

Report 7/2015

Referrals made June 2015

- Campbell Barracks Redevelopment Project, Swanbourne, Western Australia
- REDFIN Phase 1B Infrastructure – Facilities required for the new fleet of Special Operations Vehicles
- OneSKY Perth Air Traffic Services Centre – Modernisation Works

Parliamentary Standing Committee on Public Works

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Membership of the Committee

Chair	Senator Dean Smith
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	Ms Sharon Claydon MP
	Senator Alex Gallacher
	Mr Ian Goodenough MP
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List of recommendations

2 Campbell Barracks Redevelopment Project, Swanbourne, Western Australia

Recommendation 1

The Committee recommends that the House of Representatives resolve, pursuant to Section 18(7) of the *Public Works Committee Act 1969*, that it is expedient to carry out the following proposed work: the Campbell Barracks Redevelopment Project, Swanbourne, Western Australia.

Recommendation 2

The Committee requests a private briefing from the Department of Defence on the outcome of the security review of Campbell Barracks, once it has been made available to government.

3 REDFIN Phase 1B Infrastructure – Facilities required for the new fleet of Special Operations Vehicles

Recommendation 3

The Committee recommends that the House of Representatives resolve, pursuant to Section 18(7) of the *Public Works Committee Act 1969*, that it is expedient to carry out the following proposed work: REDFIN Phase 1B Infrastructure – Facilities required for the new fleet of Special Operations Vehicles.

4 OneSKY Perth Air Traffic Centre – Modernisation Works

Recommendation 4

The Committee recommends that the House of Representatives resolve, pursuant to Section 18(7) of the *Public Works Committee Act 1969*, that it is expedient to carry out the following proposed work: OneSKY Perth Air Traffic Centre – Modernisation Works.

Introduction

- 1.1 Under the *Public Works Committee Act 1969* (the Act), the Parliamentary Standing Committee on Public Works is required to inquire into and report on public works referred to it through either house of Parliament. Referrals are generally made by the Parliamentary Secretary to the Minister for Finance.
- 1.2 All public works that have an estimated cost exceeding \$15 million must be referred to the Committee and cannot be commenced until the Committee has made its report to Parliament and the House of Representatives receives that report and resolves that it is expedient to carry out the work.¹
- 1.3 Under the Act, a public work is a work proposed to be undertaken by the Commonwealth, or on behalf of the Commonwealth concerning:
- the construction, alteration, repair, refurbishment or fitting-out of buildings and other structures;
 - the installation, alteration or repair of plant and equipment designed to be used in, or in relation to, the provision of services for buildings and other structures;
 - the undertaking, construction, alteration or repair of landscaping and earthworks (whether or not in relation to buildings and other structures);
 - the demolition, destruction, dismantling or removal of buildings, plant and equipment, earthworks, and other structures;
 - the clearing of land and the development of land for use as urban land or otherwise; and
 - any other matter declared by the regulations to be a work.²

1 The *Public Works Committee Act 1969* (The Act), Part III, Section 18(8). Exemptions from this requirement are provided for work of an urgent nature, defence work contrary to the public interest, repetitive work, and work by prescribed authorities listed in the Regulations.

2 The Act, Section 5.

- 1.4 The Act requires that the Committee consider and report on:
- the purpose of the work and its suitability for that purpose;
 - the need for, or the advisability of, carrying out the work;
 - whether the money to be expended on the work is being spent in the most cost effective manner;
 - the amount of revenue the work will generate for the Commonwealth, if that is its purpose; and
 - the present and prospective public value of the work.³
- 1.5 The Committee pays attention to these and any other relevant factors when considering the proposed work.

Structure of the report

- 1.6 The proposed projects were referred to the Committee in June 2015 by the Parliamentary Secretary to the Minister for Finance, The Hon Michael McCormack MP.
- 1.7 In considering the works, the Committee analysed the evidence presented by the proponent agencies, submissions and evidence received at public and in-camera hearings.
- 1.8 In consideration of the need to report expeditiously as required by Section 17(1) of the Act, the Committee has only reported on significant issues of interest or concern.
- 1.9 The Committee appreciates, and fully considers, the input of the community to its inquiries. Those interested in the proposals considered in this report are encouraged to access the full inquiry proceedings available on the Committee's website.⁴
- 1.10 Chapter 2 of this report addresses the Campbell Barracks Redevelopment Project in Swanbourne, Western Australia. The estimated cost of the project is \$223.6 million, excluding GST.
- 1.11 Chapter 3 of this report addresses REDFIN Phase 1B Infrastructure – Facilities requires for the new fleet of Special Operations Vehicles. The estimated cost of the project is \$50.5 million, excluding GST.
- 1.12 Chapter 4 of this report addresses the OneSKY Perth Air Traffic Services Centre – Modernisation Works. The estimated cost of the project is \$23.05 million, excluding GST.
- 1.13 Submissions are listed at Appendix A, and hearings and witnesses are listed at Appendix B.
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3 The Act, Section 17.

4 <www.aph.gov.au/pwc>.

Campbell Barracks Redevelopment Project, Swanbourne, Western Australia

- 2.1 The Department of Defence (Defence) seeks approval from the Committee to redevelop parts of Campbell Barracks located in Swanbourne, Western Australia.
- 2.2 The primary objective of the project is to provide Campbell Barracks with functional and flexible purpose-built facilities and upgrade ageing infrastructure.¹
- 2.3 Campbell Barracks is home to the Special Air Service Regiment (SASR). The SASR is a Special Forces unit of the Australian Army which provides unique capabilities to support sensitive strategic and recovery operations, as well as advisory and training assistance to other units.²
- 2.4 The estimated cost of the project is \$223.6 million, excluding GST.
- 2.5 The project was referred to the Committee on 22 June 2015.

Conduct of the inquiry

- 2.6 Following referral, the inquiry was publicised on the Committee's website and via media release.
- 2.7 The Committee received one submission and two supplementary submissions from Defence, and four submissions from the public. A list of submissions can be found at Appendix A.
- 2.8 The Committee received a briefing from Defence and conducted an inspection and public and in-camera hearings in Perth on 6 August 2015. A transcript of the public hearing and the public submissions to the

1 Defence, submission 1, p. 14.

2 Defence, Submission 1, p. 1.

inquiry are available on the Committee's website.³

Need for the works

- 2.9 Much of the infrastructure and engineering services within Campbell Barracks date back to the 1960s. Since then, the SASR's role has expanded and the unit has more than doubled in size from approximately 300 personnel to approximately 700 personnel.⁴
- 2.10 The increase in SASR's operations and associated specialist training requirements, manning levels and equipment holdings has rendered the existing Campbell Barracks facilities and infrastructure inadequate for SASR needs.⁵
- 2.11 The redevelopment project seeks to address problems associated with ageing and obsolete working accommodation, a dysfunctional layout, inadequate storage and poor infrastructure.⁶
- 2.12 At the public hearing, Defence told the Committee that, while there were no projections for future increases in SASR personnel numbers, the redevelopment design would be flexible enough to allow for future growth should this eventuate.⁷
- 2.13 During the inspection, the Committee saw for itself the state of ageing infrastructure and noted how the current lay-out makes the SASR's ability to achieve operational efficiency challenging.
- 2.14 The Committee is satisfied that the need for the work exists.

Options considered

- 2.15 Where possible, Defence plans to adaptively reuse existing facilities.⁸
- 2.16 However, a number of the facilities that were constructed in the 1960s are, functionally inefficient and do not comply with relevant codes.⁹
- 2.17 Therefore, adaptive reuse was not considered feasible for the Operations Precinct, Combined Mess facilities, the Entry Precinct and elements of the Operational Support Squadron for the following reasons:
- functional inefficiencies associated with the location of the associated existing facilities throughout Campbell Barracks;

3 <www.aph.gov.au/pwc>

4 Defence, submission 1, p. 2.

5 Defence, submission 1, p. 3.

6 Defence, submission 1, p. 2.

7 Brigadier Noel Beutel, Defence, transcript of evidence, 6 August 2015, p. 8.

8 Defence, submission 1, p. 11.

9 Defence, submission 1, p. 11.

- technical difficulties associated with the upgrade of the existing ageing and obsolete buildings to meet the current requirement;
 - existing building size and configuration does not correlate with modern requirements;
 - security implications associated with the locations of select buildings is incompatible; and
 - the extent of works required to meet statutory requirements does not represent a cost benefit.¹⁰
- 2.18 Where adaptive reuse is not possible, Defence has considered two procurement options; a public-private partnership or a traditional contracting methodology.¹¹
- 2.19 Defence's option analysis concluded that a traditional method of contracting would offer a better outcome.¹²
- 2.20 The Committee found that Defence has considered multiple options to deliver the project and has selected the most suitable option.

Scope of the works

- 2.21 Defence has separated the work into nine scope elements.

Scope element 1 - Operations Precinct

This is proposed to be a mixed-use facility that will provide purpose-designed working accommodation and consolidate the Regimental Headquarters and four Squadrons into one interconnected, secure complex. Each facility will provide for command, control and operational office areas, open office space, Sensitive Compartmentalised Information Facility areas, briefing and conference rooms, personal storage and amenities. Key aspects of the individual facilities include:

- **Regimental Headquarters.**
Working accommodation constructed over three levels that provides a shared theatre for 450 people, mission planning rooms and laundry.
- **Squadron Facilities.**
The facilities for the squadrons will be constructed over two levels that includes an armoury, Quartermaster Store, wash down area, weapons cleaning area, loading bay and training rooms. The facilities for one of the squadrons includes workshops and laboratories.¹³

10 Defence, submission 1, pp. 11-12.

11 Defence, submission 1, p. 11.

12 Defence, submission 1, p. 11.

13 Defence, submission 1, p. 15.

2.22 *Scope element 2 - Operational Support Squadron*

This facility will consolidate Operational Support Squadron Headquarters, Quartermaster Store (Q Store), Marine Support Centre, Battle Troop, Skills Troop and Force Projection Troop. Key aspects of the facilities include:

- Operational Support Squadron facilities spread over three buildings including the two existing buildings A1005 and A4065 and new construction for the Force Projection Support Centre.
- Adaptive reuse of Building A1005 to house the Operational Support Squadron Headquarters, Q Store, common facilities, Skills Troop, Battle Troop, Force Projection Troop and associated building services. This will include working accommodation, training and development room, planning areas, conference room for 30 personnel, Q Store, armoury, loading bay and workshops.
- Adaptive reuse of Building A4065 to house elements of the Skills Troop including the Reinforcement Cell and the Climbing and Survival Cell. The facility will include office accommodation, planning room, specialty store areas, equipment cleaning area and a loading dock.
- New Force Projection Support Centre. This facility provides operation storage for each of the three Sabre Squadrons and for the Operational Support Squadron. It includes zodiac and dive storage area, weapon cleaning areas, store areas, conference and training room, office space, Q Store, pump and tank filling rooms and workshop.¹⁴

2.23 *Scope element 3 - Main Quartermaster Store (Q Store)*

It is proposed that the Q Store be moved closer to the entry precinct in order to minimise the distance travelled by delivery trucks. Consequently, the Link Building will be extended and reused. Key aspects of the facilities include:

- New headquarters which will provide offices and common facilities for personnel and will include the reception area, briefing and conference room, reproduction area, archive room and storage.
- The main Q Store which consolidates freight receipt and dispatch and storage in one location and includes delivery area, chain wire mesh store areas, office spaces, communications room, armoury, pallet store, and 14 external access squadron store areas.
- A commodity store area with general storage area, office space, customer service area, fitting rooms and returns area.¹⁵

¹⁴ Defence, submission 1, pp. 15-16.

¹⁵ Defence, submission 1, p. 16.

2.24 *Scope element 4 - 152 Signals Squadron*

It is proposed to reuse Building A4002 which already has many of the fundamental requirements of the 152 Signals Squadron. With minor refurbishment, it can provide an almost fully functional outcome. The proposed refurbishment will provide:

- A ground level containing working accommodation, common facilities, armoury, vehicle workshop including radio frequency shielding room, Q Store, and vehicle bays.
- Level one with training, briefing and conference rooms, office accommodation, and common facilities.¹⁶

2.25 *Scope element 5 - Soldier Training and Recovery Centre*

It is proposed to refurbish the existing building including re-lining the swimming pool. Key aspects of the facilities include new flexible office space, rock climbing facilities, extended training areas, and new storage areas.¹⁷

2.26 *Scope element 6 - Combined Mess*

The proposed Combined Mess consolidates all mess facilities into one building that addresses the current operational inefficiencies. It will:

- cater for 430 diners across three dining zones;
- allow for the three zones to be opened into one continuous space catering for up to 620 diners;
- provide a social hub for recreation, support and transit; accommodation for the Officers and Senior Non-Commissioned Officer ranks; and
- cater for collocated bulk food storage (both dry and refrigerated), field catering equipment store, and field ration pack/stores within the centralised loading and delivery compound.

Key aspects of the facility include:

- Three dining areas consisting of Other Ranks Mess to cater for 300 personnel, Senior Non-Commissioned Officers Mess to cater for 80 personnel, and an Officers Mess to cater for 50 Personnel;
- The Officers Mess and the Senior Non-Commissioned Officers Messes will have two levels and include transit areas, private dining areas, wet mess, ante rooms and ablutions;
- Catering Troop working accommodation including office space, training room with the capacity for 14 personnel and ablution and break out facilities.

¹⁶ Defence, submission 1, p. 17.

¹⁷ Defence, submission 1, p. 17.

- Kitchen facilities, preparation areas, store rooms, cold rooms and wash areas.¹⁸

2.27 *Scope element 7 - Entry Precinct*

The proposed new entry precinct will cater to a range of scalable security responses, including heightened levels of SAFE BASE alert, special events held at the Barracks and sufficient space for turning circles. Key aspects of the facility include:

- A new Visitor Reception Centre designed to withstand a potential blast event.
- Office space, guard room and sleeping quarters for one person, interview room, reception area, a separate Sentry House, locker room, amenities, communication rooms and secure storage areas.
- Supporting infrastructure consisting of expanded parking areas to cater for 120 vehicles including an allowance for a large truck turning circle, heavy vehicle stop and search area, realigned smart fence and crash rated sliding gate and blast walls.¹⁹

2.28 *Scope element 8 - Fibre Transmission Facility*

The proposed facility will be an extension and refurbishment of the existing Fibre Transmission Facility that will incorporate a network monitoring room.²⁰

2.29 *Scope element 9 – Infrastructure*

It is proposed to refurbish and extend the following:

- electrical network;
- information communication technology infrastructure;
- civil roads and pavements;
- civil stormwater;
- fire services;
- potable water supply;
- sewer system;
- irrigation network; and
- gas²¹

2.30 In addition, plans to both construct and refurbish existing workshop and transport yard facilities have also been approved, pending available funds.²²

18 Defence, submission 1, pp. 17-18.

19 Defence, submission 1, p. 18.

20 Defence, submission 1, p. 18.

21 Defence, submission 1, pp. 18-20.

- 2.31 At the public hearing, Defence told the Committee that it plans to stage these works over a three-year construction period.²³ Defence outlined a basic construction schedule:

The general idea is to build the new stuff and then go back through and do the refurbishment and adaptive reuse of the existing facilities. Basically, we will finish the gym, the mess and the operations precinct and, when the operational precinct is operational, we will go back and start retrofitting those other buildings.²⁴

- 2.32 Given the length and scope of the project, the Committee queried risks regarding the timeframe. Defence responded:

One of the highest risks that we have identified there is that aspect about the interface between the existing infrastructure and new infrastructure. That risk comes from a gap in information on some of the in-ground infrastructure. In the 1960s, recordkeeping on this and the ability to digitally record where certain infrastructure was in the ground was not that great, so that adds to this risk. For anything, particularly in-ground infrastructure like power, water, sewerage: if we find something that we were not aware of, it has the potential to take us either longer to repair or replace, or it could have an impact on us such that we may have to rethink the proposed solution, because what we were expecting to find may not be suitable. So there is a risk there on the time factor as well.²⁵

Hazardous materials

- 2.33 At the public hearing, Defence confirmed that, while asbestos had been found on the Barracks, appropriate measures are in place to manage any risk of contamination to soil and groundwater.²⁶

- 2.34 Given the ageing infrastructure, the Committee queried the presence of asbestos in buildings that are marked for demolition. Defence responded:

There will certainly be some. There is an asbestos register that is being maintained and updated by Defence, and we were obviously given copies of that. We then did the necessary investigations. Some of the buildings certainly will contain some elements of asbestos. It is identified in our draft environmental

22 Defence, submission 1, p. 10.

23 Brigadier Noel Beutel, Defence, transcript of evidence, 6 August 2015, p. 9.

24 Mr Cameron Owen, GHD, transcript of evidence, 6 August 2015, p. 10.

25 Brigadier Noel Beutel, Defence, transcript of evidence, 6 August 2015, p. 10.

26 Mr Jason Miezio, AECOM, transcript of evidence, 6 August 2015, pp. 10-11.

management plan, which will be given to the contractor and to the staff who will work there so that they can make sure they do the necessary investigations to identify whether it is asbestos and, if it is, have the necessary subcontractors deal with it. But the point is that a large part of the asbestos has already been removed, so we are only talking about small pockets of it in the adaptive re-use buildings.²⁷

- 2.35 The Committee was subsequently satisfied that Defence is prepared for managing hazardous materials safely and effectively.
- 2.36 Subject to Parliamentary approval of the project, work is expected to commence in early 2016 and be completed by late 2018.²⁸
- 2.37 The Committee finds that the proposed scope of works is suitable for the works to meet its purpose.

Community concerns and consultation

- 2.38 In accordance with its community consultation and communications strategy, Defence undertook the following consultative activities:
- detailed email correspondence with local groups and State and Federal members, with individual briefings conducted where requested;
 - notices in the local newspapers providing information on opportunities for the public to comment on issues relating to the project; and
 - a public consultation session held on 7 July 2015.²⁹
- 2.39 Defence responded to a number of issues raised at the public consultation session relating to the Campbell Barracks project, including questions about a possible increase in noise levels as a result of the redevelopment. Defence advised community participants that no increase in noise is expected.³⁰
- 2.40 With regard to traffic management concerns, Defence told the Committee that construction traffic would not use Campbell Barracks' main entrance, thus reducing traffic congestion around this intersection. Additionally, Defence advised that the construction contractor will be required to work with Main Roads Western Australia to ensure all construction traffic is managed appropriately.³¹

27 Mr Jason Miezio, AECOM, transcript of evidence, 6 August 2015, p. 11.

28 Defence, submission 1, p. 36.

29 Defence, submission 1.2, pp. 1-6.

30 Defence, submission 1.2, pp. 7-10.

31 Defence, submission 1.2, p. 9.

- 2.41 At the public consultation session a number of queries and concerns relating to the nearby Seaward Village redevelopment project, a Defence Housing Australia (DHA) project, were raised. Defence referred these matters for response to a DHA representative who was in attendance at the public consultation session.³²
- 2.42 The Committee also received a number of submissions from members of the public outlining concerns relating to the DHA proposal to redevelop and sell sections of the Seaward Village. Matters raised in submissions include:
- detrimental impact on local traffic;³³
 - environmental impacts including destruction of local bushland;³⁴
 - potential increased risks to the safety and security of Campbell Barracks, as well as to military personnel and families living in Seaward Village;³⁵
 - risk of disrupting training activities on Campbell Barracks;³⁶
 - a lack of collaboration between Defence and DHA regarding the Seaward Village and Campbell Barracks redevelopment projects.³⁷
- 2.43 At the Committee's public hearing, local residents Mr Andrew Leahy, vice-chairman of the Australian Special Air Service Regiment Association and Mr Vandongen, reiterated community concerns regarding the proposed DHA development at Seaward Village.³⁸
- 2.44 In response to a Committee question, Brigadier Beutel advised that although Defence were aware of community concerns relating to the Seaward Village, the DHA proposal was not seen by Defence to have an impact on the Campbell Barracks project.³⁹
- 2.45 At the in-camera hearing, representatives of Defence also reassured the Committee that they had no concerns about the proposal for more civilians to be living among enlisted residents of Seaward Village.

32 Defence, submission 1.2, p. 7.

33 Denise and Malcolm Murray, submission 4, p. 2; Merrilee Garnett and Sam Vandongen, submission 3, p. 1.

34 Denise and Malcolm Murray, submission 4, p. 2.

35 Brig (Ret) T Nolan and Maj (Ret) A Leahy, submission 2, pp. 1-3.

36 Brig (Ret) T Nolan and Maj (Ret) A Leahy, submission 2, pp. 1-3.

37 Merrilee Garnett and Sam Vandongen, submission 3, p. 4; Denise and Malcolm Murray, submission 4, p. 1; Lesley Shaw and Friends of the Allen Park Bushland Group, submission 4, p. 1.

38 Mr Andrew Leahy, private capacity, transcript of evidence, 6 August 2015, p. 1; Mr Samuel Vandongen, private capacity, transcript of evidence, 6 August 2015, p. 2.

39 Brigadier Noel Beutel, Defence, transcript of evidence, 6 August 2015, p. 7.

- 2.46 The Committee was subsequently satisfied that all matters raised by the community in relation to the Campbell Barracks redevelopment have been appropriately responded to by Defence.

Cost of the works

- 2.47 The estimated cost of the project is \$223.6 million, excluding GST.
- 2.48 At the public hearing, Defence told the Committee that completing the work in stages is an important factor in keeping within the project's delivery time frame and, consequently, budget:
- There is also the aspect that the operations do not impact on the construction aspect, noting that this particular form of contracting that we are approaching on this is a head contract. So it is fixed price and fixed schedule, and any delay that Defence causes the contractor is a cost to Defence, as opposed to the contractor. So it is extremely important that we undertake this through a phased approach...⁴⁰
- 2.49 With respect to the potential for finding hazardous materials during demolition works, Defence assured the Committee that it had contingency funding in place if this proved to be an additional cost.⁴¹
- 2.50 Defence provided further detail on the project costs in the confidential submission and during the in-camera hearing.
- 2.51 The Committee considers that the cost estimates for the project have been adequately assessed by Defence and the Committee is satisfied that the proposed expenditure is cost effective. As the project will not be revenue generating the Committee makes no comment in relation to this matter.

Committee comments

- 2.52 Having seen the ageing infrastructure and sub-optimal layout, the Committee is convinced that Campbell Barracks requires significant redevelopment in order for the SASR to continue operating effectively.
- 2.53 The Committee notes the concerns raised by local residents regarding the DHA proposed Seaward Village redevelopment. Notwithstanding these concerns, the Committee notes that local residents were very supportive of the Campbell Barracks redevelopment itself.
- 2.54 Defence is aware of the suggested increased risk to security on Campbell Barracks and to Defence personnel as a result of the Seaward Village redevelopment. The Committee understands that a security review of

40 Brigadier Noel Beutel, Defence, transcript of evidence, 6 August 2015, p. 9.

41 Brigadier Noel Beutel, Defence, transcript of evidence, 6 August 2015, p. 11

Campbell Barracks is currently being conducted⁴², and trusts that informed by the outcomes of the review Defence will manage security issues appropriately.

- 2.55 The Committee views other matters relating to Seaward Village as being not only beyond the scope of the inquiry but also outside of the Committee's authority.⁴³ Nevertheless, the Committee has undertaken to forward the transcript of public hearing proceedings to DHA for response to issues raised in relation to the proposed Seaward Village redevelopment.
- 2.56 The Committee did not identify any issues of concern with Defence's proposal to redevelop Campbell Barracks and is satisfied that the project has merit in terms of need, scope and cost.
- 2.57 Proponent agencies must notify the Committee of any changes to the project scope, time, cost, function or design. The Committee also requires that a post-implementation report be provided within three months of completion of the project. A report template can be found on the Committee's website.
- 2.58 Having regard to its role and responsibilities contained in the *Public Works Committee Act 1969*, the Committee is of the view that this project signifies value for money for the Commonwealth and constitutes a project which is fit for purpose, having regard to the established need.

Recommendation 1

- 2.59 **The Committee recommends that the House of Representatives resolve, pursuant to Section 18(7) of the *Public Works Committee Act 1969*, that it is expedient to carry out the following proposed work: the Campbell Barracks Redevelopment Project, Swanbourne, Western Australia.**

Recommendation 2

- 2.60 **The Committee requests a private briefing from the Department of Defence on the outcome of the security review of Campbell Barracks, once it has been made available to government.**

42 Defence, submission 1.2, p. 10.

43 In accordance with Section 6 A (3) of the *Public Works Committee Act 1969 (Cwth)* (Regulation 12, Schedule 3), DHA has been identified as an Authority of the Commonwealth to which the [Public Works Committee] Act does not apply.

REDFIN Phase 1B Infrastructure – Facilities required for the new fleet of Special Operations Vehicles

- 3.1 The Department of Defence (Defence) seeks approval from the Committee to provide the infrastructure necessary to support a new fleet of special operations vehicles (SOV) and enhanced communications capability that is being provided under Joint Project 2097 (REDFIN) Phase 1, in four different locations across Australia.¹
- 3.2 The estimated cost of the project is \$50.5 million, excluding GST.
- 3.3 The project was referred to the Committee on 17 June 2015.

Conduct of the inquiry

- 3.4 Following referral, the inquiry was publicised on the Committee's website and via media release.
- 3.5 The Committee received one submission and two supplementary submissions from Defence. A list of submissions can be found at Appendix A.
- 3.6 The Committee received a briefing from Defence and conducted an inspection in Perth on 6 August 2015 and conducted public and in-camera hearings in Perth on 7 August 2015. A transcript of the public hearing and the public submissions to the inquiry are available on the Committee's website.²

1 Defence, submission 1, p. 11.

2 <www.aph.gov.au/pwc>

Need for the works

- 3.7 Joint Project 2097 (REDFIN) Phase 1 will provide the Special Air Service Regiment (SASR), based at Campbell Barracks in Perth, and the 2nd Commando Regiment (2 Cdo Regt), based at Holsworthy Barracks in Sydney with a new range of SOV.³
- 3.8 These vehicles will help both units to support the Special Forces and improve the efficiency of tactical network communications across the full spectrum of Special Operations.⁴
- 3.9 The vehicles are highly mobile and are able to be transported in a range of Defence aircraft and ships, allowing the Special Forces to operate in a variety of environments both within Australia and overseas.⁵
- 3.10 Suitable infrastructure is required to support the introduction and subsequent operation of the new fleet. This will include vehicle storage hangars and loading/inspection ramps.⁶
- 3.11 Additionally, the current long range patrol radio system (LRPRS) requires upgrading. In order to provide deployed radio users with the geographical coverage required for Special Operations missions, four fixed control stations (FCS) are to be located at Campbell Barracks in Perth, Holsworthy Barracks in Sydney, Lavarack Barracks in Townsville, and Defence Establishment Howard Springs in Darwin. Under the REDFIN project, existing facilities in Perth, Sydney and Darwin will be upgraded and new facilities will be constructed in Townsville.⁷
- 3.12 During the site inspection, the Committee saw ageing communications infrastructure and noted the SOV that had already been delivered as part of Joint Project 2097 (REDFIN) Phase 1 were stored in temporary hangars.
- 3.13 The Committee is satisfied that the need for the work exists.

Options considered

- 3.14 Defence considered a number of options including the adaptive reuse of existing facilities and the construction of new facilities at the proposed site.⁸

3 Defence, submission 1, p. 1.

4 Defence, submission 1, p. 2.

5 Defence, submission 1, p. 2.

6 Defence, submission 1, pp. 2-4.

7 Defence, submission 1, p. 5.

8 Defence, submission 1, p. 6.

- 3.15 Defence aims to adaptively reuse existing facilities where possible. For project elements where this is not possible, alternative sites are considered in accordance with Defence's established Site Selection Process.⁹
- 3.16 For this project, Defence proposes to adaptively reuse three existing LRPRS FCS facilities in Perth, Sydney and Darwin.¹⁰
- 3.17 As there is no existing LRPRS FCS facility in Townsville, both RAAF Base Townsville and Lavarack Barracks were considered as potential sites. The extent of the work required to construct the antenna farm and communications links on the RAAF base, together with extensive siting constraints, meant that this site was significantly less desirable than the proposed site at Lavarack Barracks, which had minimal siting constraints.¹¹
- 3.18 Existing SOV storage facilities in Sydney are reusable however Defence proposes to construct new ones to supplement these.¹²
- 3.19 When considering potential sites for the storage facilities in both Sydney and Perth, consideration was primarily given to available space and the need for strong links between the SOV facilities and key functional areas of SASR and 2 Cdo Reg.¹³
- 3.20 The Committee found that Defence has considered multiple options to deliver the project and has selected the most suitable option.

Scope of the works

- 3.21 Defence has separated the works into six scope elements.
- 3.22 *Scope Element 1 - SOV Facilities Campbell Barracks*
The proposed SOV facilities will include the following elements:
- secure garaging for SOV, including working accommodation and secure storage for specialist SOV equipment;
 - hard-standing for containerised SOV stores; and
 - storage for petrol, oil and lubricants associated with the SOV.¹⁴
- 3.23 *Scope Element 2 - LRPRS FCS Campbell Barracks*
The proposed communications facilities at Campbell Barracks consist largely of masts and antennas that replace existing antennas (of similar

9 Defence, submission 1, p. 7.

10 Defence, submission 1, pp. 6-7.

11 Defence, submission 1, p. 8.

12 Defence, submission 1, p. 7.

13 Defence, submission 1, p. 8.

14 Defence, submission 1, p. 13.

size and type), and construction of a new equipment shelter within the existing antenna farm. Minor works within the existing fibre transmission building which support this installation are also proposed.¹⁵

3.24 *Scope Element 3 - SOV Facilities Holsworthy Barracks*

The proposed SOV facilities will include the following elements:

- secure garaging for SOV including working accommodation for staff assigned to the SOV fleet and secure storage for specialist SOV equipment;
- adaptive reuse of two existing hanger spaces for SOV storage;
- hard-standing for containerised SOV stores;
- upgrade of an existing loading ramp to meet SOV specifications; and
- provision of additional ICT and power reticulation to the existing workshop to meet SOV servicing requirements.¹⁶

3.25 *Scope Element 4 - LRPRS FCS Holsworthy Barracks*

The proposed communications facilities at Holsworthy Barracks consist largely of masts and antennas that replace existing antennas (of similar size and type). Minor works to run additional cabling between the existing FCS and unit radio room are also required.¹⁷

3.26 *Scope Element 5 - LRPRS FCS Lavarack Barracks Works*

The proposed communications facilities at Lavarack Barracks require the establishment of a new FCS as there is currently not one located in Townsville. The proposed works incorporate installation of new antennas and masts, an equipment shelter and cabling to an existing radio room within Lavarack Barracks. This radio room will require refurbishment to accommodate the new FCS requirements.¹⁸

3.27 *Scope Element 6 - LRPRS FCS Defence Establishment Howard Springs*

The proposed communications facilities at Defence Establishment Howard Springs consist largely of masts and antennas that replace existing antennas (of similar size and type). Minor works to run additional cabling between the existing FCS and site radio room are also required.¹⁹

3.28 At the public hearing, Defence told the Committee that the design life of the SOV is approximately 20 years²⁰, with the storage facilities expected to last 30-40 years.²¹

15 Defence, submission 1, p. 13.

16 Defence, submission 1, pp. 13-14.

17 Defence, submission 1, p. 14.

18 Defence, submission 1, p. 14.

19 Defence, submission 1, p. 14.

20 Brigadier David Wainwright, Defence, transcript of evidence, 7 August 2015, p. 3.

3.29 The Committee asked questions regarding the LRPRS, particularly with regard to its capabilities and scope. Defence responded:

...it is designed predominantly for special forces operations to meet our roles globally, regionally and domestically. That said, we will be in many cases in support of... interagency partners. But it is predominantly our backbone for small teams to work to meet government's needs wherever required. It is the assurance program that this communication system provides.²²

3.30 A communications specialist for Defence elaborated:

The Long Range Patrol Radio System supports special reconnaissance missions conducted by special operations command – that is the requirement for the larger antenna arrays that we have within the [antenna] farms. They have an extended range out to 5,000 kilometres and also through coalition sharing arrangements allow us access to like facilities globally. The Long Range Patrol Radio System that accesses these antenna is used primarily for special operations command. As Brigadier Wainwright mentioned it can also be used in joint operations for wider ADF or coalition where we are attached to those operations but the patrol radio system itself is used only by special operations command.²³

3.31 The Committee sought further information on the lifespan of the communications portion of the project. Defence's communications specialist responded:

The lifespan is different depending on which component of the network we are talking about. In relation to the facilities, the previous facilities have supported us for 40 years in relation to the Long Range Patrol Radio System anchoring antennas. We would anticipate that these new facilities...to last probably another 30 to 40 years. Those antennas will sustain us for a long period of time. I would expect the SATCOM [satellite communications] antennas, with the constant change of technology, to be upgraded numerous times over that period but larger antenna arrays and the more significant investment will sustain us for a long period of time and

21 Mr Tony Allen, Davis Langdon Pty Ltd, transcript of evidence, 7 August 2015, p. 3.

22 Brigadier David Wainwright, Defence, transcript of evidence, 7 August 2015, p. 3.

23 Witness A (protected identity), Defence, transcript of evidence, 7 August 2015, pp. 3-4.

represent excellent value for money given how much we use them.²⁴

3.32 Speaking about the satellite networks' capability, the communications specialist continued:

It is one of the most highly capable satellite networks globally and represents excellent value for money now that we have invested in the satellite communications. Therefore, what we seek to do is procure satellite terminals on the ground which can access a network for which we have already paid.²⁵

3.33 Subject to Parliamentary approval of the project, work is expected to commence in February 2016, with staged completion taking place between mid-2016 and mid-2018.²⁶

3.34 At the public hearing, Defence outlined the schedule for staged completion:

The works will be staged via three head contracts: the first at Campbell Barracks, which will be conducted with the Campbell Barracks Redevelopment Project, and that is expected to occur from February 2017, with completion about a year later; as to the second, which is the Holsworthy Barracks SOV facility, which will be its own head contract, right now we are anticipating that that will commence around February 2016 with completion later that year. There are the fixed control station sites, all four of which will form one head contract arrangement. We intend to stage those works by location. They will be done individually. What that does is to de-risk the facilities build program with the Special Operations Command requirements, so we are not taking out more than one fixed control station at a time. We will commence with Lavarack Barracks in April 2016 with completion in mid-2016. We will then move to Defence Establishment Howard Springs, which we expect to run between August 2016 and later that year. We will then move to Holsworthy Barracks and run between late 2016 and early 2017, and then, finally, to Campbell Barracks from April 2018 with completion expected mid-2018.²⁷

3.35 The Committee finds that the proposed scope of works is suitable for the works to meet its purpose.

24 Witness A (protected identity), Defence, transcript of evidence, 7 August 2015, p. 4.

25 Witness A (protected identity), Defence, transcript of evidence, 7 August 2015, p. 4.

26 Defence, submission 1, p. 20.

27 Major Simon Everett, Defence, transcript of evidence, 7 August 2015, p. 2.

Community consultation

- 3.36 Defence undertook several consultative activities:
- detailed email correspondence with local groups and State and Federal members, with individual briefings conducted where requested;²⁸
 - advertisements in local newspapers in Perth, Townsville, Sydney's Western Suburbs and Darwin with information on the proposed projects and on opportunities to provide comment;²⁹ and
 - a public consultation session held on 7 July 2015 in Perth. Given that a large element of this project in Perth relates to Campbell Barracks (see Chapter 2 of this report), the public consultation session for REDFIN was held in conjunction with the consultation for the proposed Campbell Barracks redevelopment project.³⁰
- 3.37 At the public consultation, Defence confirmed that construction traffic would not use Campbell Barracks' main entrance, thus reducing traffic congestion around this intersection. Additionally, Defence advised that the construction contractor will be required to work with Main Roads Western Australia to ensure all construction traffic is managed appropriately.³¹
- 3.38 A question was raised regarding the impact of the works on the Carnaby's Black Cockatoo.³² At the public hearing, Defence stated:
- Yes, Carnaby's black cockatoo...was identified as a rare species that is present or has had presence within the area of the Campbell Barracks redevelopment during our inspection or our reviews of the proposed sites for development of Campbell Barracks and in particular the proposed site for the REDFIN Phase 1 Bravo vehicle shelter. One tree in the middle of that location has been identified as one of seven trees that are seen as being a suitable habitat for Carnaby's black cockatoo. Despite its being one of seven – and that tree will be removed as part of the proposed development – no subsequent impact on the actual survivability or sustainability of Carnaby's black cockatoo has been identified.³³

28 Defence, submission 1.2, pp. 3-5.

29 Defence, submission 1.2, pp. 6-7.

30 Defence, submission 1.2, pp. 8-11.

31 Defence, submission 1.2, p. 11.

32 Defence, submission 1.2, p. 10.

33 Brigadier Noel Beutel, Defence, transcript of evidence, 7 August 2015, p. 6.

Cost of the works

- 3.39 The estimated cost of the project is \$50.5 million, excluding GST.
- 3.40 Defence provided further detail on the project costs and contingency levels in the confidential submission and during the in-camera hearing.
- 3.41 The Committee considers that the cost estimates for the project have been adequately assessed by Defence and the Committee is satisfied that the proposed expenditure is cost effective. As the project will not be revenue generating the Committee makes no comment in relation to this matter.
- 3.42 At the public hearing, Defence stated that all Defence contracts aim to support small and medium enterprises which stimulates economic and employment opportunity in local communities. This, however, is weighed up against the need to provide value for money, which is the Defence's primary responsibility.³⁴

Committee comments

- 3.43 The Committee did not identify any issues of concern with Defence's proposal and is satisfied that the project has merit in terms of need, scope and cost.
- 3.44 Proponent agencies must notify the Committee of any changes to the project scope, time, cost, function or design. The Committee also requires that a post-implementation report be provided within three months of completion of the project. A report template can be found on the Committee's website.
- 3.45 Having regard to its role and responsibilities contained in the *Public Works Committee Act 1969*, the Committee is of the view that this project signifies value for money for the Commonwealth and constitutes a project which is fit for purpose, having regard to the established need.

Recommendation 3

- 3.46 **The Committee recommends that the House of Representatives resolve, pursuant to Section 18(7) of the *Public Works Committee Act 1969*, that it is expedient to carry out the following proposed work: REDFIN Phase 1B Infrastructure – Facilities required for the new fleet of Special Operations Vehicles.**

34 Brigadier Noel Beutel, Defence, transcript of evidence, 7 August 2015, p. 6.

OneSKY Perth Air Traffic Centre – Modernisation Works

- 4.1 Airservices Australia (Airservices) seeks approval from the Committee to refurbish the Perth Air Traffic Services Centre (ATSC).
- 4.2 Airservices' current air traffic management system, the Australian Advanced Air Traffic System (TAAATS), has been operational since the late 1990s and is approaching end of life. Defence's air traffic management system, the Australian Defence Air Traffic System (ADATS), is also at end of life. Consequently, Airservices and the Defence have partnered to develop OneSKY, a single civil-military air traffic management system.¹
- 4.3 Australian airspace is currently divided into a Northern Flight Information Region (FIR), controlled from Brisbane and a Southern FIR, controlled from Melbourne. This division of the flight regions is reflective of 1990s technology capability. Under the OneSKY program, Australian airspace becomes a single FIR which provides further air traffic control capability with flexibility and resilience. OneSKY will be run in tandem with the current system for a four year period before OneSKY becomes fully operational.²
- 4.4 Airservices and Defence are each responsible for readying their relevant infrastructure to accept the OneSKY joint acquisition over the next few years. For Airservices, this will include a number of construction projects which are at varying stages of planning and development.³

1 Airservices, submission 1, pp. 4-5.

2 Airservices, submission 1, p. 5.

3 Airservices, submission 1, p. 5.

- 4.5 The main objective of the project is to extend the life of the building and upgrade the existing supporting infrastructure to enable installation and operation of the new air traffic management system.⁴
- 4.6 The secondary objective of the project is to upgrade and reconfigure the existing Air Traffic Services Centre (ATSC) building for office space for a variety of functions.⁵
- 4.7 The estimated cost of the project is \$23.05 million, excluding GST.
- 4.8 The project was referred to the Committee on 22 June 2015.

Conduct of the inquiry

- 4.9 Following referral, the inquiry was publicised on the Committee's website and via media release.
- 4.10 The Committee received one submission and one supplementary submission from Airservices. A list of submissions can be found at Appendix A.
- 4.11 The Committee received a briefing from Airservices and conducted an inspection and public and in-camera hearings in Perth on 7 August 2015. A transcript of the public hearing and the public submissions to the inquiry are available on the Committee's website.⁶

Need for the works

- 4.12 The ATSC building in Perth was constructed in 1982 and is structurally sound; however the existing mechanical and electrical infrastructure is at end of life and does not meet the capacity or reliability, maintainability and availability requirements for the provision of air traffic services into the future.⁷
- 4.13 The power and cooling infrastructure for the building is provided by a single plant room which also services the Technical Maintenance Centre (TMC) building.⁸
- 4.14 Additionally, the condition of administrative areas varies and do not comply with Airservices' current office standard.⁹
- 4.15 During the inspection, the Committee saw the ageing infrastructure first hand and the congested nature of the control room, given its inadequate

4 Airservices, submission 1, p. 8.

5 Airservices, submission 1, p. 8.

6 <www.aph.gov.au/pwc>

7 Airservices, submission 1, pp. 6-7.

8 Airservices, submission 1, pp. 6-7.

9 Airservices, submission 1, p. 7.

size.

4.16 At the public hearing, Airservices told the Committee that Perth Airport is supportive of the proposed works.¹⁰

4.17 The Committee is satisfied that the need for the work exists.

Options considered

4.18 The project considered two options: construction of a new facility; and refurbishment of existing facility. Airservices found the main arguments against constructing a new facility were:

- The cost: Airservices pays peppercorn rent on the Perth site. A new facility would require lease or purchase of a new site; and
- Airservices has a requirement for maintenance staff to be located on-site.¹¹

4.19 At the public hearing, Airservices confirmed that the existing lease arrangements will continue until 2034. Airservices is currently negotiating to extend the lease for a further 40 years to 2074.¹²

4.20 Airservices selected refurbishing the existing building which was constructed in 1982 with a design life of 40 years. Refurbishing the building will extend its life for a further 20 years.¹³

4.21 When considering capital and ongoing costs as well as maintaining a critical mass of maintenance technicians, refurbishment was considered the best option.¹⁴

4.22 The Committee found that Airservices has considered available options to deliver the project and has selected the most suitable option.

Scope of the works

4.23 The scope of works for the project will include:

- provision of a new plant room complete with required power and cooling infrastructure;
- upgrade and reconfiguration of the existing ATSC building and infrastructure; and
- upgrades to the existing site security systems.¹⁵

10 Mr Darryl Woods, Airservices, transcript of evidence, 7 August 2015, p. 2.

11 Airservices, submission 1, p. 7.

12 Mr Paul Logan, Airservices, transcript of evidence, 7 August 2015, p. 2.

13 Airservices, submission 1, p. 7.

14 Airservices, submission 1, p. 7.

15 Airservices, submission 1, p. 6.

- 4.24 Planned works will provide the following:
- Air Traffic Control (ATC) and Royal Australian Air Force (RAAF) operational areas;
 - equipment room to accommodate the Civil-Military Air Traffic Management System equipment;
 - ATC and RAAF administrative areas;
 - transition facilities required to support the OneSKY implementation;
 - Aviation Rescue and Fire Fighting administrative areas;
 - shared facilities;
 - provision of a new plant room including generators, fuel storage, air-conditioning plant and mains switchboards;
 - provision of new chilled water piping and air conditioning cooling towers;
 - provision of a new building control and management system, power control management system and integration of infrastructure monitoring with the National Technical Monitoring System; and
 - upgrades to the existing site security systems.¹⁶
- 4.25 At the public hearing, Airservices told the Committee:
- The proposed refurbishment will allow operations for both the existing and the new system in parallel. This is to allow the design, testing and implementation of the new system and to ensure a continuance of service during the transition period.¹⁷
- 4.26 Further to this, Airservices stated that there are no plans to do further refurbishment works to those parts of the building that house the existing system, once the transition to OneSKY is complete.¹⁸
- 4.27 Airservices' submission originally stated that, subject to Parliamentary approval of the project, work is expected to commence in 2015 and be completed by early 2016.¹⁹ At the public hearing, Airservices told the Committee that work is now expected to be completed in early 2017.²⁰ Airservices confirmed that OneSKY is still scheduled to be operational by 2018.²¹

16 Airservices, submission 1, p. 9.

17 Mr Mark Rodwell, Airservices, transcript of evidence, 7 August 2015, p. 1.

18 Mr Darryl Woods, Airservices, transcript of evidence, 7 August 2015, p. 2.

19 Airservices, submission 1, p. 12.

20 Mr Darryl Woods, Airservices, transcript of evidence, 7 August 2015, p. 2.

21 Mr Mark Rodwell, Airservices, transcript of evidence, 7 August 2015, p. 2.

- 4.28 At the public hearing, the Committee queried what impacts there may be should the OneSKY program not be in operation by 2018. Airservices assured the Committee that project timeframes are considered monthly²² and - added:

In regard to Airservices, our current system is supported by Thales, the incumbent provider, and we have an agreement in there that we are in the process of extending that support – certainly, at the moment, out to 2018; we can extend that to 2020 and we can continue to extend it on a yearly basis. What it is reliant on, though, is on some upgrade works to the actual system itself that we are undertaking at the moment. That will allow the ongoing level of support, and that provides a level of comfort that, should there be any schedule slippage, we can continue to maintain the civil system and not result in any disruption to the travelling public.²³

- 4.29 The Committee asked Airservices when it will be able to confirm that the operational date of 2018. In response, Airservices stated:

...the first starting point will be the actual completion of the current commercial negotiations. At that point in time we enter into a fixed price arrangement with the supplier, and part of that will be establishing a formal agreed schedule by which both organisations will need to meet.²⁴

- 4.30 The Committee finds that the proposed scope of works is suitable for the works to meet its purpose.

Cost of the works

- 4.31 The estimated cost of the project is \$23.05 million, excluding GST.

- 4.32 At the public hearing, the Committee queried the cost of maintaining the existing system post-2018. Airservices responded:

We have reached an agreement with Thales, the provider, as part of the contract renewal basis that we undertook a couple of years ago. Part of that was the ongoing support provision, and it was contingent on the upgrade works actually being undertaken.

Those are actually being done at the moment as we speak.²⁵

- 4.33 Airservices provided further detail on the project costs in the confidential submission and during the in-camera hearing.

22 Mr Darryl Woods, Airservices, transcript of evidence, 7 August 2015, p. 2.

23 Mr Mark Rodwell, Airservices, transcript of evidence, 7 August 2015, pp. 2-3.

24 Mr Mark Rodwell, Airservices, transcript of evidence, 7 August 2015, p. 3.

25 Mr Mark Rodwell, Airservices, transcript of evidence, 7 August 2015, p. 3.

- 4.34 The Committee considers that the cost estimates for the project have been adequately assessed by Airservices and the Committee is satisfied that the proposed expenditure is cost effective. As the project will not be revenue generating the Committee makes no comment in relation to this matter.

Committee comments

- 4.35 The Committee notes the change to the original time frame, and reminds Airservices that in future it requires any amendments to projects put before it to be forwarded as they occur. It is important that the Committee receives updated information before the hearings take place so that it is considering the project using the most up-to-date information.
- 4.36 The Committee did not identify any issues of concern with Airservices' proposal and is satisfied that the project has merit in terms of need, scope and cost.
- 4.37 Proponent agencies must notify the Committee of any changes to the project scope, time, cost, function or design. The Committee also requires that a post-implementation report be provided within three months of completion of the project. A report template can be found on the Committee's website.
- 4.38 Having regard to its role and responsibilities contained in the *Public Works Committee Act 1969*, the Committee is of the view that this project signifies value for money for the Commonwealth and constitutes a project which is fit for purpose, having regard to the established need.

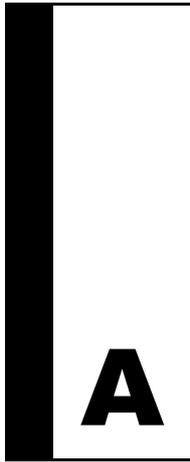
Recommendation 4

- 4.39 **The Committee recommends that the House of Representatives resolve, pursuant to Section 18(7) of the *Public Works Committee Act 1969*, that it is expedient to carry out the following proposed work: OneSKY Perth Air Traffic Centre - Modernisation Works.**

Senator Dean Smith

Chair

20 August 2015



Appendix A – List of Submissions

Campbell Barracks Redevelopment Project, Swanbourne, Western Australia

1. Department of Defence
 - 1.1 Confidential
 - 1.2 Department of Defence
2. Brig (Ret) T Nolan and Maj (Ret) A Leahy
3. Merrilee Garnett and Sam Vandongen
4. Denise and Malcolm Murray
5. Lesley Shaw, Friends of Allen Park Bushland Group

REDFIN Phase 1B Infrastructure – Facilities required for the new fleet of Special Operations Vehicles

1. Department of Defence
 - 1.1 Confidential
 - 1.2 Department of Defence

OneSKY Perth Air Traffic Services Centre – Modernisation Works

1. Airservices Australia
 - 1.1 Confidential



Appendix B – List of Hearings and Witnesses

Campbell Barracks Redevelopment Project, Swanbourne, Western Australia

Thursday, 6 August 2015 – Perth

Public Hearing

For Department of Defence

Brigadier Noel Beutel, Director General, Capital Facilities and Infrastructure,
Department of Defence

Lieutenant Colonel B (protected identity), Commanding Officer, Special Air
Service Regiment, Department of Defence

Brigadier David Wainwright, Director General, Special Operations Capability,
Department of Defence

Lieutenant Colonel James Brownlie, Project Director (Western Australia), Capital
Facilities and Infrastructure Branch, Department of Defence

Mr Jason Miezio, Design Manager, AECOM

Mr Cameron Owen, Project Manager and Contract Administrator, GHD

Private Capacity

Ms Merrilee Garnett

Mr Sam Vandongen

Mr Andrew Leahy

In-Camera Hearing

Six witnesses

REDFIN Phase 1B Infrastructure – Facilities required for the new fleet of Special Operations Vehicles

Friday, 7 August 2015 – Perth

Public Hearing

For Department of Defence

Brigadier Noel Beutel, Director General, Capital Facilities and Infrastructure,
Department of Defence

Brigadier David Wainwright, Director General, Special Operations Capability,
Department of Defence

Major Simon Everett, Senior Project officer, National Projects, Infrastructure
Division, Department of Defence

Witness A (protected identity), Communications Specialist, Department of
Defence

Mr Tony Allen, Design Manager, Davis Langdon Pty Ltd (AECOM)

Mr Peter Seman, Project Manager and Contract Administrator, GHD Pty Ltd

In-Camera Hearing

Six witnesses

OneSKY Perth Air Traffic Services Centre – Modernisation Works

Friday, 7 August 2015 – Perth

Public Hearing

For Airservices Australia

Mr Mark Rodwell, Executive General Manager, Projects & Engineering,
Airservices Australia

Mr Paul Logan, Acting Chief Financial Officer, Airservices Australia

Mr Darryl Woods, General Manager, Projects, Airservices Australia

In-Camera Hearing

Three witnesses