determine the priorities and staging for corridors and packages, and for the NSW Government to start the process of committing regular annual funding. The Strategy notes Fast Rail will need to be accompanied by an holistic strategy that considers complementary infrastructure and non-infrastructure policies, including transport connectivity to Fast Rail, land use planning, and business and investment attraction.
    - **Freight:** The Strategy restates the NSW Government's 20 year Economic Vision for Regional NSW including the \$4.2 billion Snowy Hydro Legacy Fund and 1) the establishment of Snowy Mountains Special Activation Precincts (SAP) which seeks a year round tourism hub and grows the region into a national training base for snow sports and 2) the South Jerrabomberra Regional Job Precincts which seeks to deliver faster planning approvals to drive growth, investment and development opportunities.

- Regional Cities Bus Services Improvement Program: Detailed planning is underway with service improvements in Queanbeyan to be completed by 2023 and an intention to enable the payment of fares using a debit or credit cards or a linked device.
- **Market Conditions**: The Strategy identifies an immediate priority to apply procurement practices for large complex projects that de-risk projects, reduce the costs of participation for bidders and increases participation by tier 2 and tier 3 contractors and new entrants. This will be an area Major Projects Canberra (MPC) continues to liaise with NSW colleagues as our projects often compete for the same contractors and resources.
- To address market conditions, the Strategy also recommends:
  - Supporting procurement practices for large, complex projects which include early engagement on risks, scope and design solutions and open book approaches.
  - Sequencing projects to match industry capability – as ‘megaprojects’ can only be delivered by a limited pool of contractors and place especially high demand on limited skilled engineering and project management resources. The Strategy notes the forward pipeline includes projects that have not yet reached the stages of the final business case, investment decision or main-works procurement and recommends the timing and priority be reconsidered but that long-term options planning and corridor preservation continue.
  - Of particular interest was Parramatta Light Rail Stage 2. Notwithstanding INSW’s recommendation, the NSW Government subsequently confirmed it has approved the business case for that project.
- The Strategy recommends tipping the balance of spending towards technology upgrades, augmentation of existing assets and networks, and structured maintenance and the NSW asset base matures. Over the long term this would see investment in infrastructure decline from 2.6% of GDP in 2018-19 to 1.6% by 2060-61 which is in line with other OECD countries.
- In forward planning and delivery, the Strategy notes:
  - NSW Treasury is updating its business case and investment appraisal guidelines during the next two years and would benefit from an independent expert advisory panel to provide oversight and guidance in line with international best practice.
  - Oversight and accountability for the successful execution of large and complex cannot be handed off and generally sits with a small group of people within the NSW Government and industry. As a result, there is a limit to the number of projects that can be supervised at one time and funding is not the only

constraint to a successful infrastructure program. Accordingly, the Strategy recommends enhanced training and development for infrastructure delivery agencies, particularly in the areas of commercial skills for large projects (bidding, pricing, contract administration, procurement, evaluation) and Project, Program and Portfolio leadership.

Schedule 1.6

[Redacted text block]

**Noted/Please Discuss**



**Andrew Barr MLA  
Treasurer**

**9/7/22**

Objective Reference:22/67524

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

---

**Through:** Deputy Chief Projects Officer, Major Projects Canberra  
Project Director, Light Rail Stage 2  
Executive Branch Manager, Governance and Ministerial Services

---

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

---

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

---

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

 **Noted/Please Discuss**

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

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

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

9/6/22  
...../...../.....



**Table 1**

| Contractor          | Works  | From                    | To                      | Description of works   |
|---------------------|--|-------------------------|-------------------------|--|
| Schedule 2.2(a)(ii) | Car Park Entry –<br>Corner of London<br>Circuit and<br>Constitution Avenue.  | Friday 20 May<br>2022   | Friday 20 May<br>2022   | Partial closure of London Circuit –<br>Constitution Avenue Carpark<br>entry. Traffic control and<br>pedestrian management will be in<br>place.<br><br>(Asphalt)<br><br>Nil night works.  |
| Schedule 2.2(a)(x)  | LRS2A route (along<br>Northbourne Avenue<br>between Alinga<br>Street and London<br>Circuit, along London<br>Circuit between<br>Northbourne Avenue<br>and Commonwealth<br>Avenue, and along<br>Commonwealth<br>Avenue between<br>Vernon Circle and<br>Lake Burley Griffin.<br><br>May also include<br>Parkes Way. | Monday 23<br>May 2022   | Throughout July<br>2022 | Utilities potholing investigations<br>and surveying will be undertaken.<br>These investigations will involve<br>minor excavation works, pit<br>inspections, GPR work, survey<br>pickup and surface reinstatement.<br>Traffic control and pedestrian<br>management will be in place.<br><br><b>Will include night works.</b>            |
| Schedule 2.2(a)(x)  | Northern verge of<br>the eastbound<br>carriageway of<br>Parkes Way, to the<br>east of Parkes Way<br>pedestrian<br>footbridge into Acton<br>Park.   | Throughout<br>June 2022 | Throughout June<br>2022 | The investigations for water bore<br>will involve drilling to investigate<br>and confirm the underground<br>conditions and if this is suitable to<br>be utilised for the future irrigation<br>for the landscaping on<br>Commonwealth Avenue. Traffic<br>control and pedestrian<br>management will be in place.<br><br>Nil night works. |
| Schedule 2.2(a)(j)  | Along London Circuit<br>between University<br>Avenue and<br>Edinburgh Avenue.  | End of May<br>2022      | Throughout June<br>2022 | Geotechnical investigations and<br>condition assessment of the<br>existing watermain along London<br>Circuit.<br><br>Nil night works.  |
| Schedule 2.2(a)(x)  | Northbourne<br>Avenue, London<br>Circuit, Parkes Way,<br>Commonwealth<br>Avenue and Barrine<br>Drive.  | June 2022               | June 2022               | Works include sewer pipe and pits<br>investigations and CCTV camera.<br><br><b>Will include night works.</b>   |

|                     |  |                      |                               |   |
|---------------------|--|----------------------|-------------------------------|---|
| Schedule 2.2(a)(x)  | Commonwealth Avenue median (north of Parkes Way), North-west clover leaf, South-west clover leaf and South-east clover leaf.                                 | June 2022            | Third Week of June 2022 (tbc) | Translocation of Golden Sun Moth (GSM) from the clearance areas at the Commonwealth Avenue median (north of Parkes Way), the North-west clover leaf and the South-west clover leaf; and translocated into the South-east clover leaf.<br><br>Nil night works. |
| Schedule            | Along London Circuit between Farrell Place and Edinburgh Avenue.   | Throughout June 2022 | June 2022                     | TPG will be continuing trenching works along London Circuit from Farrell place. Excavation, conduits and pits installation reinstatement of verge and road pavements.<br><br>Nil night works.   |
| Schedule 2.2(a)(xi) | London Circuit (south), Vernon Circle (south), Edinburgh Avenue and Constitution Avenue.   | Throughout June 2022 | June 2022                     | Works include testing, commissioning and cutover of new watermain.  |
| [Redacted]          | Schedule 2.2(a)(xi)  | [Redacted]           | [Redacted]                    | [Redacted]  |
| Schedule            | Along London Circuit between Farrell Place and Edinburgh Avenue.<br><br>&<br><br>Along Vernon Circle (south), Constitution Avenue and London Circuit (west). | Throughout June 2022 | June 2022                     | Works include testing, commissioning and cutover of new telecommunication services.   |
| Schedule 2.2        | Along London Circuit between Farrell Place and Edinburgh Avenue.   | June 2022            | Mid - June 2022 (tbc)         | Works include testing, commissioning and cutover of new telecommunication services.   |
| Schedule 2.2        | Along London Circuit between Farrell Place and Edinburgh Avenue.<br><br>&<br><br>Edinburgh Avenue Verge and along Marcus Clarke Street to Parkes Way.        | Throughout June 2022 | June 2022                     | Works include testing, commissioning and cutover of new telecommunication services.   |

**Major Projects Canberra**

OFFICIAL

|                       |  |                               |
|-----------------------|--|-------------------------------|
| <b>To:</b>            | Minister for Arts  | <b>Tracking No.:</b> 22/59096 |
| <b>Date:</b>          | 10 May 2022  |                               |
| <b>Through:</b>       | Deputy Chief Projects Officer, Major Projects Canberra                             |                               |
| <b>From:</b>          | Chief Projects Officer, Major Projects Canberra                                    |                               |
| <b>Subject:</b>       | Canberra Theatre Centre Project – Project Activities Update for 2021/22 and beyond |                               |
| <b>Critical Date:</b> | In the normal course of business   |                               |

**Recommendations**

That you:

1. note the information contained in this brief regarding progress of current activities with the Canberra Theatre Centre Project.

**Noted / Please Discuss**

Tara Cheyne MLA  ..... /...../2022 <sup>11 5</sup>

Minister's Office Feedback

## Background

1. The 2021-22 ACT Budget handed down on 6 October 2021 has made funding of \$2.779 million available to the Canberra Theatre Centre (CTC) Expansion and Redevelopment Project (the Project), with \$1.053 million allocated for 2021/22 and \$1.726 million for the 2022/23.
2. Under previous funding initiatives, the ACT Government has provided \$1.6 million of funding to the Project.
3. This equates to an investment to date of \$4.379 million to the Project.

## Project Activities Update

4. Site investigations are a key focus area for the project prior to entering the design and approvals phase. Summary of site investigations follow:

| Discipline                       | Scope/Outcome   | Status  |
|----------------------------------|---|---|
| Geotech                          | Geology assessment to inform CTC project design phase.  | Request for Tender (RFT) released to market 7 April 2022.<br>Tender responses under evaluation.<br>Estimated completion: Q2/2022.                                 |
| HAZMAT                           | Need to develop and agree scope.  | Planning to undertake a gap analysis of the existing HAZMAT reports and provide recommendations for further HAZMAT Assessments.<br>Estimated completion: Q3/2022. |
| Arborist / Ecological Assessment | Make recommendation on the level of likely impact of the proposed project on the relevant flora and fauna and its habitat.  | Work commenced February 2022.<br>Draft report reviewed with consultant 12 April 2022.<br>Estimated completion: Q2/2022.   |
| Surveyor                         | Additional topographical survey to previous consultant engagement, includes tree locations and canopies.  | Work commenced February 2022.<br>Filed works is progressing well.<br>Estimated completion: Q2/2022.   |
| Town Planning                    | Make recommendations for Section 19 block boundary changes, resolve land tenure matters between the various agencies and investigate known planning matters arising from the CTC project concept design.                        | Planning to release RFT to market May 2022.<br>On-track for completion: Q4/2022.  |
| Traffic Modelling                | Undertake a precinct wide traffic assessment, including stage truck turning and movements through the precinct.<br>Identify key car parking capacity changes for the precinct as the project moves into the construction phase. | Scope included in Engineering Services.   |
| Engineering Services             | Identify engineering services/utility services clashes and recommend solutions to inform the project design phase.<br>Identify the requirement and scope of an early works package.   | Planning to release RFT to market May 2022.<br>On-track for completion: Q4/2022.  |

- a. Major Projects Canberra (MPC) continues to work with the City Renewal Authority (the Authority) on the aforementioned site investigations, noting the joint interest in the adjoining sites.
  - b. The draft Ecological Assessment report has not raised any significant issues for the Project to consider. The report identifies Chilean Needle Grass on Block 38 requiring management by the Authority.
5. Civic Square Precinct Conservation Management Plan (CMP) was endorsed on 30 November 2021, and following endorsement was submitted to the ACT Heritage Council for consideration on 16 December 2021. A response from the ACT Heritage Council is expected in June 2022.
6. In the most recent Statement of Expectations from the Federal Minister for Infrastructure and the revised Statement of Intent for Infrastructure Australia (IA) (Released on 28 March 2022), the Infrastructure Priority List (IPL), will now exclude Social Infrastructure and has restricted IA to submissions, from its core sectors of Transport, Energy, Communications and Water as defined in its Act.
- a. As such, IA advised that they will be unable to receive a submission on Canberra Civic and Cultural District (incl. the theatre) for inclusion onto the IPL.
  - b. **Schedule 2.2(a)(xiii)** [Redacted]
  - c. **Schedule 2.2(a)(xiii)** [Redacted]
7. **Schedule 2.2(a)(xiii)** [Redacted]
8. **Schedule 2.2(a)(xiii)** [Redacted]

- b. Schedule 2.2(a)(xiii)
- c. The RFT was released to market on 3 May 2022 and Schedule 2.2(a)(xiii)

#### Financial Implications

- 9. Schedule 2.2(a)(xiii)
- 10. Although this report will no longer be used for a submission to IA, the economic analysis will support the future Tier One business case for the construction of the Theatre redevelopment and associated precinct work undertaken by the Authority.
- 11. The additional funding of \$2.799 million will fund resourcing, site investigations, engineering master planning and test fit analysis.
- 12. The business case, currently in preparation for consideration in the 2022-23 ACT Budget, will seek the additional funding required to develop the design to in preparation for a future Tier One Construction business case.

#### Consultation

- 13. MPC continues to work closely with key stakeholders including the CFC, the Authority, Treasury, artsACT and Transport Canberra and City Services.

#### Communications, media and engagement implications

- 14. Communication plans will be developed as part of usual ACT Budget communications processes.

|                 |                |        |        |
|-----------------|----------------|--------|--------|
| Signatory Name: | Duncan Edghill | Phone: | x53842 |
| Action Officer: | David Glavas   | Phone: | X52185 |

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

### Talking points: Progress Update

#### Expected Project Timelines

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

#### Environmental Protection and Biodiversity Conservation

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

#### Works Approval and Environmental Assessment

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

#### Raising London Circuit

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

### Talking points: Facts

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

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

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

#### Power systems

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

#### COVID-19

- COVID-19 has created uncertainty in the infrastructure sector internationally.
- As the project will include international partners and supply chains, understanding and managing the risk associated with this global uncertainty is essential to ensuring Canberrans get value for money in a future contract.
- Due to the global uncertainty, the Territory would be required to accept any cost or delay risk associated with any impact on the delivery of the Project as a result of COVID-19. There are several key elements of the Project that are high risk of being impacted by COVID-19 based on the current environment and have the potential to be exacerbated if the global COVID-19 situation worsens.
- The ACT Government is carefully considering how to proceed with construction to ensure a steady pipeline of work in this current climate.



## TALKING POINTS: Figures

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

### Light Rail Stage 1 Operating Costs

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

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

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

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

## Portfolio/s: Transport and City Services

### Raising London Circuit

#### Talking points:

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

### Works Approvals

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

### Raising London Circuit Main Works Procurement

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

### **Key Information**

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

## ISSUE: Early Works Utilities

### Talking points:

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

### What early works are happening:

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

### Community Impacts:

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

### Recent engagement to support these activities

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

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

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

- Major Projects Canberra (MPC) submitted two referrals for the project under the Commonwealth’s Environment Protection and Biodiversity Conservation Act (EPBC Act) – City to Commonwealth Park (2A) and Commonwealth Park to Woden (2B).
- The EPBC Act is administered by the Australian Government Department of Agriculture, Water and the Environment (DAWE). Prior to 1 February 2020, administration of the EPBC Act was by the Department of the Environment and Energy (DoEE).
- On 17 November 2021, MPC lodged a variation for potential impacted areas outside the approved EPBC footprint for consideration by DAWE, approval was received on 23 December 2021.
- MPC has finalised the first Golden Sun Moth (GSM) Plan for the raising London Circuit Utilities Works and procured the Biodiversity offsets. The initial GSM Translocation works were finalised on 30 July 2021. Fencing of the south east cloverleaf will remain in place to protect GSM habitat and rehabilitation.
- MPC are progressing the GSM 2.0 Plan for the raising of London Circuit Main Works which is expected to be lodged with DAWE early in 2022.
- We will continue consultation with all stakeholders as the project develops, ensuring that we provide the best outcomes for our community now and well into the future.

**Background Information**Stage 2A Referral Decision

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

Environmental Management and Rehabilitation Plan (GSM Plan). The approval of the GSM Plan by the Commonwealth Environment Minister and the purchasing of biodiversity offsets are both pre-conditions to the commencement of main works for the Project.

### Stage 2B Referral Decision

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



## ISSUE: LRS2 Design Contract

### Talking points:

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

### Costs:

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

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

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

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

Raising London Circuit

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

## ISSUE: Community Consultation - Light Rail Stage 2

### Talking points:

- Engagement activities for the light rail stage 2 project in recent months have focused on informing stakeholders about:
  - early utility relocation works;
  - upcoming works and project approvals; and
  - traffic disruption.
- Recent engagement to support these activities has included:
  - door knocking, calls and follow up emails distributed to more than 90 stakeholders directly impacted within a 100 metre radius of project foot print, provide information about the raising of London Circuit and disruption impacts;
  - several project notifications issued to nearby residents and businesses to inform them of early works and traffic disruptions; and
  - issuing of a May 2022 Project Update to a database of 6,000+ subscribers across Canberra.
- Nearby residents and businesses on and around London Circuit will receive construction notifications including a monthly Construction Look-ahead issued each month.
- Methods and channels to inform and engage with Canberrans virtually and remotely are also in place. This is being done with email and letterbox updates, a project website, a virtual engagement room, and through online stakeholder briefings.
- Crucial to effectively delivering a responsive community engagement program, Major Projects Canberra (MPC) is in the process of finalising a Community Liaison Management Procedure to manage feedback, questions, compliments and complaints – this includes the light rail email inbox and 1800 project hotline.

### Light Rail Stage 2A Engagement

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

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

#### Raising London Circuit Works Approval Public Display

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

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

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

#### Light Rail Community Reference Group

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

### Disruption Taskforce

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

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

- A performance audit of the economic appraisal conducted in 2019 for Light Rail Stage 2A (Stage 2A) has been undertaken by the Auditor-General with a report presented to the Speaker of the Legislative Assembly on 24 September 2021.
- The audit was limited in scope to the project's economic appraisal and did not review the merit of the government's decisions relating to Light Rail or the procurement processes.
- The ACT Government tabled a response to the Report on 2 December 2021 addressing the three recommendations.
- The Standing Committee on Public Accounts is conducting an inquiry into the Auditor-General's Report. Public hearings were held on 12 May 2022 with a report expected to be issued by the Standing Committee mid-2022.

Project cost

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

- With these essential components factored in, we expect that the cost of Stage 2A will be higher than the base delivery costs presented in the 2019 business case. We will be transparent with the Canberra community about the cost of this project once we have concluded commercial negotiations for its delivery.
- The cost estimate in the 2019 business case excluded disruption costs though the construction period. The approach adopted for the cost benefit analysis (i.e. not including disruption costs within the quantified BCR) is consistent with accepted economic appraisal methodology and the approach used for Stage 1. Under Infrastructure Australia guidance subsequently released in July 2021, where disruption and other externalities such as noise and neighbourhood disturbances are expected to be a significant factor, these 'could be considered' for inclusion in the BCR calculations. It is not expected the inclusion of any such costs would have a material bearing on the economic analysis in this case.

#### Economic Analysis and Project Benefits

- Light rail is a city-shaping project and is not driven by a single benefit-cost ratio. As Stage 1 has demonstrated in real life, it delivers an attractive form of transport, it helps promote urban rejuvenation, and it creates jobs.
- Stage 1 of light rail has been hugely successful, with patronage reaching levels projected for the mid-2020s within a year of its operation. Now, we want to extend the same benefits to people on Canberra's southside.
- It's not just the ACT Government that recognises the benefits of building light rail. The Commonwealth Government also committed \$132.5m to the project earlier in the year.
- Building light rail to Woden is estimated to support over 6,000 jobs, with around 1,000 associated with Stage 2A alone. This is a great boost that our economy needs in the wake of COVID-19.
- The ACT Government has been very transparent on economic analysis conducted in 2019 into the Stage 2A project. The benefit cost ratio for Stage 2A – which of course only includes the first three stops to Commonwealth Park - was published in the 2019 business case.
- This analysis demonstrated a benefit cost ratio of 0.6. It's worth recognising the BCR is calculated using a discount rate of 7% per annum which significantly reduces project benefits which are derived across the medium and longer term compared with upfront investment costs.
- The benefits of Stage 2A are weighted toward city shaping (land use) and wider economic benefits. This is unsurprising given the relatively short 1.7km extension to Commonwealth Park, but with three light rail stops adjacent to City Hill, the Acton Waterfront and West Basin.



- The approach taken by the ACT Government's economic advisers to quantify the 'city shaping' benefits within the Stage 2A business case included an assumption that development of the Acton Waterfront would be accelerated (by two years) compared to a 'base case' without the impetus of Stage 2A.
- Light rail projects are a proven catalyst for urban renewal and development across the globe. This includes the corridor from Gungahlin to the City for Stage 1.

#### Other Notes

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

#### Performance Audit Recommendations

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

## Construction Logistics and Community Safety

### Talking points:

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

### Key Information

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

**Portfolio/s: Treasurer****Skills****ISSUE: CIT Campus – Facts and Figures****Talking points:**

- On 28 November 2019, the ACT Government announced that a new CIT campus will be built in the Woden Town Centre. This new, modern CIT campus will be a dedicated teaching and learning campus and complement a new passenger-friendly public transport interchange to be situated on Callam Street.
- On 24 August 2020, the Chief Minister and I announced that the ACT Government had formally approved the CIT Campus – Woden Business Case, which marked a significant milestone and major step-forward for the project.
- CIT Campus Woden will be a VET technology and service skills learning precinct, delivering courses to prepare students for roles in industries such as business, cyber security, IT, creative industries, hospitality and tourism.
- As well as delivering a state-of-the-art teaching and learning facility, the project will create a whole new activated precinct for Woden. Parts of the Campus will be open to the public and shared spaces will showcase the courses and outcomes of a CIT education. Areas for relaxing, eating, meeting will be created as well a safer and easier connection from Woden's parks to public transport through to the shopping and services of the Town Centre.
- A pedestrian spine will run from the Callam Street public transport interchange, through the Campus and on towards to the Woden Town Square.
- The precinct is about improving the wellbeing of all users of the space; CIT staff, students, local residents, commuters, people working in Woden and those visiting. The community have identified, through a number of online surveys and in public information sessions and pop-ups that their priorities for this precinct are; greenery, safety, lighting and protection from the weather.
- Over 6500 students will attend the CIT Campus Woden each year, which will benefit local business and industry whilst providing students with a contemporary and dynamic educational environment.
- The government is investing in the order of \$250 million to \$300 million in the new CIT Campus, Youth Foyer and new public transport interchange and associated roadworks for Woden.
- More than 520 jobs are expected to be created during construction alone, in addition to the teaching and learning jobs that will be offered once the facility is operational.
- CIT Campus Woden Project comprises four packages of development works:

- Package 1 - Woden Bus Layovers and Ancillary Roadworks;
- Package 2 - Woden Transport Interchange including capacity for future Light Rail;
- Package 3 - CIT 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.
- Works at the Launceston Street Carpark (future Bus Layover and Drivers Amenity Building) are progressing, with critical service relocation works ongoing with construction of the Launceston Drivers Facility well underway. Site preparation for the layover pavement is also well underway.
- Easty Street works for the electrical service relocations, storm water and water relocations and pavement installation is now complete and is reopened for public use while verge works progress.
- Easty Street re-opened to the public on 31 March 2022.
- The section of Launceston Street between Bowes and Easty Streets will be temporarily closed to private vehicles from late May 2022 until around July 2022. During this period this area will only be available to buses and emergency vehicles. There will be temporary traffic management mechanisms in place between Furzer and Bowes Streets to control the changing traffic conditions.
- Traffic signals at the Launceston Street/Easty Street intersection were partially commissioned in mid May 2022, but remain under temporary traffic management while works to the Launceston Street turning lanes continue. The signals also provide improved safety through the signalised pedestrian crossing on the Launceston Street eastern leg of the intersection.

### Package 2

- Callam Street between Bradley and Matilda Streets was closed to private vehicles in December 2021 and early works for utilities and services are ongoing.
- Sections of Callam Street closed to all traffic from April 2022 until the Public Transport Interchange is fully operational. This has been implemented to progress the main works associated with building the new Public Transport Interchange, during this time buses will be accessing Launceston and Bowes Street to service the interchange.
- The extended temporary bus layover between Matilda and Bowes Streets opened at the end of May 2022 to facilitate the physical closure of Callam Street, between Matilda and Bowes Streets, to allow for upcoming utilities works across Callam Street.
- Roadworks will continue to take place around the Woden Town Centre to support the new interchange, the community will continue to be updated on the changes.
- As announced on 26 May, Lendlease will now also take over the delivery of the public transport interchange, creating a single integrated project that will deliver program efficiencies and improve safety on and around the site.
- Having one contractor deliver both parts of this important project will enable stronger integration between the campus and the interchange during design and delivery.

### Package 3

- As part of the design development stage, interest was sought from architecture and engineering firms through an open tender process to work closely with and provide advice to the ACT Government. Arup/Hayball Technical Advisors consortia were appointed on 12 November 2020.
- The design process is continuing with the Functional Design Brief finalised in June 2021 and issued as part of the Request for Tender (RFT) process.
- Expressions of Interest were received and two successful tenderers were provided the RFT documents on 16 July 2021.
- The RFT procurement and contract negotiation process is complete, with the ACT Government signing the contract with Lendlease Building (Lendlease) on 26 May 2022 to design and construct the new CIT Campus in the Woden Town Centre. This is a major milestone for the project as we progress towards welcoming students to the campus in 2025.
- CIT Woden is part of an overall commitment to the growth and renewal of Woden. This investment will support the economic recovery of the Territory, creating 520 local jobs during construction.

- Our partnership with Lendlease is targeting opportunities to employ more local trainees and apprentices to support upskilling of our local workforce, as well as targeted investment to encourage women into construction roles and Indigenous enterprise participation to bring further social benefits.

### **Planning Approvals Process**

- An Estate Development Plan (EDP) was submitted for agency circulation in June 2021. The EDP was submitted for review to the Environment, Planning and Sustainable Development Directorate (EPSDD) in mid-February 2022. After internal approvals, the final EDP design was formally lodged for assessment on 8 April 2022, with a public notification period commencing 19 April 2022, and entity referral as part of the standard Development Application (DA) process. The public notification period closed on 12 May 2022, with two public representations received during the formal notification period. The DA Notice of Decision (NOD) is targeted for Quarter 2 2022.
- DAs have been approved for the project Package 1 and Package 2.
- A DA for the demolition of the existing Woden Bus Interchange is forecast to be lodged in mid-2022 by the Package 3 Design and Construct (D&C) Contractor.
- A DA for the CIT Campus Building will be prepared and lodged for assessment by the Package 3 D&C Contractor following contract award. Lodgement of the DA is currently forecast for late 2022.

### **Impact of COVID**

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

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

#### *Public Consultation Survey*

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

### *Stakeholder meetings*

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

### *Future engagement activity*

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

### *Woden Renewal Information session*

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

### *Woden Renewal and Skills Hub*

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



**Portfolio/s:** Transport**ISSUE: Bus Layover & Ancillary Roadworks (Package 1)****Talking points:**Procurement

- The Construction Contract for Package 1 – Bus Layovers and Ancillary Road Works was awarded in May 2021 to Canberra Contractors.
- Works at the Launceston Street Carpark (future Bus Layover and Drivers Amenity Building) are progressing, with critical service relocation works ongoing with construction of the Launceston Drivers Facility well underway. Site preparation for the layover pavement is also well underway.
- Easty Street works for the electrical service relocations, storm water, water relocations and pavement installation is now complete and is reopened for public use while verge works progress.
- Easty Street re-opened to the public on 31 March 2022.
- The section of Launceston Street between Bowes and Easty Streets will be temporarily closed to private vehicles from late May 2022 until around July 2022. During this period this area will only be available to buses and emergency vehicles. There will be temporary traffic management mechanisms in place between Furzer and Bowes Streets to control the changing traffic conditions.
- Traffic signals at the Launceston Street/Easty Street intersection were partially commissioned in mid May 2022, but remain under temporary traffic management while works to the Launceston Street turning lanes continue. The signals also provide improved safety pedestrian safety.

Planning Approvals

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

Construction

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

Impact of COVID

- As of 18 August 2021, the Territory wide lockdown due to COVID-19 meant that work on the construction sites halted.
- Works recommenced gradually as of 3 September 2021 accompanied by new COVIDSafe requirements under the Public Health Direction. Work is progressing along the Easty Street and the Launceston Layover plot.

**Portfolio/s: Transport****ISSUE: Woden Public Transport Interchange (Package 2)****Talking points:**Temporary Bus Interchange

- On 26 May a contract was signed with Lendlease for the design and construction of the new Woden CIT campus.
- In selecting Lendlease as our partner to deliver the CIT Woden campus, we have updated the delivery approach for the precinct's development. Lendlease will now also take over the delivery of the public transport interchange, creating a single integrated project that will deliver program efficiencies and improve safety on and around the site.
- A temporary interchange will now be delivered at the Matilda Street carpark for the beginning of the 2023 school year.
- Most of the permanent new interchange will then be operational from early 2024, with the remainder of the interchange opening alongside the new campus in 2025.
- All buses at Woden will operate from this interchange during 2023. A reduced number will continue operating from there in 2024 once the first stage of the new interchange is operational.
- This revised approach will provide greater safety for commuters during construction, by providing greater separation between the bus stops and construction works. It will also facilitate a more integrated design and construction process.
- Transport Canberra continue to work with Major Projects Canberra regarding the final design of the interchange and impacts on bus and passenger movements in and around the Woden area.
- Transport Canberra looks forward to working with Lendlease and MPC to ensure both the interim and permanent interchanges are delivered on time with consideration to passenger movements and comfort.

Procurement

- Callam Street between Bradley and Matilda Streets was closed to private vehicles in December 2021 and early works for utilities and services are ongoing.
- Sections of Callam Street closed to all traffic from April 2022 until the Public Transport Interchange is fully operational. This has been implemented to progress the main works associated with building the new Public Transport Interchange, during this time buses will be accessing Launceston and Bowes Street to service the interchange.

- The extended temporary bus layover between Matilda and Bowes Streets opened at the end of May 2022 to facilitate the physical closure of Callam Street, between Matilda and Bowes Streets, to allow for upcoming utilities works across Callam Street.
- Roadworks will continue to take place around the Woden Town Centre to support the new interchange, the community will continue to be updated on the changes.

#### Planning Approvals

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

#### Pedestrian movements

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

#### Benefits of the project

- The ACT Government will build a leading edge vocational education campus that encompasses best practice in 21st century teaching and learning, while striving to achieve architectural excellence and enhancing the Woden Town Centre.
- CIT Campus Woden will be a VET technology and service skills learning precinct, delivering courses to prepare students for roles in industries such as business, cyber security, IT, creative industries, hospitality and tourism.
- Over 6500 students will attend the CIT Campus Woden each year, which will benefit local business and industry whilst providing students with a contemporary and dynamic educational environment.

- The government is investing in the order of \$250 million to \$300 million in the new CIT Campus, Youth Foyer and new public transport interchange and associated roadworks for Woden.
- More than 520 jobs are expected to be created during construction alone, in addition to the teaching and learning jobs that will be offered once the facility is operational.
- Integrating the Woden CIT Project with the Light Rail to Woden will provide improved connectivity between employment, education, residential and business precincts.

#### Impact of COVID

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