

FREEDOM OF INFORMATION REQUEST SCHEDULE

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Open Access Q1 2021 Schedule

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

| Section Ref No | Pages | Description | Date | Status | Reason for non-release or deferral | Open Access release status |
|----------------|--------|--|------------|--------------|------------------------------------|----------------------------|
| 1. | 1 | Release Schedule | 15/03/2026 | - | NA | Yes |
| 2. | 2 | Decision Letter | 15/03/2026 | - | NA | Yes |
| 3. | 3- 153 | Attachment A- Question Time Briefs Q1 2021 | Q1- 2021 | Full release | NA | Yes |



ACT
Government

Infrastructure Canberra

Outcome Decision: Full Disclosure.

Document Category: Question Time Briefs

Title of Document: Open Access Release – Quarter 1 2021

Description of Information: The information contained in this release pack includes briefing documentation during Quarter 1 2021 under the following attachments:

- Attachment A- Question Time Briefs

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

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

The ACT Ombudsman Attention:

ACT Strategy and FOI Section

GPO Box 442

CANBERRA ACT 2601

Or via email: actfoi@ombudsman.gov.au

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

Authorised By:

Brooke Grey

Information Officer

Infrastructure Canberra

8 April 2025

Portfolio: Treasurer

Health

ISSUE: Canberra Hospital Expansion Project Update

Talking points:

Main Works Update

- On 11 August the Chief Minister and I announced that Multiplex was selected as the successful Early Contractor Involvement (ECI) phase partner for the new emergency, surgical and critical healthcare building, or the Canberra Hospital Expansion Project.
- Since commencing the ECI phase, Multiplex have completed initial design discussions with consumers, local residents and have also completed Round 1 (of 2) of the Clinical User Group consultations with more than 120 clinicians across the Hospital, with Round 2 underway.
- Multiplex and their design team have also completed three presentations to the National Capital Design Review Panel, with the most taking place on 10 February, with ACT Health Directorate in attendance to assist with any Campus Master Planning discussion. Under the supervision of the ACT Government Architect and the National Capital Authority's Chief Planner, the National Capital Design Review Panel was formed to provide planning advice to decision makers, developers and their design teams.
- Multiplex remain on track for submission of the main facility Development Application in mid-March and to submit the design and construct offer in May this year.

Enabling Works Update

- We have continued to make excellent progress in the series of works required to enable the demolition of Buildings 5 and 24. Demolition of these buildings is required to facilitate the construction of the new Critical Services Building.
- So far, we have delivered a new Building 28, a refurbished Building 4 and 3 that will support the hospital's key administrative functions including key tertiary teaching and training spaces and important community health services like the Child At Risk Health Unit.
- The Territory has also awarded the contract for the detailed design and construction for the new Building 8 to SHAPE Australia. The new Building 8 will provide upgraded facilities for the Canberra Sexual Health Centre and other key tertiary teaching and training facilities on the campus.
- The contract for the minor refurbishment of Building 9 has been awarded to Projex Building Group. These works will provide a much needed facelift to the campus accommodation.
- The refurbishment of Building 4 has been completed, with the Territory partnering with Projex to deliver the relocated ANU Medical School and University of Canberra clinical training facilities and to modify the CHS Library.
- The Design and Construction contract for the fitout of the Child At Risk Health Unit (or CARHU) is being delivered by SHAPE Australia, with works for this important community health service to be completed ahead of schedule in early February 2021.

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Cleared for public release by: Executive Branch Manager Ext: 55466
Contact Officer name: Martin Little Ext: 79322
Lead Directorate: Major Projects Canberra

- The contract for the design and construction of the temporary carpark on the former Woden CIT site was awarded to Dale & Hitchcock in September last year. Bulk earthworks have been completed with levelling and trimming of the site now underway, with all stages of the temporary carpark scheduled for completion in August 2021.
- Relocation of in-ground utilities along Hospital Road have now been completed. Multiplex are continuing their investigative works, including locating existing inground services, as part of the Early Works package for the Critical Services Building. . All hospital staff, patients and visitors continue to be kept informed on the timing of works in and around Hospital Road and I thank the public for their patience as we complete these critical services works.

Program of Delivery

- The delivery of this state of the art emergency, surgical and critical care building remains on track for 2024.
- Key milestones for the project include:
 - A ten-week Pre-Development Application consultation period for the Main Works Development Application commenced on 18 December 2020 and will run to 24 February 2021, focussing on the detailed designs for the Critical Services Building and associated public realm. Submission of the Main Works Development Application will then follow in March 2021, including the 20 day statutory notification period.
 - Commencement of construction of the Critical Services Building is dependent upon the completion of the new Building 8, making Building 8 critical to the overall CHE Project, which is forecast to be completed early May 2021, ready for occupation.
 - Demolition of existing Building 5 and 24 is required to facilitate the construction of the new Critical Services Building. Multiplex have begun due diligence activities towards these demolition works including hydrovac'ing for in-ground site services in and around the footprint of the CSB, confirming utilities capacities and meeting with utility services providers (Icon Water and Evo-Energy) to determine future usage demands.
 - Multiplex lodged a Development Application for the design and construction of a Prototype Shed in December last year.
 - The purpose of the Prototype Shed is to provide scale mock-ups of core spaces and repeatable rooms (e.g. same design and layout used multiple times in the Critical Service Building such as surgical theatres) to enable users and stakeholders to visualise, test and familiarise themselves with spaces.
 - The uniformity of design and construction of various rooms is vital to the ability to consistently achieve the consistent delivery of key clinical services across the Critical Services Building in a safe and timely manner.
 - In partnership with the ACT Government, Multiplex is preparing to formally open its "Connectivity Centre" in Phillip Canberra. The Connectivity Centre will act as a shopfront for the Canberra Hospital Expansion Project and a place for upskilling the local workforce to work on the Project.

- Multiplex successfully utilised a Connectivity Centre for its delivery of the comparable, and recently constructed, Westmead Hospital in Western Sydney.
- The Connectivity Centre is a key element of Multiplex's plans to achieve the ambitious social procurement targets that include 10% of the value of sub-contracted works from Aboriginal and Torres Strait Islander accredited bodies and 30% of its onsite tradespersons from traineeships, apprenticeships and similar programs. This includes apprentices who have been unable to complete their previous apprenticeship from displacement as a result of the COVID-19 health pandemic.

Portfolio/s: Treasurer

Skills

ISSUE: CIT Campus – Woden Progress Update

Talking points:

- On 28 November 2019, the ACT Government announced that a new CIT campus will be built in the Woden Town Centre. This new, modern CIT campus will be a dedicated teaching and learning campus and complement a new passenger-friendly public transport interchange to be situated on Callam Street.
- On 24 August 2020, the Chief Minister and I announced that the ACT Government had formally approved the CIT Campus – Woden Business Case, which marks a significant milestone and major step-forward for the project.
- CIT Woden Campus will be a VET technology and service skills learning precinct, delivering courses to prepare students for roles in industries such as business, cyber security, IT, creative industries, hospitality and tourism.
- 6500 students will attend the CIT Woden Campus each year, which will benefit local business and industry whilst providing students with a contemporary and dynamic educational environment.
- Investing \$223 million in the new CIT Campus and youth foyer and a further \$58 million on a new public transport interchange and associated works for Woden.
- More than 520 jobs are expected to be created during construction alone, in addition to the teaching and learning jobs that will be offered once the facility is operational.
- CIT Campus -Woden Project comprises of four packages of development works:
 - Package 1 - Woden Bus Layovers and ancillary roadworks;
 - Package 2 - Woden Transport Interchange including capacity for future Light Rail;
 - Package 3 - CIT Campus-Woden including a Youth Foyer and urban realm development; and
 - Package 4 - Yurauna Centre at CIT Bruce Campus.
- Upgrades and improvements planned for local roads and intersections will improve bus, car and active travel movement, while supporting the new Woden public transport interchange. Improvements will include new traffic signals at nearby intersections, improvements to intersections and the addition of pedestrian crossings to promote more active travel movements in the area.
- To support the operations of the new Woden Public Transport Interchange, two new bus layover areas will be constructed on Launceston and Easty Streets.

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Procurement

- As part of the next design development stage, interest was sought from architecture and engineering firms through an open tender process to work closely with and provide advice to the ACT Government.
- Over 15 submissions were received from consortia of architectural and engineering firms, with the tender being awarded to the Arup/Hayball consortia on 12 November 2020.

Upcoming Procurements

- An expression of interest will be advertised in late March 2021 for responses from pre-qualified Contractors for the design and construction (D&C) of the new CIT Campus at Woden which will include a 20 bed Youth Foyer on the site. Respondents will be shortlisted to Tender for the D&C works in late July 2021.

Planning Approvals Process

- An Estate Development Plan (EDP) for the new CIT Campus-Woden to be developed on the current Woden Bus Interchange site was submitted for Agency Review in mid-January 2021. An EDP DA is forecast to be submitted in June 2021 with a decision due by August 2021.
- Submission of a DA for the demolition of the existing Woden Bus Interchange is planned for submission in February 2022. A DA for the CIT Campus-Woden building development is planned for submission by the D&C Contractor following contract award which will be in approximately May 2022.

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

- Approval for the light rail stage 2A business case was announced in September 2019 and is the first step in continuing the city light rail line to Woden.
- The ACT Government received approval on the EPBC with conditions from the Department of Agriculture, Water and the Environment on 2 February 2021; an important milestone in progressing Stage 2 of light rail to Woden.
- The ACT Government is committed to delivering light rail to Woden. The return of the government provides us with an opportunity to ensure we're progressing the entire project as efficiently and speedily as we can.
- Stage 2A has recently been granted approval by Federal EPBC. Planning approvals, including a Territory Development Approval and National Capital Authority (NCA) Works Approval, will be undertaken as we progress Stage 2A.
- The Request for Tender for Stage 2 Technical Advisor was released to market on the 12 January 2021 and remained open until 22 of January. Phase two of the Request for Tender commenced on 25 January 2021. Design and procurement planning activities are continuing, with focus being given to some of the more complex areas of the alignment such as the light rail transitions to and from State Circle.
- Under the Parliamentary Agreement, commitments were given to exploring the feasibility of peak express services and extension of the system to Mawson. Officials are now considering the most appropriate approach to addressing those commitments.
- The first major physical works to be undertaken will be the raising of London Circuit. The ACT Government is working towards construction contracts being signed for these works later in 2021, though this is dependent upon Commonwealth planning approval processes and procurement processes.
- We need to get this project right. We've seen what's happened in other jurisdictions where contracts have been rushed for major projects without all necessary due diligence having been completed. We don't want to find ourselves in the same position.
- Light Rail Stage 2 will be the most complex infrastructure project undertaken in the ACT. Before contracts are entered into we need to ensure approvals are in place, technical challenges have been resolved, contract terms are appropriate and stakeholders have been fully consulted.
- Project costs will not be released at this stage. This is common practice and will assist the ACT Government to achieve the best outcome possible in any potential commercial negotiations.

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

Communications and Stakeholder Engagement

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

Light Rail 2B:

- Extending the current Gungahlin to City route to Commonwealth Park demonstrates the ACT Government’s commitment to delivering light rail in the City to Woden corridor.

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

Portfolio/s: Arts

Canberra Theatre Redevelopment Project

Talking points:

- The Government has committed to continuing the Canberra Theatre Centre expansion and redevelopment project in the Parliamentary Agreement for this term of Government.
- The ACT Infrastructure Plan released by the ACT Government in October 2019 also identifies the Canberra Theatre Centre redevelopment as a government priority.
- The current Canberra Theatre was built in 1965, meaning it predates the Sydney Opera House. Designed for a city of 88,000 people, it has a current seating capacity of approximately 1,200.
- Because of the era in which it was built, the theatre lacks the space, facilities and equipment to accommodate the requirements of modern touring shows.
- Canberra's population today makes our city an attractive market for touring shows and artists. However, the capacity and technical constraints of the Canberra Theatre means some larger touring shows bypass the ACT.
- The ACT Government has commenced design and scoping for a new theatre centre that has the seating capacity and facilities to support large scale national and international concerts, musicals, theatre and dance.
- The new facility is intended to see the existing theatre repurposed with a flexible flat floor and a new theatre constructed to accommodate approximately 2,000 people, while retaining The Playhouse Theatre which was built in 1998. The new facility will also include additional, and more flexible, spaces for live music, experimental and local performances.
- The new theatre centre will be delivered as part of the City Renewal Authority's broader plan for an Arts and Cultural Precinct.
- The precinct will link together the Canberra Museum and Gallery, the Legislative Assembly building and Civic Square with hotel, retail and commercial facilities. The precinct will become a renewed hub for Canberra's artistic and cultural life, while providing a new attraction for visitors to Canberra.
- The Civic Square Precinct including the Canberra Theatre Centre was heritage listed on 22 September 2020. Detail design of the facility will support the heritage values of the precinct. Procurement is underway to prepare a Conservation Management Plan for the Civic Square Precinct, including the exterior of the Canberra Theatre Centre.

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Cleared for public release by: Executive Branch Manager Ext: 55466
Contact Officer name: Sophie Gray Ext: 0401 674 387
Lead Directorate: Major Projects Canberra
TRIM Ref:

Key Information

- The Canberra Theatre site comprises Blocks 18, 20 and 23 Section 19 City. All are identified as Designated Areas and fall under the jurisdiction of the National Capital Authority and require Works Approval for redevelopment.
- On 24 October 2019, the Canberra Theatre Centre Redevelopment was announced as a designated project, determining that the project will be delivered by Major Projects Canberra subject to business case approval.
- Under the August 2020 Supply Bill, \$400,000 ex GST is allocated to progress planning for the project.
- A cross agency steering committee oversees the redevelopment project with representatives from the Canberra Theatre Centre, Cultural Facilities Corporation, artsACT, the City Renewal Authority, Treasury and Major Projects Canberra.

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Portfolio: Health

ISSUE: Canberra Hospital Expansion Project Update

Talking points:

Main Works Update

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- Relocation of in-ground utilities along Hospital Road have now been completed. Multiplex are continuing their investigative works, including locating existing inground services, as part of the Early Works package for the Critical Services Building. . All hospital staff, patients and visitors continue to be kept informed on the timing of works in and around Hospital Road and I thank the public for their patience as we complete these critical services works.

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

- In 2019, the project established 10 specialised user groups to inform the early planning and design for the new facility. The user groups consist of approximately 120 clinicians, support staff, and consumer representatives that provide advice and input into the key aspects of the project's planning.
- Over 200 separate user group workshops with clinicians have already been completed since Major Projects Canberra took carriage for the delivery of the Project in July 2019.
- A review of the Models of Care and functional briefs was completed in July 2020. These updated functional briefs are now informing the design development of the Canberra Hospital Expansion.
- 'Repeatable room' user group consultation has commenced. This includes reviewing and critiquing test-fits of the proposed functional areas for the new Critical Services Building, as part of optimising the design for functionality and service delivery.
- Concurrent with this user group consultation, is the review of the operational stream of the Critical Services Building. This includes catering, cleaning, pathology, linen and laundry, waste services and pharmacy to cross check that adequate spaces have been allocated to these functions either within the Critical Services Building or for servicing it.
- Round 1 of the Clinical User group consultations was completed in December (with the exception of the Emergency Department (ED), Perioperative (Periop) and Central Sterilising Services Department (CSSD))
- Consumer Focus Workshop number 7 was held on 20 January to provide an update on the outputs of Round 1 the Clinical User Groups and earlier Consumer Focus Groups held in November. This allowed for conversations about "what we heard" and how this is assisting the design evolve.
- Round 2 of the Clinical User group consultations will commence in February, and will now include the postponed Round 1 sessions for ED, Periop and CSSD.
- Consumer Focus Workshop number 8 will occur in late February, following completion of Round 2 of the Clinical User Groups.
- A number of pop-up public consultation sessions occurred in December 2020. These were held in various locations around Canberra including Manuka, Dickson and Woden. Pop-Ups completed in January include Erindale, Jamison and Kaleen.

Consumer Reference Group

- The Consumer Reference Group (CRG) is Chaired by a representative of the Health Care Consumers Association and also includes representatives from the following organisations:

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- Canberra Health Services' Patient Experience Team Senior Manager
 - Consumer, Carer and Community representatives
 - People with Disabilities ACT Inc
 - COTA ACT (Council on the Ageing)
 - Aboriginal and Torres Strait Islander Elected Body
 - Multicultural Advisory Council ACT
 - Mental Health Consumers' Network
 - Carers ACT
 - Council of the Ageing
 - Health Care Consumers Association
 - ACT Disability Reference Group
 - CHS Aboriginal and Torres Strait Islander Reference Group
- The CRG's key role in the design development process acknowledges that a fundamental component of patient centred care is recognising and understanding the consumer perspective of the health service. Targeted design focus workshops have been completed with the CRG and their members in November 2020 and January 2021, with a further workshop scheduled for late February.

CHS Aboriginal and Torres Strait Islander Reference Group

- Following feedback on elements of indigenously sensitive design for welcoming and healing spaces in and around the Critical Services Building, in late October 2020 the Project formalised communication with the CHS' Aboriginal and Torres Strait Islander Consumer Reference Group.
- Chaired by Diane Collins, the Reference Group is made up of representatives from the Aboriginal Liaison Service and Aboriginal & Torres Strait Islander Elected Body. Targeted design focus workshops have been completed with the Group in November and December, with a further workshop currently being scheduled for February.

Local Community Reference Group

- Established in early 2020, the Local Community Reference Group's (LCRG) primary focus is to ensure the local community has their voice heard throughout the planning and development of the project. The LCRG meets monthly.
- The latest meeting of the LCRG was held on the evening of 27 January with a question and answer forum focussed on the pre-Development Application information package. Public comment on the pre-Development Application remains open until 24 February through the Hospital Expansion YourSay page. Submission of the Main Works Development Application will then follow in March 2021, including the 20 day statutory notification period.
- Other recent topics have included:
 - A briefing on the early analysis and preferred location of the helicopter landing sites and supporting flight paths including associated acoustic modelling; and

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- An examination of the external spaces and main entry points of the building. This included the proposed separation of ambulance and service vehicle access points from Gilmore Crescent and Palmer Street as part of the design development to optimise vehicular access points (a key risk mitigation measure for enhanced amenity and safety).
- Presentation of the concept of the built form of the Critical Services Building including ‘the podium’, ‘relief’ and ‘the village’, which was well received, with the LCRG noting that the privacy that will be afforded to Palmer Street was an excellent outcome.
- Key themes to be explored further by the group include urban design, parking and local traffic, school access, pedestrian connections through the Canberra Hospital campus to surrounding neighbourhoods, and delivery arrangements around the project site.

Recent Engagement Activities/Events

- As COVID-19 restrictions ease, the Territory will continue various direct engagements with the local community, including a series of pop-up public consultation sessions over the coming months. The LCRG and CRG will continue to meet on a monthly basis.
- The project team will continue to maintain project messaging via the project website available at www.act.gov.au/canberrahospitalexpansion.

Portfolio/s: Health**ISSUE: Canberra Hospital Expansion (CHE) Project – Traffic Modelling****Talking points:**

- As part of ongoing consultation with local residents, the Canberra Hospital Expansion Project Team continue to develop positive design solutions to address potential traffic concerns relating to the Project.
- Traffic flows will continue to be assessed and modelled as the design CHE progresses. On 23 October 2020 the Territory's delivery partner, Multiplex had their Traffic Consultant, GTA Consultants complete a traffic observation of the pick-up and set-down at Garran Primary School to identify possible improvements to mitigate traffic issues and improve safety around Garran Primary and the surrounding area. These results were presented to the Garran Primary P & C and the local Community Reference Group in November.
- GTA Consultants will now prepare a Transport Impact Assessment for the Canberra Hospital Expansion Project which will include traffic modelling of the intersections surrounding the project. This will confirm the traffic changes and design solutions associated with the project and the closure of Hospital Road.

Traffic Study Data

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

Cleared as complete and accurate: 27/01/2021

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

Contact Officer name: Martin Little Ext: 79322

Lead Directorate: Major Projects Canberra

the exit access for the Gilmore Crescent bus loops although the School Principal advised that larger queues can occur during inclement weather.

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

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

- Approval for the light rail stage 2A business case was announced in September 2019 and is the first step in continuing the city light rail line to Woden.
- The ACT Government received approval on the EPBC with conditions from the Department of Agriculture, Water and the Environment on 2 February 2021; an important milestone in progressing Stage 2 of light rail to Woden.
- The ACT Government is committed to delivering light rail to Woden. The return of the government provides us with an opportunity to ensure we're progressing the entire project as efficiently and speedily as we can.
- The Commonwealth approval processes for both segments of the route to Woden are progressing, with EPBC approval granted on 2 February 2021.
- Stage 2A has been assessed and approved by the Commonwealth through a Preliminary Documentation Referral Pathway under the EPBC Act.
- With the EPBC approval received, the next steps are to obtain the required planning approvals, including a Territory Development Approval and National Capital Authority (NCA) Works Approval, and then commence the procurement and construction of the project.
- The Request for Tender for Stage 2 Technical Advisor was released to market on the 12 January 2021 and remained open until 22 of January. Phase two of the Request for Tender commenced on 25 January 2021. Design and procurement planning activities are continuing, with focus being given to some of the more complex areas of the alignment such as the light rail transitions to and from State Circle.
- Under the Parliamentary Agreement, commitments were given to exploring the feasibility of peak express services and extension of the system to Mawson. Officials are now considering the most appropriate approach to addressing those commitments.
- The first major physical works to be undertaken will be the raising of London Circuit. The ACT Government is working towards construction contracts being signed for these works later in 2021, though this is dependent upon Commonwealth planning approval processes and procurement processes.
- We need to get this project right. We've seen what's happened in other jurisdictions where contracts have been rushed for major projects without all necessary due diligence having been completed. We don't want to find ourselves in the same position.

- Light Rail Stage 2 will be the most complex infrastructure project undertaken in the ACT. Before contracts are entered into we need to ensure approvals are in place, technical challenges have been resolved, contract terms are appropriate and stakeholders have been fully consulted.
- Project costs will not be released at this stage. This is common practice and will assist the ACT Government to achieve the best outcome possible in any potential commercial negotiations.
- The Federal Government has committed \$137 Million to upgrade the Commonwealth Ave Bridge. The NCA will be responsible for the project, when completed it is expected to increase the load-bearing capacity of the bridge so it can handle current traffic and future expected volumes.
- Close collaboration across these initiatives will be important in order to minimise the disruption to road users during the construction period and to ensure the design of both projects are complementary– and I look forward to the ACT Government and the National Capital Authority, working closely together to integrate planning, design and delivery activities for these important projects. Close cooperation on both projects is already underway.

Communications and Stakeholder Engagement

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

- Opportunities for feedback and when consultation will occur will be promoted through the ACT Government YourSay page, via our project updates/Electronic Digital Media and at face to face pop up consultation events.

Light Rail 2B:

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

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

- Approval for the light rail stage 2A business case was announced in September 2019 and is the first step in continuing the city light rail line to Woden.
- The ACT Government received approval on the EPBC for Stage 2A with conditions from the Department of Agriculture, Water and the Environment on 2 February 2021; an important milestone in progressing Stage 2 of light rail to Woden.
- The extension includes a 1.7km wireless track from Alinga Street to Commonwealth Park along London Circuit and Commonwealth Avenue.
- The extension proposes to add three new stops at Edinburgh Avenue, City South and Commonwealth Park and will utilise a new gateway to the city via a level intersection between Commonwealth Avenue and a raised London Circuit.
- The Edinburgh Avenue stop is expected to immediately be one of the most popular stops on the system.
- Early estimations suggest that daily patronage of Stage 2A would be an additional 2,500-3,000 passengers per day within the first operating year.
- The estimated journey time from Alinga Street to Commonwealth Park, as noted in the redacted business case, is approximately 6 minutes.
- The estimated journey time for the full route from the City to Woden is approximately 25-30 minutes.
- A combined Gungahlin to Commonwealth Park service will have the same hours of operation and frequency as the existing City to Gungahlin service.

Power systems

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

Portfolio/s: Transport and City Services

Raising London Circuit

Talking points:

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

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|-----------------------------------|-------------------------|-----------|
| Cleared as complete and accurate: | 04/02/2021 | |
| Cleared for public release by: | Executive Group Manager | Ext: |
| Contact Officer name: | Ashley Cahif | Ext:51212 |
| Lead Directorate: | Major Projects Canberra | |

- The construction period for raising London Circuit is intended to take approximately 24 months with initial works expected to commence in late 2021, subject to NCA planning approvals.
- Through the 2020-21 budget, the government will invest \$2.1 million this financial year to further progress the design of raising London Circuit as part of Light Rail Stage 2A early works.
- Funding has been fully provisioned to deliver this project, however the funding profile has not been released at this stage to ensure the Territory receives a value for money outcome in the future procurement process.

Key Information

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

Portfolio/s: Transport

ISSUE: LIGHT RAIL – SANDFORD STREET STOP

Talking points:

- The ACT Government is progressing plans to bring the benefits of light rail to Mitchell. Funding is secured and construction has commenced on a new light rail stop to better service the area's growing business district.
- Last financial year the ACT Government committed \$150,000 to design a light rail stop for Mitchell. Further to the funding already earmarked by the ACT Government for this project, additional stimulus funding announced by the Australian Government allowed us to progress from design to construction.
- Commonwealth funding represented approximately half of the cost to deliver the stop and enabled the Territory to finalise project arrangements, including final costs. The Territory matched the Commonwealth funding to deliver the project.
- The light rail stop in Mitchell is now under construction immediately south of the Sandford Street intersection with Flemington Road. It will be similar in design to other island stops along the light rail alignment.
- First works were commenced by Canberra Metro on 6 December 2020 with the the new stop expected to become operational in the second half of 2021.
- Engagement comenced early with the local traders in Mitchell to support them during the project's construction phase. Local knowledge and lessons learnt during Stage 1 were used to enhance communications strategies and advise construction schedules and plans.

Background:

- Light Rail Stage 1 has 13 stops from Gungahlin to City, including two stops in the Mitchell area on Flemington Road, being:
 - 'Well Station Drive'; and
 - 'EPIC and Racecourse'.
- In planning for locations of light rail stops for Stage 1, the Government analysed current and projected demand along the route, together with a technical assessment focused on defining stop locations. Criteria such as access to stops and connectivity with the local population were taken into account as part of this process.
- The Government recognised that Mitchell is a growing area and will be positively impacted by the growth of Gungahlin as a whole. With this in mind, the Project Agreement for Light Rail Stage 1 required Canberra Metro to design and construct light rail with a provision for an additional stop immediately south of the Sandford Street-Morriset Road intersection, with Flemington Road to be constructed in the future.
- Given the strong patronage on the light rail system and responding to community feedback, the Government made the commitment to deliver the Mitchell stop as early as possible.
- In the 2019-20 Budget the Government provided funding to deliver a light rail stop at Mitchell. Capital funding was provided across the 2019-20 and 2020-21 financial years. This followed funding in the 2018-19 Budget to support contract review and detailed design of the stop at Mitchell.
- Transport Canberra and City Services Directorate are separately delivering a shared path along Flemington Road, providing better and safer access between Franklin and Mitchell, particularly to and from the Mitchell commercial precinct and the light rail stops.

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

- Major Projects Canberra submitted referrals for the project under the Commonwealth's *Environment Protection and Biodiversity Conservation Act* (EPBC Act) – City to Commonwealth Park (2A) and Commonwealth Park to Woden (2B).
- The EPBC Act is administered by the Australian Government Department of Agriculture, Water and the Environment. Prior to 1 February 2020, administration of the EPBC Act was by the Department of the Environment and Energy (DoEE).
- On 13 January 2020, the ACT Government received notice from DoEE that Stage 2A was a controlled action with the process to be assessed on preliminary documentation.
- On 16 January 2020, the ACT Government received a notice from DoEE that Stage 2B was a controlled action with the process to be assessed by environmental impact statement.
- EPBC preliminary documentation was lodged with the Department of Agriculture, Water and the Environment on 6 May 2020. MPC received a response from the Department and lodged a response on 27 July 2020 to address the comments provided.
- The preliminary documentation considers the socio-economic impacts and benefits of the project, along with areas of Commonwealth environmental significance. The preliminary documentation was available for public consultation for an extended 20 business days between 14 August and 14 September 2020.
- All comments received were managed by Major Projects Canberra and a response was lodged on the 13 November 2020, with the Commonwealth Department of Agriculture, Water and the Environment, along with the preliminary documentation, to make a final determination on the project. The Submissions Report was placed on public exhibition for information.
- The ACT Government received approval with conditions from the Department of Agriculture, Water and the Environment 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.
- Prior to the commencement of the main works, the approval specifically allows for the completion of preliminary investigations and other works.
- We will continue consultation with all stakeholders as the project develops, ensuring that we provide the best outcomes for our community now and well into the future.

Portfolio/s: Transport

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

Talking points:

Raising London Circuit

- The ACT Government brought forward funding of \$2.1 million to 2020-21 which was previously provisioned in the Territory Budget for expenditure in 2021-22 and 2022-23.
- The funds will be used to progress design of the 'Raised London Circuit' component of the Light Rail Stage 2A project. This will provide enhanced pedestrian connectivity between the City and the Acton Waterfront, as well as facilitate the delivery of light rail to Woden.
- EPBC Approval of Light Rail Stage 2A, including the 'Raised 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 NCA Works Approval applications to be submitted. Once final planning approvals are obtained, procurement and construction of the works can start. Subject to those planning approvals being obtained, the ACT Government currently expects early utility relocations to start in late 2021.
- The bulk of the London Circuit works are currently expected to occur in 2022 and 2023. A detailed construction timetable will be subject to:
 - Proposals put forward during the procurement process in relation to construction methodology; and
 - Coordination with the NCA.
- The ACT Government is very mindful that construction can cause disruption for commuters and businesses in the vicinity of the works. This will be taken into account in the detailed design and planning works that this budget funding will facilitate.

Mawson Viability

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

Background Information

Stage 2A Referral Decision

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

Stage 2B Referral Decision

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

Public Notification

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

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

Portfolio/s: Transport

ISSUE: Light Rail Stage 2 Delays

Talking points:

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

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

Key Information

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

Portfolio/s: Transport

ISSUE: Light Rail Stage 2 – Slovenian Club

Talking points:

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

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

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

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

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

Portfolio/s: Tertiary Education

ISSUE: CIT Campus - Woden – Progress Update

Talking points:

- On 28 November 2019, the ACT Government announced that a new CIT campus will be built in the Woden Town Centre. This new, modern CIT campus will be a dedicated teaching and learning campus and complement a new passenger-friendly public transport interchange to be situated on Callam Street.
- On 24 August 2020, the Chief Minister and I announced that the ACT Government had formally approved the CIT Campus – Woden Business Case, which marks a significant milestone and major step-forward for the project.
- CIT Woden Campus will be a VET technology and service skills learning precinct, delivering courses to prepare students for roles in industries such as business, cyber security, IT, creative industries, hospitality and tourism.
- 6500 students will attend the CIT Woden Campus each year, which will benefit local business and industry whilst providing students with a contemporary and dynamic educational environment.
- With an investment of between \$250m and \$300m, this project will play an important role in supporting the Territory's economic recovery from the ongoing impacts of COVID-19.
- More than 520 jobs are expected to be created during construction alone, in addition to the teaching and learning jobs that will be offered once the facility is operational.
- A CIT presence at the Woden Town Centre and an ongoing presence in the CBD will strengthen CIT's existing training network in Fyshwick, Bruce, Gungahlin and Tuggeranong.

Community Consultation

- In December 2020 MPC completed formal Pre-Development Application public consultation for the new Woden public transport interchange and associated works, which provided the community and other interested stakeholders an opportunity to have their say.
- This public consultation period supports the Development Applications for the new public transport interchange, bus layovers and associated works, which was submitted in mid-January 2021.

Previous Consultation

- Earlier in 2020, the project launched the “CIT Woden Campus: Design and Values” *Survey* which included topics such as building heights and layout, green space ratios, connectivity to local facilities, public transport integration and sustainable design features.
- More than 400 community members responded to the survey, with findings highlighting a preference for well-integrated buildings of up to 12 storeys, featuring activated common areas and green spaces.
- Of those surveyed, more than 85 per cent of responders were supportive of the CIT Campus - Woden Project.
- The results of the Design and Values survey were released on 29 July and can be viewed online at yoursay.act.gov.au.
- In addition to ongoing stakeholder feedback, trends in the qualitative and quantitative data assists planners, engineers and designers to prioritise various aspects of the project, helping shape future concept designs for the new campus.
- As part of the next design development stage, interest was sought from architecture and engineering firms through an open tender process to work closely with and provide advice to the ACT Government.
- Over 15 submissions were received from consortia of architectural and engineering firms, with the tender being awarded to the Arup/Hayball consortia on 12 November 2020.

Upcoming Procurements

- An expression of interest will be advertised in late March 2021 for responses from pre-qualified Contractors for the design and construction (D&C) of the new CIT Campus at Woden which will include a 20 bed Youth Foyer on the site. Respondents will be shortlisted to Tender for the D&C works in late July 2021.

Planning Approvals

- An Estate Development Plan (EDP) for the new CIT Campus-Woden to be developed on the current Woden Bus Interchange site was submitted for Agency Review in mid-January 2021. An EDP DA is forecast to be submitted in late May 2021 with a decision due by late August 2021.
- Submission of a DA for the demolition of the existing Woden Bus Interchange is planned for submission in February 2022. A DA for the CIT Campus-Woden building development is planned for submission by the D&C Contractor following contract award which will be in approximately July 2022.

Portfolio/s: Tertiary Education

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

Talking points:

Site Location

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

Lovett Tower and Borrowdale House

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

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

Portfolio/s: Transport and City Services

MPC Chief Projects Officer Racing Club Association

Talking points:

- I am aware of a recent media report regarding Major Projects Canberra's (MPC) Chief Projects Officer (CPO), Mr Duncan Edghill, and his voluntary role on the Committee of the Canberra Racing Club.
- Mr Edghill has formally disclosed his role on the Canberra Racing Club Committee to relevant parties within the ACT Government. Mr Edghill has made conflict of interest disclosures to the Head of Service in accordance with the requirements of the ACT Public Sector Management Act 1994 and the Public Sector Management Standards 2016.
- Mr Edghill has not represented the Racing Club in meetings or correspondence with ACT Government representatives. I understand Mr Edghill is very much aware of his obligations in relation to maintaining the confidentiality of non-public ACT Government information.
- Development applications are assessed by the independent planning and land authority against the relevant provisions of the *Planning and Development Act 2007* and the Territory Plan. Mr Edghill is not employed in EPSDD. Nevertheless, Mr Edghill has also undertaken not to be involved in any planning or other ACT Government decisions in relation to the racing or potential development activities of the Canberra Racing Club.

Key Information

- Any requests for rezoning or other changes to the Territory Plan are considered by the independent planning and land authority, the Minister for Planning and ultimately the Legislative Assembly, in accordance with the relevant provisions of the Planning and Development Act 2007.
- The Canberra Racing Club (via its advisory firm) requested from the planning and land authority (Environment Planning and Sustainable Development Directorate), and EPSDD has previously provided, the necessary scope for technical reports the Canberra Racing Club would need to produce to accompany an application for a potential change to the Territory Plan for Thoroughbred Park. The directorate has provided the proponent with a response outlining the matters that will need to be addressed before there could be any further consideration of a future proposal by the Club to amend the Territory Plan.

Cleared as complete and accurate: 01/02/2021
Cleared for public release by: Executive Branch Manager Ext:
Contact Officer name: Nikki Pulford Ext:
Lead Directorate: Major Projects Canberra
TRIM Ref:

Background Information

- On 15 January 2021, the Canberra Times reported on the MPC CPO, Mr Edghill, and his membership on the Canberra Racing Club board.

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Contact Officer name: Nikki Pulford Ext:
Lead Directorate: Major Projects Canberra
TRIM Ref:

Portfolio/s: Transport

ISSUE: WODEN PUBLIC TRANSPORT INTERCHANGE – Progress Update

Talking points:

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

Community Consultation – Bus Interchange and CIT Woden

- In December 2020 MPC completed formal Pre-Development Application public consultation for the new Woden public transport interchange and associated works, which provided the community and other interested stakeholders an opportunity to have their say.

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Cleared for public release by: Executive Group Manager Ext: 55466
Contact Officer name: Wayne Ford Ext: 52048
Lead Directorate: Major Projects Canberra

- This public consultation period supports the Development Applications for the new public transport interchange, bus layovers and associated works, which were submitted in mid-January 2021.
- The package of works which were for public comment included:
 - a new public transport interchange on Callam Street with future capacity for Light Rail;
 - a new bus layover on Launceston Street;
 - a new bus layover on Easty Street; and
 - upgrades and improvements to local roads and intersections.
- The formal pre-Development Application consultation period concluded in mid-December 2020.
 - This consultation included a dedicated online Virtual Consultation Room, as well as in-person public pop-up information sessions across Canberra and targeted briefing sessions with key industry and community stakeholders. Further information about the findings from this consultation period and the schedule of pop-up consultation events can be found on Yoursay.
- Briefing sessions were held with key stakeholders including bus drivers at Transport Canberra's Bus Depots in Belconnen, Tuggeranong and Woden.
- Earlier in 2020, the project launched the "Design and Values" Survey which included topics such as public transport integration, building heights and layout, green space ratios, connectivity to local facilities and sustainable design features.
- The results of the Design and Values Survey were released on 29 July and can be viewed online at yoursay.act.gov.au.
- Ongoing stakeholder feedback, trends in the qualitative and quantitative data assists planners, engineers and designers to prioritise various aspects of the project, helping shape future concept designs for the new campus.

Upcoming Procurements

- The new Bus Layover and Ancillary Roadworks package of work will proceed to public tender by pre-qualified tenderers at the end of January 2021. Tenders will close in mid-March 2021 with construction planned to commence in mid-April 2021. Planned completion of these works is due by the end of September 2021.
- The new Transport Interchange package of work will proceed to select tender in mid-late February 2021 with construction planned to commence in late August 2021. This component of the project is planned for completion by the end of March 2022.

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Planning Approvals

- The Development Application (DA) for the Bus Layover and Ancillary Roadworks was lodged in mid-January 2021 and is expected to be concluded by mid-late March 2021.
- The DA for the Transport Interchange was lodged in mid-January 2021 and is forecast to be concluded by mid-April 2021.

Portfolio/s: Special Minister of State

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

Talking points:

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

Key Information

Civic Office Building (Constitution Place – COB1)

- Following a Registration of Interest and Request for Tender process a contract with CPG was signed on 31 August 2016 and settlement on the land occurred on 15 November 2016.
- The base building works and fit-out works have been completed apart from the rectification of defects. The majority of the defects, including Territory identified significant defects, will be rectified by end-February 2021 with the balance undertaken by end-March 2021.
- The Constitution Place project has created a new precinct in city east and realises part of the Government's wider vision for city renewal. The new precinct houses a new private office building, boutique hotel, public gym, along with street level cafes and landscaped plazas, adding a major boost to jobs and economic activity in the currently under-utilised area.

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

Civic Office Building 2 (COB2)

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

Dickson Office Building (DOB)

- Doma Group Pty Ltd (Doma) was selected as the preferred tenderer on 3 April 2017. Contracts were exchanged on 20 December 2017 and settlement on the land occurred on 1 May 2018. Practical Completion for the Dickson Office Building (DOB) was achieved on 16 June 2020.
- The sale of the former Dickson MVR site was one of the sites identified under the Commonwealth’s Asset Recycling Initiative (ARI), which involved the investment of the sale proceeds from identified assets into an agreed infrastructure project

(Transport Canberra Light Rail Project). This included a 15% bonus payment by the Commonwealth for the sale of the land.

- The former MVR site is being developed into a new mixed-use precinct, which includes the now completed Government office building accommodates up to 1,300 ACT Government public servants and includes an Access Canberra Service Centre.
- The Territory is to lease the government building for 20 years (with options to extend) but decided to capital fund the fitout. The original fitout budget of \$26 million was amended by an additional \$3.732 million Omnibus funding provided in the 2019-20 ACT Budget
- The precinct will incorporate commercial and retail uses such as commercial offices, medical centre, gym, minimart, as well as residential accommodation and a childcare facility. The first stage of the project was completed with the construction of the Government office building and the new residential building. DOMA Group has commenced the second stage of the development.

Background Information

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

Portfolio/s: Special Minister of State
Families and Community Services

Community Facilities (ACT Property Group Vacancies and Peppercorn Rents)

Talking Points:

- The current vacancy rate within the ACT Property Group (ACTPG) community facilities property portfolio is 2.05% as at 28 January 2021.
- There are currently 236 properties tenanted to community groups.
- 92 peppercorn leases and tenancy arrangements are currently in place with community groups across the ACTPG portfolio.

Key Information

- There are currently 46 organisations on the property applications register seeking government facilities space.
- Current vacancies total 2,377 square metres.
- ACTPG regularly assesses vacant properties/spaces against the waiting list and organisations requirements. ACTPG also undertakes an annual review with the applicant.

Background Information

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

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Cleared for public release by: Executive Group Manager Ext: 75618
Contact Officer name: Liz Clarke Ext: 52250
Lead Directorate: Chief Minister, Treasury and
Economic Development
TRIM Ref: CMTEDD2021/211

Portfolio/s: Special Minister of State

Rent Relief

Talking points:

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

Key Information

- The program covers the 9 months from 1 April 2020 to 31 December 2020.
- As of 31 December 2020, \$8,340,184 in rent waivers have been provided to tenants of ACT Government.
- The rent relief program has been extended for up to six months from 1 January 2021 for tenants who are still severely impacted through loss of income due to COVID-19. All tenants are required to complete an application form and support is being provided on a case by case basis.

Background Information

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

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Portfolio/s: Special Minister of State

YMCA Chifley Health and Wellness Centre

Talking points:

- YMCA Canberra rents the Chifley Health and Wellness Centre from the Territory under a licence managed through the ACT Property Group (ACTPG).
- In early October 2020, YMCA Canberra advised ACTPG that they had informed their staff and members that for financial reasons they would be closing the Health and Wellness Centre on 31 December 2020.
- However, in December 2020 the YMCA Canberra advised that they will continue to operate from the Chifley Health and Wellbing Centre while they progress alternative plan for their accommodation.

Key Information

- The YMCA has received rent relief from the Territory arising from COVID -19 since 1 April 2020.

Background Information

- The Chifley Health and Wellness Centre is 487.50 square metres and the current rent is \$62,351.25 per year.

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Lead Directorate: Chief Minister, Treasury and
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Portfolio/s: Special Minister of State

Government Office Projects – Childcare Centre

Talking points:

- It is proposed to have childcare centres operate at the two new Government office buildings, being 480 Northbourne Avenue, Dickson and 220 London Circuit, City.
- Both developers for the City and Dickson Office Buildings have been working with the Children’s Education and Care Assurance (CECA) to obtain their service approval for the centres.
- They are yet to be approved by CECA.

Key Information

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

Background Information

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

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Contact Officer name: Liz Clarke Ext: 52250
Lead Directorate: Chief Minister, Treasury and
Economic Development

TRIM Ref:

Portfolio/s: Sustainable Building and Construction

Cladding Rectification

Talking points:

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

ACT Government Program

- A review of ACT Government owned buildings has been completed, and the sites of potential risks have been identified. This has involved a multi-stage process that identified, reviewed and assessed all buildings with potentially combustible cladding.
- The audit identified 23 sites requiring cladding rectification works.
- Of these, 21 sites are being progressed through Major Projects Canberra, with two sites within the Education portfolio being progressed directly by the Education Directorate.
- Based on preliminary cost estimates, \$19 million of funding was provisioned for the rectification works.
- If required, the remediation options may range from full replacement of all cladding to removal of certain elements of cladding to achieve a low risk ranking. The recommended level of remediation varies by building and cladding elements based on risk assessment criteria.
- It is important to note that fire safety measures have been applied as part of managing cladding that remains on Government buildings, either on an ongoing basis or as an interim measure until the cladding is replaced.

- The engineering consulting firm GHD has been engaged to develop designs and more accurate cost estimates for the 21 ACT Government sites. As part of this investigations phase, site inspections have taken place, as required. These investigations will finalise the design of the rectification necessary for each site.
- The first round of rectification works will commence shortly and are aimed to be completed by 30 June 2021. The main program of works will occur in the financial year 2021-22.

Private Sector Program

- The ACT Government is creating a program to support the replacement of combustible cladding across eligible private sector buildings.
- This will involve a two-phase voluntary scheme to support the testing, assessment and potential rectification of cladding in private buildings which meet certain criteria.
- The scheme is proposed to involve a concessional loan arrangement and is designed to encourage and assist in the replacement of higher-risk potentially combustible cladding on private buildings where their multi-owner nature may otherwise present a practical impediment to the replacement of such cladding.
- The scheme will be implemented in two phases:
 - Phase 1: A 'testing and assessment' phase,
 - Phase 2: A 'cladding rectification phase.'
- A project team within Major Projects Canberra is being established to progress development of the eligibility criteria and administrative processes, which will be finalised over the coming months. Further information on the scheme will be available in the first half of 2021.
- ACT Government assistance is focused on the market segment most in need of practical assistance; multi-owner residential developments, rather than single-owner buildings already better placed to assess and rectify potentially combustible cladding.
- Engagement with industry associations/representatives has occurred and will continue to enable industry input to the development of the scheme.

Q+A

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

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

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

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

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

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

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

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

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

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

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

The Government will establish a pre-qualification scheme specifically for companies and construction professionals wanting to undertake work under this Scheme. This will not only include the usual quality checks required under the ACT Construction Pre-Qualification Scheme, but specifically assess their direct experience in cladding work.

Portfolio/s: Arts

Canberra Theatre Redevelopment Project

Talking points:

- The Government has committed to continuing the Canberra Theatre Centre expansion and redevelopment project in the Parliamentary Agreement for this term of Government.
- The ACT Infrastructure Plan released by the ACT Government in October 2019 also identifies the Canberra Theatre Centre redevelopment as a government priority.
- The current Canberra Theatre was built in 1965, meaning it predates the Sydney Opera House. Designed for a city of 88,000 people, it has a current seating capacity of approximately 1,200.
- Because of the era in which it was built, the theatre lacks the space, facilities and equipment to accommodate the requirements of modern touring shows.
- Canberra's population today makes our city an attractive market for touring shows and artists. However, the capacity and technical constraints of the Canberra Theatre means some larger touring shows bypass the ACT.
- The ACT Government has commenced design and scoping for a new theatre centre that has the seating capacity and facilities to support large scale national and international concerts, musicals, theatre and dance.
- The new facility is intended to see the existing theatre repurposed with a flexible flat floor and a new theatre constructed to accommodate approximately 2,000 people, while retaining The Playhouse Theatre which was built in 1998. The new facility will also include additional, and more flexible, spaces for live music, experimental and local performances.
- The new theatre centre will be delivered as part of the City Renewal Authority's broader plan for an Arts and Cultural Precinct.
- The precinct will link together the Canberra Museum and Gallery, the Legislative Assembly building and Civic Square with hotel, retail and commercial facilities. The precinct will become a renewed hub for Canberra's artistic and cultural life, while providing a new attraction for visitors to Canberra.
- The Civic Square Precinct including the Canberra Theatre Centre was heritage listed on 22 September 2020. Detail design of the facility will support the heritage values of the precinct. Procurement is underway to prepare a Conservation Management Plan for the Civic Square Precinct, including the exterior of the Canberra Theatre Centre.

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Lead Directorate: Major Projects Canberra
TRIM Ref:

Key Information

- The Canberra Theatre site comprises Blocks 18, 20 and 23 Section 19 City. All are identified as Designated Areas and fall under the jurisdiction of the National Capital Authority and require Works Approval for redevelopment.
- On 24 October 2019, the Canberra Theatre Centre Redevelopment was announced as a designated project, determining that the project will be delivered by Major Projects Canberra subject to business case approval.
- Under the August 2020 Supply Bill, \$400,000 ex GST is allocated to progress planning for the project.
- A cross agency steering committee oversees the redevelopment project with representatives from the Canberra Theatre Centre, Cultural Facilities Corporation, artsACT, the City Renewal Authority, Treasury and Major Projects Canberra.

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

- On 11 August the Chief Minister and I announced that Multiplex was selected as the successful Early Contractor Involvement (ECI) phase partner for the new emergency, surgical and critical healthcare building, or the Canberra Hospital Expansion Project.
- Since commencing the ECI phase, Multiplex have completed initial design discussions with consumers, local residents and have also completed Round 1 (of 2) of the Clinical User Group consultations with more than 120 clinicians across the Hospital, with Round 2 underway.
- Multiplex and their design team have also completed three presentations to the National Capital Design Review Panel, with the most taking place on 10 February, with ACT Health Directorate in attendance to assist with any Campus Master Planning discussion. Under the supervision of the ACT Government Architect and the National Capital Authority's Chief Planner, the National Capital Design Review Panel was formed to provide planning advice to decision makers, developers and their design teams.
- Multiplex remain on track for submission of the main facility Development Application in mid-March and to submit the design and construct offer in May this year.

Enabling Works Update

- We have continued to make excellent progress in the series of works required to enable the demolition of Buildings 5 and 24. Demolition of these buildings is required to facilitate the construction of the new Critical Services Building.
- So far, we have delivered a new Building 28, a refurbished Building 4 and 3 that will support the hospital's key administrative functions including key tertiary teaching and training spaces and important community health services like the Child At Risk Health Unit.
- The Territory has also awarded the contract for the detailed design and construction for the new Building 8 to SHAPE Australia. The new Building 8 will provide upgraded facilities for the Canberra Sexual Health Centre and other key tertiary teaching and training facilities on the campus.
- The contract for the minor refurbishment of Building 9 has been awarded to Projex Building Group. These works will provide a much needed facelift to the campus accommodation.
- The refurbishment of Building 4 has been completed, with the Territory partnering with Projex to deliver the relocated ANU Medical School and University of Canberra clinical training facilities and to modify the CHS Library.
- The Design and Construction contract for the fitout of the Child At Risk Health Unit (or CARHU) is being delivered by SHAPE Australia, with works for this important community health service to be completed ahead of schedule in early February 2021.

- The contract for the design and construction of the temporary carpark on the former Woden CIT site was awarded to Dale & Hitchcock in September last year. Bulk earthworks have been completed with levelling and trimming of the site now underway, with all stages of the temporary carpark scheduled for completion in August 2021.
- Relocation of in-ground utilities along Hospital Road have now been completed. Multiplex are continuing their investigative works, including locating existing inground services, as part of the Early Works package for the Critical Services Building. . All hospital staff, patients and visitors continue to be kept informed on the timing of works in and around Hospital Road and I thank the public for their patience as we complete these critical services works.

Program of Delivery

- The delivery of this state of the art emergency, surgical and critical care building remains on track for 2024.
- Key milestones for the project include:
 - Commencement of a ten-week Pre-Development Application consultation period for the Main Works Development Application began on 18 December 2020 and will run to 24 February 2021, focussing on the detailed designs for the Critical Services Building and associated public realm. Submission of the Main Works Development Application will then follow in March 2021, including the 20 day statutory notification period.
 - Commencement of construction of the Critical Services Building is dependent upon the completion of the new Building 8, making Building 8 critical to the overall CHE Project, which is forecast to be completed early May 2021, ready for occupation.
 - Demolition of existing Building 5 and 24 is required to facilitate the construction of the new Critical Services Building. Multiplex have begun due diligence activities towards these demolition works including hydrovac'ing for in-ground site services in and around the footprint of the CSB, confirming utilities capacities and meeting with utility services providers (Icon Water and Evo-Energy) to determine future usage demands.
 - Multiplex lodged a Development Application for the design and construction of a Prototype Shed in December last year.
 - The purpose of the Prototype Shed is to provide scale mock-ups of core spaces and repeatable rooms (e.g. same design and layout used multiple times in the Critical Service Building such as surgical theatres) to enable users and stakeholders to visualise, test and familiarise themselves with spaces.
 - The uniformity of design and construction of various rooms is vital to the ability to consistently achieve the consistent delivery of key clinical services across the Critical Services Building in a safe and timely manner.
 - In partnership with the ACT Government, Multiplex is preparing to formally open its "Connectivity Centre" in Phillip Canberra.. The Connectivity Centre will act as a shopfront for the Canberra Hospital Expansion Project and a place for upskilling the local workforce to work on the Project.

- Multiplex successfully utilised a Connectivity Centre for its delivery of the comparable, and recently constructed, Westmead Hospital in Western Sydney.
- The Connectivity Centre is a key element of Multiplex's plans to achieve the ambitious social procurement targets that include 10% of the value of sub-contracted works from Aboriginal and Torres Strait Islander accredited bodies and 30% of its onsite tradespersons from traineeships, apprenticeships and similar programs. This includes apprentices who have been unable to complete their previous apprenticeship from displacement as a result of the COVID-19 health pandemic.

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

- In 2019, the project established 10 specialised user groups to inform the early planning and design for the new facility. The user groups consist of approximately 120 clinicians, support staff, and consumer representatives that provide advice and input into the key aspects of the project's planning.
- Over 200 separate user group workshops with clinicians have already been completed since Major Projects Canberra took carriage for the delivery of the Project in July 2019.
- A review of the Models of Care and functional briefs was completed in July 2020. These updated functional briefs are now informing the design development of the Canberra Hospital Expansion.
- 'Repeatable room' user group consultation has commenced. This includes reviewing and critiquing test-fits of the proposed functional areas for the new Critical Services Building, as part of optimising the design for functionality and service delivery.
- Concurrent with this user group consultation, is the review of the operational stream of the Critical Services Building. This includes catering, cleaning, pathology, linen and laundry, waste services and pharmacy to cross check that adequate spaces have been allocated to these functions either within the Critical Services Building or for servicing it.
- Round 1 of the Clinical User group consultations was completed in December (with the exception of the Emergency Department (ED), Perioperative (Periop) and Central Sterilising Services Department (CSSD))
- Consumer Focus Workshop number 7 was held on 20 January to provide an update on the outputs of Round 1 the Clinical User Groups and earlier Consumer Focus Groups held in November. This allowed for conversations about "what we heard" and how this is assisting the design evolve.
- Round 2 of the Clinical User group consultations have commenced, and include the postponed Round 1 sessions for the Emergency Department, Perioperative and the Central Sterilising Services Department.
- Consumer Focus Workshop number 8 will occur in late February, following completion of Round 2 of the Clinical User Groups.
- A number of pop-up public consultation sessions occurred in December 2020. These were held in various locations around Canberra including Manuka, Dickson and Woden. Pop-Ups completed in January include Erindale, Jamison and Kaleen. Pop-Ups scheduled for February include Chisholm, Lanyon, Gungahlin Marketplace, Kippax and Garran.

Consumer Reference Group

- The Consumer Reference Group (CRG) is Chaired by a representative of the Health Care Consumers Association and also includes representatives from the following organisations:
 - Canberra Health Services' Patient Experience Team Senior Manager
 - Consumer, Carer and Community representatives
 - People with Disabilities ACT Inc
 - COTA ACT (Council on the Ageing)
 - Aboriginal and Torres Strait Islander Elected Body
 - Multicultural Advisory Council ACT
 - Mental Health Consumers' Network
 - Carers ACT
 - Council of the Ageing
 - Health Care Consumers Association
 - ACT Disability Reference Group
 - CHS Aboriginal and Torres Strait Islander Reference Group
- The CRG's key role in the design development process acknowledges that a fundamental component of patient centred care is recognising and understanding the consumer perspective of the health service. Targeted design focus workshops have been completed with the CRG and their members in November 2020 and January 2021, with a further workshop scheduled for 24th February.

CHS Aboriginal and Torres Strait Islander Reference Group

- Following feedback on elements of indigenously sensitive design for welcoming and healing spaces in and around the Critical Services Building, in late October 2020 the Project formalised communication with the CHS' Aboriginal and Torres Strait Islander Consumer Reference Group.
- Chaired by Diane Collins, the Reference Group is made up of representatives from the Aboriginal Liaison Service and Aboriginal & Torres Strait Islander Elected Body. Targeted design focus workshops have been completed with the Group in November and December, with a further workshop currently being scheduled for this month.

Local Community Reference Group

- Established in early 2020, the Local Community Reference Group's (LCRG) primary focus is to ensure the local community has their voice heard throughout the planning and development of the project. The LCRG meets monthly.
- The latest meeting of the LCRG was held on the evening of 27 January with a question and answer forum focussed on the pre-Development Application information package. Public comment on the pre-Development Application remains open until 24 February through the Hospital Expansion YourSay page. Submission of the Main Works Development Application will then follow in March 2021, including the 20 day statutory notification period.

- Other recent topics have included:
 - A briefing on the early analysis and preferred location of the helicopter landing sites and supporting flight paths including associated acoustic modelling; and
 - An examination of the external spaces and main entry points of the building. This included the proposed separation of ambulance and service vehicle access points from Gilmore Crescent and Palmer Street as part of the design development to optimise vehicular access points (a key risk mitigation measure for enhanced amenity and safety).
 - Presentation of the concept of the built form of the Critical Services Building including 'the podium', 'relief' and 'the village', which was well received, with the LCRG noting that the privacy that will be afforded to Palmer Street was an excellent outcome.
- Key themes to be explored further by the group include urban design and the public realm, parking and local traffic, school access, pedestrian connections through the Canberra Hospital campus to surrounding neighbourhoods, and delivery arrangements around the project site.

Recent Engagement Activities/Events

- As COVID-19 restrictions ease, the Territory will continue various direct engagements with the local community, including a series of public consultation sessions over the coming months including with the Woden Community Council. The LCRG and CRG will continue to meet on a monthly basis.
- The project team will continue to maintain project messaging via the project website available at www.act.gov.au/canberrahospitalexpansion.

Portfolio/s: Health**ISSUE: Canberra Hospital Expansion (CHE) Project – Traffic Modelling****Talking points:**

- As part of ongoing consultation with local residents, the Canberra Hospital Expansion Project Team continue to develop positive design solutions to address potential traffic concerns relating to the Project.
- Traffic flows will continue to be assessed and modelled as the design CHE progresses. On 23 October 2020 the Territory's delivery partner, Multiplex had their Traffic Consultant, GTA Consultants complete a traffic observation of the pick-up and set-down at Garran Primary School to identify possible improvements to mitigate traffic issues and improve safety around Garran Primary and the surrounding area. These results were presented to the Garran Primary P & C and the local Community Reference Group in November.
- GTA Consultants will now prepare a Transport Impact Assessment for the Canberra Hospital Expansion Project which will include traffic modelling of the intersections surrounding the project. This will confirm the traffic changes and design solutions associated with the project and the closure of Hospital Road.

Traffic Study Data

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

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

Helicopter Landing Site

Talking points:

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

Helicopter Landing Site

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

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Cleared for public release by: Executive Branch Manager Ext: 55466
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Lead Directorate: Major Projects Canberra

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

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

- Approval for the light rail stage 2A business case was announced in September 2019 and is the first step in continuing the city light rail line to Woden.
- The ACT Government is committed to delivering light rail to Woden. The return of the government provides us with an opportunity to ensure we're progressing the entire project as efficiently and speedily as we can.
- On 24 February 2021 the Federal Government announced that they have committed funding of \$132.5 million towards Light Rail Stage 2A.
- The ACT Government received approval on the EPBC with conditions from the Department of Agriculture, Water and the Environment on 2 February 2021; an important milestone in progressing Stage 2 of light rail to Woden.
- The Commonwealth approval processes for both segments of the route to Woden are progressing, with EPBC approval granted on 2 February 2021.
- With the EPBC approval received, the next steps are to obtain the required planning approvals, including a Territory Development Approval and National Capital Authority (NCA) Works Approval, and then commence the procurement and construction of the project.
- The Request for Tender for Stage 2 Technical Advisor was released to market on the 12 January 2021 and remained open until 22 of January. Phase two of the Request for Tender commenced on 25 January 2021. Design and procurement planning activities are continuing, with focus being given to some of the more complex areas of the alignment such as the light rail transitions to and from State Circle.
- Under the Parliamentary Agreement, commitments were given to exploring the feasibility of peak express services and extension of the system to Mawson. Officials are now considering the most appropriate approach to addressing those commitments.
- The first major physical works to be undertaken will be the raising of London Circuit. The ACT Government is working towards construction contracts being signed for these works later in 2021, though this is dependent upon Commonwealth planning approval processes and procurement processes.
- We need to get this project right. We've seen what's happened in other jurisdictions where contracts have been rushed for major projects without all necessary due diligence having been completed. We don't want to find ourselves in the same position.

- Light Rail Stage 2 will be the most complex infrastructure project undertaken in the ACT. Before contracts are entered into we need to ensure approvals are in place, technical challenges have been resolved, contract terms are appropriate and stakeholders have been fully consulted.
- Project costs will not be released at this stage. This is common practice and will assist the ACT Government to achieve the best outcome possible in any potential commercial negotiations.
- The Federal Government has committed \$137 Million to upgrade the Commonwealth Ave Bridge. The NCA will be responsible for the project, when completed it is expected to increase the load-bearing capacity of the bridge so it can handle current traffic and future expected volumes.
- Close collaboration across these initiatives will be important in order to minimise the disruption to road users during the construction period and to ensure the design of both projects are complementary– and I look forward to the ACT Government and the NCA, working closely together to integrate planning, design and delivery activities for these important projects. Close cooperation on both projects is already underway.

Communications and Stakeholder Engagement

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

- Opportunities for feedback and when consultation will occur will be promoted through the ACT Government YourSay page, via our project updates/Electronic Digital Media and at face to face pop up consultation events.

Light Rail 2B:

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

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

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

Power systems

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

Portfolio/s: Transport and City Services

Raising London Circuit

Talking points:

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

- The construction period for raising London Circuit is intended to take approximately 24 months with initial works expected to commence in late 2021, subject to NCA planning approvals.
- Through the 2020-21 budget, the government will invest \$2.1 million this financial year to further progress the design of raising London Circuit as part of Light Rail Stage 2A early works.
- Funding has been fully provisioned to deliver this project, however the funding profile has not been released at this stage to ensure the Territory receives a value for money outcome in the future procurement process.

Key Information

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

Portfolio/s: Transport

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

Talking points:

- The ACT Government is progressing plans to bring the benefits of light rail to Mitchell. Funding is secured and construction has commenced on a new light rail stop to better service the area's growing business district.
- Last financial year the ACT Government committed \$150,000 to design a light rail stop for Mitchell. Further to the funding already earmarked by the ACT Government for this project, additional stimulus funding announced by the Australian Government allowed us to progress from design to construction.
- Commonwealth funding represented approximately half of the cost to deliver the stop and enabled the Territory to finalise project arrangements, including final costs. The Territory matched the Commonwealth funding to deliver the project.
- The light rail stop in Mitchell is now under construction immediately south of the Sandford Street intersection with Flemington Road. It will be similar in design to other island stops along the light rail alignment.
- First works were commenced by Canberra Metro on 6 December 2020 with the new stop expected to become operational in the second half of 2021.
- Engagement commenced early with the local traders in Mitchell to support them during the project's construction phase. Local knowledge and lessons learnt during Stage 1 were used to enhance communications strategies and advise construction schedules and plans.

Background:

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

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Cleared for public release by: Executive Group Manager
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Lead Directorate: Major Projects Canberra

- Given the strong patronage on the light rail system and responding to community feedback, the Government made the commitment to deliver the Mitchell stop as early as possible.
- In the 2019-20 Budget the Government provided funding to deliver a light rail stop at Mitchell. Capital funding was provided across the 2019-20 and 2020-21 financial years. This followed funding in the 2018-19 Budget to support contract review and detailed design of the stop at Mitchell.
- Transport Canberra and City Services Directorate are separately delivering a shared path along Flemington Road, providing better and safer access between Franklin and Mitchell, particularly to and from the Mitchell commercial precinct and the light rail stops.

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

- Major Projects Canberra submitted referrals for the project under the Commonwealth's *Environment Protection and Biodiversity Conservation Act* (EPBC Act) – City to Commonwealth Park (2A) and Commonwealth Park to Woden (2B).
- The EPBC Act is administered by the Australian Government Department of Agriculture, Water and the Environment. Prior to 1 February 2020, administration of the EPBC Act was by the Department of the Environment and Energy (DoEE).
- On 13 January 2020, the ACT Government received notice from DoEE that Stage 2A was a controlled action with the process to be assessed on preliminary documentation.
- On 16 January 2020, the ACT Government received a notice from DoEE that Stage 2B was a controlled action with the process to be assessed by environmental impact statement.
- EPBC preliminary documentation was lodged with the Department of Agriculture, Water and the Environment on 6 May 2020. MPC received a response from the Department and lodged a response on 27 July 2020 to address the comments provided.
- The preliminary documentation considers the socio-economic impacts and benefits of the project, along with areas of Commonwealth environmental significance. The preliminary documentation was available for public consultation for an extended 20 business days between 14 August and 14 September 2020.
- All comments received were managed by Major Projects Canberra and a response was lodged on the 13 November 2020, with the Commonwealth Department of Agriculture, Water and the Environment, along with the preliminary documentation, to make a final determination on the project. The Submissions Report was placed on public exhibition for information.
- The ACT Government received approval with conditions from the Department of Agriculture, Water and the Environment 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.
- Prior to the commencement of the main works, the approval specifically allows for the completion of preliminary investigations and other works.
- We will continue consultation with all stakeholders as the project develops, ensuring that we provide the best outcomes for our community now and well into the future.

Background Information

Stage 2A Referral Decision

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

Stage 2B Referral Decision

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

Public Notification

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

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

Portfolio/s: Transport

ISSUE: Light Rail Stage 2 Delays

Talking points:

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

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

Key Information

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

Portfolio/s: Transport

ISSUE: Light Rail Stage 2 – Slovenian Club

Talking points:

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

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

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

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

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

Portfolio/s: Transport

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

Talking points:

Raising London Circuit

- The ACT Government brought forward funding of \$2.1 million to 2020-21 which was previously provisioned in the Territory Budget for expenditure in 2021-22 and 2022-23.
- The funds will be used to progress design of the 'Raised London Circuit' component of the Light Rail Stage 2A project. This will provide enhanced pedestrian connectivity between the City and the Acton Waterfront, as well as facilitate the delivery of light rail to Woden.
- EPBC Approval of Light Rail Stage 2A, including the 'Raised 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 NCA Works Approval applications to be submitted. Once final planning approvals are obtained, procurement and construction of the works can start. Subject to those planning approvals being obtained, the ACT Government currently expects early utility relocations to start in late 2021.
- The bulk of the London Circuit works are currently expected to occur in 2022 and 2023. A detailed construction timetable will be subject to:
 - Proposals put forward during the procurement process in relation to construction methodology; and
 - Coordination with the NCA.
- The ACT Government is very mindful that construction can cause disruption for commuters and businesses in the vicinity of the works. This will be taken into account in the detailed design and planning works that this budget funding will facilitate.

Mawson Viability

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

Portfolio/s: Skills

ISSUE: CIT Campus – Woden Progress Update

Talking points:

- On 28 November 2019, the ACT Government announced that a new CIT campus will be built in the Woden Town Centre. This new, modern CIT campus will be a dedicated teaching and learning campus and complement a new passenger-friendly public transport interchange to be situated on Callam Street.
- On 24 August 2020, the Chief Minister and I announced that the ACT Government had formally approved the CIT Campus – Woden Business Case, which marks a significant milestone and major step-forward for the project.
- CIT Woden Campus will be a VET technology and service skills learning precinct, delivering courses to prepare students for roles in industries such as business, cyber security, IT, creative industries, hospitality and tourism.
- 6500 students will attend the CIT Woden Campus each year, which will benefit local business and industry whilst providing students with a contemporary and dynamic educational environment.
- Investing \$223 million in the new CIT Campus and youth foyer and a further \$58 million on a new public transport interchange and associated works for Woden.
- More than 520 jobs are expected to be created during construction alone, in addition to the teaching and learning jobs that will be offered once the facility is operational.
- CIT Campus -Woden Project comprises of four packages of development works:
 - Package 1 - Woden Bus Layovers and ancillary roadworks;
 - Package 2 - Woden Transport Interchange including capacity for future Light Rail;
 - Package 3 - CIT Campus-Woden including a Youth Foyer and urban realm development; and
 - Package 4 - Yurauna Centre at CIT Bruce Campus.
- Upgrades and improvements planned for local roads and intersections will improve bus, car and active travel movement, while supporting the new Woden public transport interchange. Improvements will include new traffic signals at nearby intersections, improvements to intersections and the addition of pedestrian crossings to promote more active travel movements in the area.
- To support the operations of the new Woden Public Transport Interchange, two new bus layover areas will be constructed on Launceston and Easty Streets.

Procurement

- As part of the next design development stage, interest was sought from architecture and engineering firms through an open tender process to work closely with and provide advice to the ACT Government.
- Over 15 submissions were received from consortia of architectural and engineering firms, with the tender being awarded to the Arup/Hayball consortia on 12 November 2020.

Upcoming Procurements

- An expression of interest will be advertised in late March 2021 for responses from pre-qualified Contractors for the design and construction (D&C) of the new CIT Campus at Woden which will include a 20 bed Youth Foyer on the site. Respondents will be shortlisted to Tender for the D&C works in late July 2021.

Planning Approvals Process

- An Estate Development Plan (EDP) for the new CIT Campus-Woden to be developed on the current Woden Bus Interchange site was submitted for Agency Review in mid-January 2021. An EDP DA is forecast to be submitted in June 2021 with a decision due by August 2021.
- A Development Application (DA) was submitted to the Environment, Planning and Sustainable Development Directorate (EPSDD) on 26 February 2021 for:
 - The new Woden public transport interchange on Callam Street;
 - New bus layovers on Launceston and Easty Streets; and
 - Upgrades and improvements to local roads and intersections.
- The DA documentation is on display on the Planning ACT Website until 22 March 2021.
- A DA for the CIT Campus-Woden building development is planned for submission by the D&C Contractor following contract award, which will be in approximately May 2022.

Portfolio/s: Skills/Transport

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

Talking points:

- In February 2021, the Development Application (DA) was submitted for the for the new Woden public transport interchange.
- The DA documentation is on display until 22 March 2021 and I would encourage everybody who is interested in having a say to visit the Planning ACT website, where you can view and comment on the designs for:
 - The new Woden public transport interchange on Callam Street;
 - New bus layovers on Launceston and Easty Street; and
 - Upgrades and improvements to local roads and intersections.
- Upgrades to bike paths, footpaths and other active travel routes are also a component of these works, reflecting the ACT Government’s commitment to connecting people to our local and regional centres and continuing to grow Canberra as a truly sustainable city.
- In December 2020, MPC completed formal Pre-DA public consultation for the new Woden public transport interchange with community members, local business, future users of the site (such as bus drivers, CIT trainers, assessors and students) and other key stakeholders.
 - More than 650 members of the public were consulted, 21 detailed stakeholder briefings and 11 community information pop-ups were held, and 183 responses to our online survey were recieved. There were also 1236 visits to the CIT virtual consultation room.
 - Feedback from the community online comments, surveys responses and conversations fell into five overarching themes:
 1. Protection from the elements – the public want shading for hot summer days and spaces to stay warm in winter while waiting for public transport.
 2. Green space and landscaping – the community value green space, including grassed areas, garden spaces and large trees for shade.
 3. Accessibility (distance from Westfield, disability, elderly) – the community were concerned that the new public transport interchange on Callam Street will increase the walking distance to Westfield.
 4. Safety and Lighting – the community want to feel safe when you are using public transport.

5. Closure of Callam Street – the community were concerned that the closure of Callam Street to private vehicles will place traffic pressure on nearby roads.
- We will continue to seek feedback from the local community and key stakeholders as we move into the planning approvals process for the new CIT campus later in 2021.
 - This public consultation period supports the Development Applications for the new Public Transport Interchange, Bus Layovers and associated works, which were submitted in mid-January 2021.

Previous Community Consultation

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

Portfolio/s: Skills

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

Talking points:

Site Location

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

Lovett Tower and Borrowdale House

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

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

Portfolio/s: Treasurer
Transport and City Services

MPC Chief Projects Officer Racing Club Association

Talking points:

- I am aware of a recent media report regarding Major Projects Canberra's (MPC) Chief Projects Officer (CPO), Mr Duncan Edghill, and his voluntary role on the Committee of the Canberra Racing Club.
- Mr Edghill has formally disclosed his role on the Canberra Racing Club Committee to relevant parties within the ACT Government. Mr Edghill has made conflict of interest disclosures to the Head of Service in accordance with the requirements of the ACT Public Sector Management Act 1994 and the Public Sector Management Standards 2016.
- Mr Edghill has not represented the Racing Club in meetings or correspondence with ACT Government representatives. Mr Edghill is very much aware of his obligations in relation to maintaining the confidentiality of non-public ACT Government information.
- Development applications are assessed by the independent planning and land authority against the relevant provisions of the *Planning and Development Act 2007* and the Territory Plan. Mr Edghill is not employed in EPSDD. Nevertheless, Mr Edghill has also undertaken not to be involved in any planning or other ACT Government decisions in relation to the racing or potential development activities of the Canberra Racing Club.

Key Information

- Any requests for rezoning or other changes to the Territory Plan are considered by the independent planning and land authority, the Minister for Planning and ultimately the Legislative Assembly, in accordance with the relevant provisions of the *Planning and Development Act 2007*.
- The Canberra Racing Club (via its advisory firm) requested from the planning and land authority (Environment Planning and Sustainable Development Directorate), and EPSDD has previously provided, the necessary scope for technical reports the Canberra Racing Club would need to produce to accompany an application for a potential change to the Territory Plan for Thoroughbred Park. The directorate has provided the proponent with a response outlining the matters that will need to be addressed before there could be any further consideration of a future proposal by the Club to amend the Territory Plan.

Cleared as complete and accurate: 16/02/2021
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Contact Officer name: Nikki Pulford Ext:
Lead Directorate: Major Projects Canberra
TRIM Ref:

Background Information

- On 15 January 2021, the Canberra Times reported on the MPC CPO, Mr Edghill, and his membership on the Canberra Racing Club board.

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Portfolio/s: Transport

ISSUE: WODEN PUBLIC TRANSPORT INTERCHANGE – Progress Update

Talking points:

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

Procurement

- As part of the next design development stage, interest was sought from architecture and engineering firms through an open tender process to work closely with and provide advice to the ACT Government.
- Over 15 submissions were received from consortia of architectural and engineering firms, with the tender being awarded to the Arup/Hayball consortia on 12 November 2020.

Upcoming Procurements

- The new Bus Layover and Ancillary Roadworks package of work – Package 1 has proceeded to public tender by pre-qualified tenderers at the end of January 2021. Tenders will close in mid-March 2021 with construction planned to commence in mid-April 2021. Planned completion of these works is due by the end of September 2021.
- The new Transport Interchange package of work – Package 2 has proceeded to select tender in mid- February 2021 with construction planned to commence in late August 2021. This component of the project is planned for completion by the end of March 2022.

Planning Approvals

- The Development Application (DA) for the Bus Layover and Ancillary Roadworks was lodged in mid-January 2021 and is expected to be concluded by mid April 2021.
- The DA for the Transport Interchange was lodged in mid-January 2021 and is forecast to be concluded by mid-April 2021.

Portfolio/s: Sustainable Building and Construction

Cladding Rectification

Talking points:

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

ACT Government Program

- A review of ACT Government owned buildings has been completed, and the sites of potential risks have been identified. This has involved a multi-stage process that identified, reviewed and assessed all buildings with potentially combustible cladding.
- The audit identified 23 sites requiring cladding rectification works.
- Of these, 21 sites are being progressed through Major Projects Canberra, with two sites within the Education portfolio being progressed directly by the Education Directorate.
- Based on preliminary cost estimates, \$19 million of funding was provisioned for the rectification works.
- If required, the remediation options may range from full replacement of all cladding to removal of certain elements of cladding to achieve a low risk ranking. The recommended level of remediation varies by building and cladding elements based on risk assessment criteria.
- It is important to note that fire safety measures have been applied as part of managing cladding that remains on Government buildings, either on an ongoing basis or as an interim measure until the cladding is replaced.

- The engineering consulting firm, GHD, has developed final designs and more accurate cost estimates for the 21 ACT Government sites. Site inspections have taken place, as required.
- The first round of rectification works will commence shortly and are aimed to be completed by 30 June 2021. The main program of works will occur in the financial year 2021-22.

Private Sector Program

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

Q+A

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

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

Owners of private buildings are responsible for ensuring the ongoing safety of their buildings.

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

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

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

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

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

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

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

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

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

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

Portfolio: Treasurer

Health

ISSUE: Canberra Hospital Expansion Project Update

Talking points:

Main Works Update

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

Enabling Works Update

- We have continued to make excellent progress in the series of works required to enable the demolition of Buildings 5 and 24. Demolition of these buildings is required to facilitate the construction of the new Critical Services Building.
- So far, we have delivered a new Building 28, and a refurbished Building 4 and 3 that will support the hospital's key administrative functions including key tertiary teaching and training spaces and important community health services like the Child At Risk Health Unit (CARHU).
- The Design and Construction contract for the fitout of the CARHU has been delivered by SHAPE Australia, with works for this important community health service completed in March 2021.
- The Territory has also awarded the contract for the detailed design and construction for the new Building 8 to SHAPE Australia. The new Building 8 will provide upgraded facilities for the Canberra Sexual Health Centre and other key tertiary teaching and training facilities on the campus.

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Cleared for public release by: Executive Branch Manager Ext: 55466
Contact Officer name: Martin Little Ext: 79322
Lead Directorate: Major Projects Canberra

- The contract for the minor refurbishment of Building 9 has been awarded to Projex Building Group. These works will provide a much needed facelift to the campus accommodation.
- The refurbishment of Building 4 has been completed, with the Territory partnering with Projex to deliver the relocated ANU Medical School and University of Canberra clinical training facilities and to modify the CHS Library.
- The contract for the design and construction of the temporary carpark on the former Woden CIT site was awarded to Dale & Hitchcock in September last year. Bulk earthworks have been completed with levelling and trimming of the site now underway, with all stages of the temporary carpark scheduled for completion in August 2021.
- Relocation of in-ground utilities along Hospital Road have now been completed. Multiplex are continuing their investigative works, including locating existing inground services, as part of the Early Works package for the Critical Services Building. All hospital staff, patients and visitors continue to be kept informed on the timing of works in and around Hospital Road and I thank the public for their patience as we complete these critical services works.

Program of Delivery

- Key milestones for the project include:
 - Commencement of a 10-week Pre-Development Application consultation period for the Main Works Development Application from 18 December 2020 to 24 February 2021, focussing on the detailed designs for the Critical Services Building and associated public realm. Submission of the Main Works Development Application will then follow in March 2021, including the 20 day statutory notification period.
 - Commencement of construction of the Critical Services Building is dependent upon the completion of the new Building 8, making Building 8 critical to the overall CHE Project, which is forecast to be completed May 2021, ready for occupation.
 - Demolition of existing Building 5 and 24 is required to facilitate the construction of the new Critical Services Building. Multiplex have begun due diligence activities towards these demolition works including hydrovac'ing for in-ground site services in and around the footprint of the CSB, confirming utilities capacities and meeting with utility services providers (Icon Water and Evo-Energy) to determine future usage demands.
 - Multiplex lodged a Development Application for the design and construction of a Prototype Shed in December last year that closed on 24 February, with no public submissions received.
 - The purpose of the Prototype Shed is to provide scale mock-ups of core spaces and repeatable rooms (e.g. same design and layout used multiple times in the Critical Service Building such as surgical theatres) to enable users and stakeholders to visualise, test and familiarise themselves with spaces.
 - The uniformity of design and construction of various rooms is vital to the ability to consistently achieve the consistent delivery of key clinical services across the Critical Services Building in a safe and timely manner.

- In partnership with the ACT Government, Multiplex is preparing to formally open its "Connectivity Centre" adjacent to the Woden Interchange Canberra. The Connectivity Centre will act as a shopfront for the Canberra Hospital Expansion Project and a place for upskilling the local workforce to work on the Project.
 - Multiplex successfully utilised a Connectivity Centre for its delivery of the comparable, and recently constructed, Westmead Hospital in Western Sydney.
 - The Connectivity Centre is a key element of Multiplex's plans to achieve the ambitious social procurement targets that include 10% of the value of sub-contracted works from Aboriginal and Torres Strait Islander accredited bodies and 30% of its onsite tradespersons from traineeships, apprenticeships and similar programs. This includes apprentices who have been unable to complete their previous apprenticeship from displacement as a result of the COVID-19 health pandemic.

Portfolio/s: Treasurer

Skills

ISSUE: CIT Campus – Woden Progress Update

Talking points:

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- The government is investing in the order of \$250 million to \$300 million in the new CIT Campus and youth foyer and new public transport interchange and associated works for Woden.
- More than 520 jobs are expected to be created during construction alone, in addition to the teaching and learning jobs that will be offered once the facility is operational.
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 - Package 1 - Woden Bus Layovers and ancillary roadworks;
 - Package 2 - Woden Transport Interchange including capacity for future Light Rail;
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Procurement

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

Planning Approvals Process

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

Portfolio: Treasurer

Transport

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

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

- Close collaboration across these initiatives will be important in order to minimise the disruption to road users during the construction period and to ensure the design of both projects are complementary– and I look forward to the ACT Government and the NCA, working closely together to integrate planning, design and delivery activities for these important projects. Close cooperation on both projects is already underway.

Communications and Stakeholder Engagement

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

Light Rail 2B:

- The ACT Government will continue to work on a business case for 2B while progressing the Commonwealth planning process.
 - The route to Woden is complex and is going to take some time to get through Commonwealth planning processes. Rather than simply wait, we're getting on with delivering what we can immediately; and

- Getting on with the project allows us to maintain momentum, resources and expertise from the successful delivery of Stage 1.
- The ACT Government will continue to progress the Commonwealth approvals process for the remainder of the corridor in parallel.
- The ACT Government is undertaking work to obtain the ACT Environmental Impact Statement (EIS) requirements. The first draft of the application for the ACT EIS Scoping document is well underway.
- Planning processes for Stage 2B are also ongoing. The project is progressing detailed investigations along the corridor including assessment of infrastructure in the vicinity of Commonwealth Bridge and Lake Burley Griffin.
- The ACT Government will continue to work collaboratively with the NCA to ensure that disruptions during construction will be kept to a minimum.

Portfolio/s: Sustainable Building and Construction

Cladding Rectification

Talking points:

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

ACT Government Program

- A review of ACT Government owned buildings has been completed, and the sites of potential risks have been identified. This has involved a multi-stage process that identified, reviewed and assessed all buildings with potentially combustible cladding.
- The audit identified 23 sites requiring cladding rectification works.
- Of these, 21 sites are being progressed through Major Projects Canberra, with two sites within the Education portfolio being progressed directly by the Education Directorate.
- Based on preliminary cost estimates, \$19 million of funding was provisioned for the rectification works.
- If required, the remediation options may range from full replacement of all cladding to removal of certain elements of cladding to achieve a low risk ranking. The recommended level of remediation varies by building and cladding elements based on risk assessment criteria.
- It is important to note that fire safety measures have been applied as part of managing cladding that remains on Government buildings, either on an ongoing basis or as an interim measure until the cladding is replaced.

- The engineering consulting firm, GHD, has developed final designs and more accurate cost estimates for the 21 ACT Government sites. Site inspections have taken place, as required.
- The first round of rectification works will commence shortly and are aimed to be completed by 30 June 2021. This includes 11 of the 21 ACT Government sites being delivered by MPC. The main program of works will occur in the financial year 2021-22.

Private Sector Program

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

Q+A

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

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

Owners of private buildings are responsible for ensuring the ongoing safety of their buildings.

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

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

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

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

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

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

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

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

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

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

Canberra Theatre Redevelopment Project

Talking points:

- The Government has committed to continuing the Canberra Theatre Centre expansion and redevelopment project in the Parliamentary Agreement for this term of Government.
- The ACT Infrastructure Plan released by the ACT Government in October 2019 identifies the Canberra Theatre Centre redevelopment as a government five year priority.
- On 12 February 2021, the Chief Minister announced that the project could be built as part of a mixed-use development on the site of the London Circuit carpark opposite the Sydney Building and Bailey's corner.
- Under this arrangement, the land could be expected to be sold to private developers, with revenue from the sale to partially offset the cost of building the theatre.
- Construction commencement is anticipated in the first half of 2024 however this is subject to resolution of carparking arrangements and other planning matters.
- The current Canberra Theatre was built in 1965, meaning it predates the Sydney Opera House. Designed for a city of 88,000 people, it has a current seating capacity of approximately 1,200.
- Because of the era in which it was built, the theatre lacks the space, facilities, and equipment to accommodate the requirements of modern touring shows.
- Canberra's population today makes our city an attractive market for touring shows and artists. However, the capacity and technical constraints of the Canberra Theatre means some larger touring shows bypass the ACT.
- The ACT Government has commenced design and scoping for a new theatre centre that has the seating capacity and facilities to support large scale national and international concerts, musicals, theatre and dance.
- The new facility is intended to see the existing theatre repurposed with a flexible flat floor and a new theatre constructed to accommodate approximately 2,000 people, while retaining The Playhouse Theatre which was built in 1998. The new facility will also include additional, and more flexible, spaces for live music, experimental and local performances.
- The new theatre centre will be delivered as part of the City Renewal Authority's broader plan for an Arts and Cultural Precinct.
- The precinct will link together the Canberra Museum and Gallery, the Legislative Assembly building and Civic Square with hotel, retail and commercial facilities. The precinct will become a renewed hub for Canberra's artistic and cultural life, while providing a new attraction for visitors to Canberra.

- The Civic Square Precinct including the Canberra Theatre Centre was heritage listed on 22 September 2020. Detail design of the facility will support the heritage values of the precinct. Architectural heritage consultant, Phillip Leeson Architects has been appointed to prepare a Conservation Management Plan for the Civic Square Precinct, including the exterior of the Canberra Theatre Centre.

Key Information

- The Canberra Theatre site comprises Blocks 18, 20 and 23 Section 19 City. All are identified as Designated Areas and fall under the jurisdiction of the National Capital Authority and require Works Approval for redevelopment.
- On 24 October 2019, the Canberra Theatre Centre Redevelopment was announced as a designated project, determining that the project will be delivered by Major Projects Canberra subject to business case approval.
- In 2018-19 financial year, \$700,000 was allocated for preparation of a business case and a further \$400,000 was provided in 2019-2020 for the same purpose.
- Under the August 2020 Supply Bill, \$400,000 ex GST is allocated to progress planning for the project.
- A cross agency steering committee oversees the redevelopment project with representatives from the Canberra Theatre Centre, Cultural Facilities Corporation, artsACT, the City Renewal Authority, Treasury and Major Projects Canberra.

Portfolio/s: Arts

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Lead Directorate: Major Projects Canberra
TRIM Ref:

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Portfolio: Health

ISSUE: Canberra Hospital Expansion Project Update

Talking points:

Main Works Update

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

Enabling Works Update

- We have continued to make excellent progress in the series of works required to enable the demolition of Buildings 5 and 24. Demolition of these buildings is required to facilitate the construction of the new Critical Services Building.
- So far, we have delivered a new Building 28, and a refurbished Building 4 and 3 that will support the hospital's key administrative functions including key tertiary teaching and training spaces and important community health services like the Child At Risk Health Unit (CARHU).
- The Design and Construction contract for the fitout of the CARHU has been delivered by SHAPE Australia, with works for this important community health service completed in March 2021.
- The Territory has also awarded the contract for the detailed design and construction for the new Building 8 to SHAPE Australia. The new Building 8 will provide upgraded facilities for the Canberra Sexual Health Centre and other key tertiary teaching and training facilities on the campus.
- The contract for the minor refurbishment of Building 9 has been awarded to Projex Building Group. These works will provide a much needed facelift to the campus accommodation.

- The refurbishment of Building 4 has been completed, with the Territory partnering with Projex to deliver the relocated ANU Medical School and University of Canberra clinical training facilities and to modify the CHS Library.
- The contract for the design and construction of the temporary carpark on the former Woden CIT site was awarded to Dale & Hitchcock in September last year. Bulk earthworks have been completed with levelling and trimming of the site now underway, with all stages of the temporary carpark scheduled for completion in August 2021.
- Relocation of in-ground utilities along Hospital Road have now been completed. Multiplex are continuing their investigative works, including locating existing inground services, as part of the Early Works package for the Critical Services Building. All hospital staff, patients and visitors continue to be kept informed on the timing of works in and around Hospital Road and I thank the public for their patience as we complete these critical services works.

Program of Delivery

- The delivery of this state of the art emergency, surgical and critical care building remains on track for 2024.
- Key milestones for the project include:
 - Commencement of a 10-week Pre-Development Application consultation period for the Main Works Development Application from 18 December 2020 to 24 February 2021, focussing on the detailed designs for the Critical Services Building and associated public realm. Submission of the Main Works Development Application will then follow in March 2021, including the 20 day statutory notification period.
 - Commencement of construction of the Critical Services Building is dependent upon the completion of the new Building 8, making Building 8 critical to the overall CHE Project, which is forecast to be completed May 2021, ready for occupation.
 - Demolition of existing Building 5 and 24 is required to facilitate the construction of the new Critical Services Building. Multiplex have begun due diligence activities towards these demolition works including hydrovac'ing for in-ground site services in and around the footprint of the CSB, confirming utilities capacities and meeting with utility services providers (Icon Water and Evo-Energy) to determine future usage demands.
 - Multiplex lodged a Development Application for the design and construction of a Prototype Shed in December last year that closed on 24 February, with no public submissions received.
 - The purpose of the Prototype Shed is to provide scale mock-ups of core spaces and repeatable rooms (e.g. same design and layout used multiple times in the Critical Service Building such as surgical theatres) to enable users and stakeholders to visualise, test and familiarise themselves with spaces.
 - The uniformity of design and construction of various rooms is vital to the ability to consistently achieve the consistent delivery of key clinical services across the Critical Services Building in a safe and timely manner.

- In partnership with the ACT Government, Multiplex is preparing to formally open its "Connectivity Centre" adjacent to the Woden Interchange Canberra. The Connectivity Centre will act as a shopfront for the Canberra Hospital Expansion Project and a place for upskilling the local workforce to work on the Project.
 - Multiplex successfully utilised a Connectivity Centre for its delivery of the comparable, and recently constructed, Westmead Hospital in Western Sydney.
 - The Connectivity Centre is a key element of Multiplex's plans to achieve the ambitious social procurement targets that include 10% of the value of sub-contracted works from Aboriginal and Torres Strait Islander accredited bodies and 30% of its onsite tradespersons from traineeships, apprenticeships and similar programs. This includes apprentices who have been unable to complete their previous apprenticeship from displacement as a result of the COVID-19 health pandemic.

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

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

Consumer Reference Group

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Lead Directorate: Major Projects Canberra

- The Consumer Reference Group (CRG) is Chaired by a representative of the Health Care Consumers Association and also includes representatives from the following organisations:
 - Canberra Health Services' Patient Experience Team Senior Manager
 - Consumer, Carer and Community representatives
 - People with Disabilities ACT Inc
 - COTA ACT (Council on the Ageing)
 - Aboriginal and Torres Strait Islander Elected Body
 - Multicultural Advisory Council ACT
 - Mental Health Consumers' Network
 - Carers ACT
 - Council of the Ageing
 - Health Care Consumers Association
 - ACT Disability Reference Group
 - CHS Aboriginal and Torres Strait Islander Reference Group
- The CRG's key role in the design development process acknowledges that a fundamental component of patient centred care is recognising and understanding the consumer perspective of the health service. Targeted design focus workshops have been completed with the CRG and their members in November 2020 and January 2021, with a final sketch design workshop completed on 24th February.

CHS Aboriginal and Torres Strait Islander Reference Group

- Following feedback on elements of indigenously sensitive design for welcoming and healing spaces in and around the Critical Services Building, in late October 2020 the Project formalised communication with the CHS' Aboriginal and Torres Strait Islander Consumer Reference Group.
- Chaired by Diane Collins, the Reference Group is made up of representatives from the Aboriginal Liaison Service and Aboriginal & Torres Strait Islander Elected Body. Targeted design focus workshops have been completed with the Group in November and December, with a further workshop being scheduled with the Hospital Campus Masterplan. The CHE Project team will also be presenting the Project at the upcoming Indigenous Health Day at Yarramundi Reach in April.

Local Community Reference Group

- Established in early 2020, the Local Community Reference Group's (LCRG) primary focus is to ensure the local community has their voice heard throughout the planning and development of the project. The LCRG meets monthly.
- The latest meeting of the LCRG was held on the evening of 24 March and included a presentation on the Development Application submission. Public comment on the pre-Development Application closed on 24 February through the Hospital Expansion YourSay page. Submission of the Main Works Development Application occurred on 19 March 2021, with the DA currently undertaking its completeness check before it is lodged including the 20 day statutory notification period

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- Other recent topics have included:
 - A briefing on the early analysis and preferred location of the helicopter landing sites and supporting flight paths including associated acoustic modelling; and
 - An examination of the external spaces and main entry points of the building. This included the proposed separation of ambulance and service vehicle access points from Gilmore Crescent and Palmer Street as part of the design development to optimise vehicular access points (a key risk mitigation measure for enhanced amenity and safety).
 - Presentation of the concept of the built form of the Critical Services Building including 'the podium', 'relief' and 'the village', which was well received, with the LCRG noting that the privacy that will be afforded to Palmer Street was an excellent outcome.
- Key themes to be explored further by the group include urban design and the public realm, parking and local traffic, school access, pedestrian connections through the Canberra Hospital campus to surrounding neighbourhoods, and delivery arrangements around the project site.

Recent Engagement Activities/Events

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

Portfolio/s: Health**ISSUE: Canberra Hospital Expansion (CHE) Project – Traffic Modelling****Talking points:**

- As part of ongoing consultation with local residents, the Canberra Hospital Expansion Project Team continue to develop positive design solutions to address potential traffic concerns relating to the Project.
- Traffic flows will continue to be assessed and modelled as the CHE design progresses. On 23 October 2020 the Territory's delivery partner, Multiplex had their Traffic Consultant, GTA Consultants complete a traffic observation of the pick-up and set-down at Garran Primary School to identify possible improvements to mitigate traffic issues and improve safety around Garran Primary and the surrounding area. These results were presented to the Garran Primary P & C and the local Community Reference Group in November.
- GTA Consultants will now prepare a Transport Impact Assessment for the Canberra Hospital Expansion Project which will include traffic modelling of the intersections surrounding the project. This will confirm the traffic changes and design solutions associated with the project and the closure of Hospital Road.

Traffic Study Data

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

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

Satellite Loading Dock off Gilmore Crescent

Talking points:

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

Helicopter Landing Site

Talking points:

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| Cleared for public release by: | Executive Branch Manager | Ext: 55466 |
| Contact Officer name: | Martin Little | Ext: 79322 |
| Lead Directorate: | Major Projects Canberra | |

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

Helicopter Landing Site

- in Australia there is currently no legislation specifically related to the design, construction or placement of hospital-based Helicopter Landing Sites. However, Guideline H of the National Airports Safeguard Framework – Protecting Strategically Important Helicopter Sites (May 2018) was developed in consultation with the Civil Aviation Safety Authority to address this issue.
- The purpose of the National Airports Safeguard Framework Guideline is to manage intrusions and activities in the flight paths of strategically important Helicopter Landing Sites, predominantly those associated with hospitals like the Canberra Hospital (that serves as the major trauma centre for the south-east region) and to ensure any new strategic Helicopter Landing Sites are appropriately located.
- Multiplex is working within this guideline as well as to NSW Health's Helicopter Landing Sites in NSW to ensure the Helicopter Landing Site for the new Critical Services Building incorporates international experience and best practice in the establishment of an Helicopter Landing Site.
- The NSW Health Guidelines note that typically, elevated/roof top hospital-based Helicopter Landing Sites provide a reduced noise profile for hospital residents and staff and nearby residents. The Guidelines go on to add that an elevated Helicopter Landing Site (HLS) is more secure than an on-ground HLS and that elevated Helicopter Landing Sites generally provide better obstacle clearance, both present and future, particularly in urban areas.
- The design development of the CHE Project is balancing the concerns of Garran residents with the optimum solution to service the Canberra Hospital well into the future.
- The design development of the Helicopter Landing Site for the Critical Services Building will also continue to be progressed in consultation with the ACT's Helicopter Retrieval Services and a group of expert clinicians involved in the management and operation of emergency retrieval services at the Canberra Hospital. This group continues to assess emergency medical retrieval requirements for the site and other clinical and situational factors that will impact on the provision of safe clinical care.

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

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

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

Communications and Stakeholder Engagement

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

Light Rail 2B:

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

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

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

Power systems

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

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

Portfolio/s: Transport and City Services

Raising London Circuit

Talking points:

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

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

Key Information

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

Portfolio/s: Transport

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

Talking points:

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

Background:

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

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

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

- Major Projects Canberra (MPC) submitted referrals for the project under the Commonwealth's *Environment Protection and Biodiversity Conservation Act* (EPBC Act) – City to Commonwealth Park (2A) and Commonwealth Park to Woden (2B).
- The EPBC Act is administered by the Australian Government Department of Agriculture, Water and the Environment (DAWE). Prior to 1 February 2020, administration of the EPBC Act was by the Department of the Environment and Energy (DoEE).
- On 13 January 2020, the ACT Government received notice from DoEE that Stage 2A was a controlled action with the process to be assessed on preliminary documentation.
- On 16 January 2020, the ACT Government received a notice from DoEE that Stage 2B was a controlled action with the process to be assessed by environmental impact statement.
- EPBC preliminary documentation was lodged with the DAWE on 6 May 2020. MPC received a response from the Department and lodged a response on 27 July 2020 to address the comments provided.
- The preliminary documentation considers the socio-economic impacts and benefits of the project, along with areas of Commonwealth environmental significance. The preliminary documentation was available for public consultation for an extended 20 business days between 14 August and 14 September 2020.
- All comments received were managed by MPC and a response was lodged on the 13 November 2020 with DAWE, along with the preliminary documentation, to make a final determination on the project. The Submissions Report was placed on public exhibition for information.
- The ACT Government received approval with conditions from DAWE on 2 February 2021.
- The conditions relate primarily to the acquisition of biodiversity offsets for the loss of Golden Sun Moth habitat, and the development of a Golden Sun Moth Construction Environmental Management and Rehabilitation Plan (GSM Plan). The approval of the GSM Plan by the Commonwealth Environment Minister and the purchasing of biodiversity offsets are both pre-conditions to the commencement of main works for the Project.
- MPC is in the process of preparing the GSM Plan and procuring Biodiversity offsets. Completion of these activities is expected by the middle of this year, enabling works to commence (subject to receipt of other planning approvals, DA and WA).
- Prior to the commencement of the main works, the approval specifically allows for the completion of preliminary investigations and other works.

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

Background Information

Stage 2A Referral Decision

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

Stage 2B Referral Decision

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

Public Notification

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

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Lead Directorate: Major Projects Canberra

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

Portfolio/s: Transport

ISSUE: Light Rail Stage 2 Delays

Talking points:

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

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

Key Information

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

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

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

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

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

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

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

Portfolio/s: Transport

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

Talking points:

Raising London Circuit

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

Mawson Viability

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

Portfolio/s: Skills

ISSUE: CIT Campus – Woden Progress Update

Talking points:

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

Procurement

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

Planning Approvals Process

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

Portfolio/s: Skills/Transport

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

Talking points:

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

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

Landscaping, screening and wind tunnel issues are also being considered to ensure good outcomes during Canberra's summer and winter.

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

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

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

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

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

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

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

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

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

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

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Lead Directorate: Major Projects Canberra

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

- This public consultation period supports the DAs for the new Public Transport Interchange, Bus Layovers and associated works which were submitted in mid-January 2021 and close 16 April 2021.
- We will continue to seek community and key stakeholder feedback as we move into the planning approvals process for the new CIT campus later in 2021. This will include feedback into the boulevard linking the interchange and Westfield, as well as the CIT campus design, functionality and green space. We'll also ensure the community and stakeholders have input into the design and landscaping of a planned new pedestrian priority/friendly road connection between Bowes and Bradley streets.

Previous Community Consultation

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

Portfolio/s: Skills

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

Talking points:

Site Location

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

Lovett Tower and Borrowdale House

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

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

Portfolio/s: Transport

ISSUE: WODEN PUBLIC TRANSPORT INTERCHANGE – Progress Update

Talking points:

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

Procurement

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

Planning Approvals

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

Cleared as complete and accurate: 23/03/2021
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Portfolio/s: Special Minister of State

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

Talking points:

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

Key Information

Civic Office Building (Constitution Place – COB1)

- Following a Registration of Interest and Request for Tender process a contract with CPG was signed on 31 August 2016 and settlement on the land occurred on 15 November 2016.
- The base building works and fit-out works have been completed apart from the rectification of defects. The majority of the defects, including Territory identified significant defects, will be rectified by end-February 2021 with the balance undertaken by end-March 2021.
- The Constitution Place project has created a new precinct in city east and realises part of the Government's wider vision for city renewal. The new precinct houses a new private office building, boutique hotel, public gym, along with street level cafes and landscaped plazas, adding a major boost to jobs and economic activity in the currently under-utilised area.

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

Civic Office Building 2 (COB2)

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

Dickson Office Building (DOB)

- Doma Group Pty Ltd (Doma) was selected as the preferred tenderer on 3 April 2017. Contracts were exchanged on 20 December 2017 and settlement on the land occurred on 1 May 2018. Practical Completion for the Dickson Office Building (DOB) was achieved on 16 June 2020.
- The sale of the former Dickson MVR site was one of the sites identified under the Commonwealth’s Asset Recycling Initiative (ARI), which involved the investment of the sale proceeds from identified assets into an agreed infrastructure project

(Transport Canberra Light Rail Project). This included a 15% bonus payment by the Commonwealth for the sale of the land.

- The former MVR site is being developed into a new mixed-use precinct, which includes the now completed Government office building accommodates up to 1,300 ACT Government public servants and includes an Access Canberra Service Centre.
- The Territory is to lease the government building for 20 years (with options to extend) but decided to capital fund the fitout. The original fitout budget of \$26 million was amended by an additional \$3.732 million Omnibus funding provided in the 2019-20 ACT Budget
- The precinct will incorporate commercial and retail uses such as commercial offices, medical centre, gym, minimart, as well as residential accommodation and a childcare facility. The first stage of the project was completed with the construction of the Government office building and the new residential building. DOMA Group has commenced the second stage of the development.

Background Information

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

Portfolio/s: Special Minister of State
Families and Community Services

Community Facilities (ACT Property Group Vacancies and Peppercorn Rents)

Talking Points:

- The current vacancy rate within the ACT Property Group (ACTPG) community facilities property portfolio is 2.49% as at 18 March 2021.

92 peppercorn tenancy arrangements are currently in place Key Information

- There are currently 45 organisations on the property applications register seeking government facilities space.
- Current vacancies total 2,906 square metres.
- ACTPG regularly assesses vacant properties/spaces against the waiting list and organisations requirements. ACTPG also undertakes an annual review with the applicant.

Background Information

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

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TRIM Ref: CMTEDD2021/

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

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

Key Information

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

Background Information

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

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

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TRIM Ref: CMTEDD2021/

Government Office Projects – Childcare Centre

Talking points:

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

Key Information

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

Background Information

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

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Economic Development

TRIM Ref:

Portfolio/s: Sustainable Building and Construction

Cladding Rectification

Talking points:

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

ACT Government Program

- A review of ACT Government owned buildings has been completed, and the sites of potential risks have been identified. This has involved a multi-stage process that identified, reviewed and assessed all buildings with potentially combustible cladding.
- The audit identified 23 sites requiring cladding rectification works.
- Of these, 21 sites are being progressed through Major Projects Canberra, with two sites within the Education portfolio being progressed directly by the Education Directorate.
- Based on preliminary cost estimates, \$19 million of funding was provisioned for the rectification works.
- If required, the remediation options may range from full replacement of all cladding to removal of certain elements of cladding to achieve a low risk ranking. The recommended level of remediation varies by building and cladding elements based on risk assessment criteria.
- It is important to note that fire safety measures have been applied as part of managing cladding that remains on Government buildings, either on an ongoing basis or as an interim measure until the cladding is replaced.

- The engineering consulting firm, GHD, has developed final designs and more accurate cost estimates for the 21 ACT Government sites. Site inspections have taken place, as required.
- The first round of rectification works will commence shortly and are aimed to be completed by 30 June 2021. This includes 11 of the 21 ACT Government sites being delivered by MPC. The main program of works will occur in the financial year 2021-22.

Private Sector Program

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

Q+A

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

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

Owners of private buildings are responsible for ensuring the ongoing safety of their buildings.

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

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

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

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

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

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

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

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

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

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