

Report 8/2015

## Referrals made June 2015

- Fit-out of existing leased premises for the Australian Taxation Office at 121-125 Henry Street, Penrith, NSW
- Fit-out of leased premises for the Administrative Appeals Tribunal at 83 Clarence Street, Sydney, NSW
- OneSKY Equipment Rooms Project in Melbourne and Brisbane

Parliamentary Standing Committee on Public Works

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## Membership of the Committee

Chair	Senator Dean Smith
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Members	Senator Matthew Canavan
	Ms Sharon Claydon MP
	Senator Alex Gallacher
	Mr Ian Goodenough MP
	Ms Joanne Ryan MP
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Ms Melita Caulfield

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Mrs Fiona McCann



## List of recommendations

### **2 Fit-out of existing leased premises for the Australian Taxation Office at 121-125 Henry Street, Penrith, NSW**

#### **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: Fit-out of existing leased premises for the Australian Taxation Office at 121-125 Henry Street, Penrith, NSW.

### **3 Fit-out of leased premises for the Administrative Appeals Tribunal at 83 Clarence Street, Sydney, NSW**

#### **Recommendation 2**

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: Fit-out of leased premises for the Administrative Appeals Tribunal at 83 Clarence Street, Sydney, NSW.

## 4 OneSKY Equipment Rooms Project in Melbourne and Brisbane

### Recommendation 3

The Committee requires Airservices Australia to report back on any issues arising through the Major Development Plan public consultation processes that relate to OneSKY Equipment Rooms Project in Melbourne and Brisbane, including information provided by Airservices Australia in response to issues raised.

The Committee also requires Airservices Australia to provide advice on the Minister for Infrastructure and Regional Development's decisions with regard to the Major Development Plan for these projects.

### 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: Airservices Australia OneSKY Equipment Rooms Project in Melbourne and Brisbane.



## 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.<sup>1</sup>
- 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.<sup>2</sup>

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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.<sup>3</sup>
- 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.<sup>4</sup>
- 1.10 Chapter 2 of this report addresses the Fit-out of existing leased premises for the Australian Taxation Office at 121-125 Henry Street, Penrith, NSW. The estimated cost of the project is \$19.6 million, excluding GST.
- 1.11 Chapter 3 of this report addresses the Fit-out of leased premises for the Administrative Appeals Tribunal at 83 Clarence Street, Sydney, NSW. The estimated cost of the project is \$21.7 million, excluding GST.
- 1.12 Chapter 4 of this report addresses the OneSKY Equipment Rooms Project in Melbourne and Brisbane. The estimated cost of the project is \$35.4 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](http://www.aph.gov.au/pwc)>.

## Fit-out of existing leased premises for the Australian Taxation Office at 121-125 Henry Street, Penrith, NSW

- 2.1 The Australian Taxation Office (the ATO) seeks approval from the Committee to refurbish their currently leased premises at 121-125 Henry Street, Penrith, NSW.
- 2.2 The primary objectives of the project are to modernise the standard of accommodation and to meet current legislative and efficiency standards.<sup>1</sup>
- 2.3 The estimated cost of the project is \$19.6 million, excluding GST.
- 2.4 The project was referred to the Committee on 17 June 2015.

### Conduct of the inquiry

- 2.5 Following referral, the inquiry was publicised on the Committee's website and via media release.
- 2.6 The Committee received one submission and two supplementary submissions from the ATO. A list of submissions can be found at Appendix A.
- 2.7 The Committee received a briefing from the ATO and conducted public and in-camera hearings in Sydney on 24 August 2015. A transcript of the public hearing and the public submissions to the inquiry are available on the Committee's website.<sup>2</sup>

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1 ATO, submission 1, p. 5.

2 <[www.aph.gov.au/pwc](http://www.aph.gov.au/pwc)>

## Need for the works

- 2.8 The building at 121-125 Henry Street, Penrith was purpose-built for the ATO in 1994 and has a net lettable area of approximately 14,476m<sup>2</sup>.<sup>3</sup>
- 2.9 Due to a change in business function and operations, the ATO proposes to relinquish approximately 4,476m<sup>2</sup> of excess accommodation and undertake a new fit-out on a reduced footprint in accordance with the ATO fit-out brief and guidelines.<sup>4</sup>
- 2.10 This approach will upgrade the fit-out, which has been in place since 1994 and has reached its end of life. It will also increase occupancy densities to meet current occupancy standards.<sup>5</sup>
- 2.11 Whilst the building currently meets the Energy Efficiency in Government Operation (EEGO) policy of 4.5 star National Australian Built Environment Rating Scheme (NABERS) energy rating, the standard of accommodation and facilities is poor compared to modern accommodation. Once refurbished, the premises and fit-out are expected to exceed the minimum energy rating.<sup>6</sup>
- 2.12 At a private briefing the ATO showed the Committee a video of the existing fit-out. The video demonstrated the aged and somewhat dilapidated condition of the existing fit-out.
- 2.13 The Committee is satisfied that the need for the work exists.

## Options considered

- 2.14 The ATO approached the market in early 2014 to find suitable lease proposals for new and existing lease development opportunities that were available in the Penrith central business district (CBD).<sup>7</sup>
- 2.15 After a lengthy assessment and evaluation process that was undertaken in line with Commonwealth Procurement Rules (CPRs), the procurement exercise was finalised in June 2014.<sup>8</sup>
- 2.16 An evaluation committee was established to consider final submissions, some of which were excluded due to:
- comparative cost of the proposals;
  - technical response levels of the proposals;
  - compliance to legal documentation; and

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3 ATO, submission 1, p. 3.

4 ATO, submission 1, p. 3.

5 ATO, submission 1, pp. 3, 5.

6 ATO, submission 1, p. 5.

7 ATO, submission 1, p. 7.

8 ATO, submission 1, p. 7.

- compliance with ATO base building requirements.<sup>9</sup>

2.17 At the public hearing, the ATO explained why some proposals were not considered further:

As part of our approach to the market we issued a comprehensive set of documentation around building brief requirements and also a lease document and an agreement-for-lease document. When some proposals came back for evaluation either they had not comprehensively addressed the requirements of the lease or the agreement for the lease, or their position was not sufficiently compliant to be considered further.<sup>10</sup>

2.18 The remaining submitters were asked for formal proposals. These were assessed against essential criteria such as location, floor plate size, overall area, building quality, suitability for client operations, and indicative rental.<sup>11</sup>

2.19 The evaluation methodology considered:

- a non-financial assessment of individual proposals that incorporated technical and non-technical matters (e.g. compliance to building specifications, building performance, efficiency of floor plate, commercial terms etc.). This was evaluated on a scale of one to ten and weighted across the various categories, with ten being the best and one being the lowest;
- a best value for money assessment taking into consideration both financial and non-financial aspects of both points above; and
- a comparative assessment of the financial terms of each proposal on a Net Present Value (NPV) basis. The underlying assumptions for the NPV analysis were:
  - it was considered appropriate to review the options based on a 15 year lease as this seemed most appropriate operationally;
  - car parking and storage were included in these requirements;
  - NPV analysis only includes lease payments, incentives and professional fees on fit-out and make good where required;
  - for NPV purposes, incentives were treated as cash inflows in the first year; and

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9 ATO, submission 1, pp. 7-8.

10 Mr Domenico Di Luzio, DTZ, transcript of evidence, 24 August 2015, p. 7.

11 ATO, submission 1, pp. 7-8.

- NPV calculations based on the net lettable area supplied in the proposals.<sup>12</sup>
- 2.20 The ATO's preferred option was to remain at their current location at 121-125 Henry Street, Penrith.<sup>13</sup>
- 2.21 This proposal was considered the best value for money option and held significant advantage on a financial and non-financial basis with a higher score, including:
- current landlord with a good working relationship and understanding of the ATO's operational and business needs;
  - best whole of life cost and low risk option;
  - the facility was purpose built for the ATO and retains the advantages of large floorplates that provide flexibility and functionality for future ATO business needs;
  - opportunity to relinquish excess space through a managed refurbished and building upgrade consolidation program to deliver a modern ATO fit-out that meets current accommodation standards;
  - joint agreement to upgraded facilities, improve building performance and infrastructure that will generate savings in running and energy, security and cleaning costs in the long term; and
  - the provision of a long-term solution for the ATO's property requirements for the next 10-20 years.<sup>14</sup>
- 2.22 Noting that the ATO was approaching the end of its lease, the Committee suggested during the public hearing that an alternative option might be for the ATO to extend the existing lease while constructing another building. The ATO responded:
- That could potentially be an outcome, but what we can say is that through the tender process that [option] did not represent the best value for money for the Commonwealth.<sup>15</sup>
- 2.23 The Committee found that the ATO has considered multiple options to deliver the project and has selected the most suitable option.

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12 ATO, submission 1, pp. 7-8.

13 ATO, submission 1, p. 8.

14 ATO, submission 1, p. 8.

15 Mr Justin Untersteiner, ATO, transcript of evidence, 24 August 2015, p. 8.

## Scope of the works

- 2.24 The works to be undertaken by the ATO are both architectural and service related, including:
- compliance with disability discrimination legislation, notwithstanding that the building is an existing structure constructed more than 20 years ago;
  - acoustic provisions will be made for workstations, offices and meeting room and breakout areas;
  - existing workstations will be replaced with 120 degree workstations under ATO's contract with their incumbent supplier;
  - the existing computer room will be relocated to level 6; and
  - modifications to the mechanical services (fire, mechanical) will be required due to the reconfiguration of the floors including re cabling, rewiring, new power and data.<sup>16</sup>
- 2.25 The fit-out design is predominantly open plan with modular workstations supported by enhanced meeting area capacity, breakout areas and support facilities. The offices and meeting areas are modular and fully interchangeable as business requirements dictate.
- tenant fit-out above base building will be undertaken to conform to the ATO's operational requirements including security. These include door hardware and electronic access control at the main entrances, other entrances, exits, vehicle access points and internal areas with higher than normal security needs;
  - supplementation of the base building fire services where required as a result of the fit-out works to ensure compliance with relevant codes. These services include additional exit lights, fire detection and sprinkler supplementation as necessary. Highly sensitive fire detection equipment will be installed in the computer rooms;
  - architectural designed office accommodation including construction of reception areas, a security alarm system, an electronic control system, general office fit-out and open plan work areas;
  - standardised office sizes of:
    - 30 m<sup>2</sup>; and
    - 15 m<sup>2</sup>.
  - generic workstations;

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<sup>16</sup> ATO, submission 1, p. 12.

- wherever possible, offices and meeting rooms to be constructed in the central cores so as not to limit natural light from external windows;
  - breakout spaces, quiet rooms and casual meeting space;
  - computer rooms built to specification;
  - storage facilities;
  - conference and training facilities;
  - first aid rooms; and
  - amenities areas;
    - kitchens;
    - showers and lockers; and
    - secure areas (to conform to ASIO T4).<sup>17</sup>
- 2.26 Independently of the fit-out described above, the building owner will undertake a substantial upgrade to the base building services and facilities to modernise the building.<sup>18</sup> All refurbishment works undertaken by the building owner will be carried out after hours ensuring no disruption to ATO staff.<sup>19</sup>
- 2.27 At the public hearing, the ATO noted that managing both works in tandem will minimise costs and delay.<sup>20</sup>
- 2.28 Noting that Penrith experiences extreme heat during summer months, the Committee queried which strategies the ATO had in place to reduce the amount of direct sunlight onto the building. The ATO responded:
- In terms of the internal fit-out, we do have multiple levels of blinds. We have complete block out blinds and then we have blinds that are more transparent that do take out the edge of the sun.<sup>21</sup>
- 2.29 With respect to the building's external façade, the ATO commented:
- ...Some changes to the glazing, which will create a certain level of protection. As a part of the refurbishment [undertaken by the building owner], they have also been installing fins onto the outside of facade of the building.<sup>22</sup>

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17 ATO, submission 1, pp. 12-13.

18 ATO, submission 1, p. 5.

19 ATO, submission 1, p. 12.

20 Mr Justin Untersteiner, ATO, transcript of evidence, 24 August 2015, p. 10.

21 Mr Justin Untersteiner, ATO, transcript of evidence, 24 August 2015, p. 6.

22 Mr Justin Untersteiner, ATO, transcript of evidence, 24 August 2015, p. 7.



## Indigenous contracts

2.30 The Committee queried the ATO's performance in awarding contracts to Indigenous-owned businesses, in relation to Commonwealth targets. The ATO told the Committee that it is committed to increasing the number of contracts awarded to Indigenous-owned businesses:<sup>23</sup>

The ATO is performing very well on that target. I would like to highlight that we did work with the Department of the Prime Minister and Cabinet in the development of those targets. The ATO had a strategy to support Indigenous businesses well before the target was in play. We have now signed a number of significant contracts in the property and construction space. Also, we have a broader strategy across the ATO looking at a whole range of services. We have had a lot of success last year, and we are continuing that success this year. We are confident that we will be able to meet those targets and exceed those targets.<sup>24</sup>

## Similar works

2.31 At the public hearing, the Committee sought information on the outcome of similar projects conducted in Box Hill, Victoria and Chermside, Queensland. The ATO responded:

We have a comprehensive blueprint—as you could call it—for our fit-outs, which between every project we refine and refine. That allows us to reduce costs and increase quality. We also understand what works with staff and what does not work. On the two recent projects that you mentioned, Chermside is probably the most relevant as it was a refurbishment of an older building which is similar to this fit-out. The result was very good. The fit-out is now complete and has been delivered to a really high quality, again also delivering some of those other factors that we mentioned before like environmental performance and [occupational] density. So we are confident based on our experience in those projects that we will be able to do the same here in Penrith, especially considering the refurbishment of Chermside. Prior to that, going back a few years, we also refurbished the Moonee Ponds fit-out—again a very aged fit-out and, again, we have a lot of success in that fit-out.<sup>25</sup>

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23 Mr Justin Untersteiner, ATO, transcript of evidence, 24 August 2015, p. 1.

24 Mr Justin Untersteiner, ATO, transcript of evidence, 24 August 2015, p. 4.

25 Mr Justin Untersteiner, ATO, transcript of evidence, 24 August 2015, p. 10.

- 2.32 Subject to Parliamentary approval of the project, work is expected to commence as soon as possible to be completed in March 2016.<sup>26</sup>
- 2.33 The Committee finds that the proposed scope of works is suitable for the works to meet its purpose.

### Cost of the works

- 2.34 The estimated cost of the project is \$19.6 million, excluding GST. This equates to a square metre rate of \$1,436 (excluding GST and non-construction-related costs).
- 2.35 At the public hearing, the ATO confirmed that reducing the amount of excess space would result in cost-savings.<sup>27</sup> Additionally, upgrades to the building management systems will deliver both energy and cost efficiencies.<sup>28</sup>
- 2.36 The ATO provided further detail on the project costs in the confidential submission and during the in-camera hearing.
- 2.37 The Committee considers that the cost estimates for the project have been adequately assessed by the ATO and is satisfied that the proposed expenditure is cost effective.
- 2.38 As the project will not be revenue generating the Committee makes no comment in relation to this matter.

### Committee comments

- 2.39 The Committee did not identify any issues of concern with the ATO's proposal and is satisfied that the project has merit in terms of need, scope and cost.
- 2.40 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.
- 2.41 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.

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26 ATO, submission 1, p. 21.

27 Mr Justin Untersteiner, ATO, transcript of evidence, 24 August 2015, p. 7.

28 Mr Justin Untersteiner, ATO, transcript of evidence, 24 August 2015, p. 10.

## **Recommendation 1**

- 2.42 **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: Fit-out of existing leased premises for the Australian Taxation Office at 121-125 Henry Street, Penrith, NSW.**



## Fit-out of leased premises for the Administrative Appeals Tribunal at 83 Clarence Street, Sydney, NSW

- 3.1 The Administrative Appeals Tribunal (the AAT) seeks approval from the Committee to fit-out new leased premises at 83 Clarence Street, Sydney, NSW.
- 3.2 As part of the 2014 federal budget, the Government announced the expansion of the Administrative Appeals Tribunal (AAT) to include the Migration Review Tribunal (MRT), the Refugee Review Tribunal (RRT) and the Social Security Appeals Tribunal (SSAT). The amalgamation became effective on 1 July 2015.<sup>1</sup>
- 3.3 A Migration and Refugee Division and a Social Security and Child Support Division have been created within the AAT to perform work previously undertaken by the MRT-RRT and SSAT.<sup>2</sup>
- 3.4 The main objective of the amalgamation is to provide savings to Government through streamlining administrative processes and consolidating property holdings.<sup>3</sup>
- 3.5 Consequently, the primary objective of the project is to place the staff, members and operations of the AAT, MRT-RRT and SSAT in a single location.<sup>4</sup>
- 3.6 When referred to the Committee, the estimated cost of the project was \$21.7 million, excluding GST. However, at the public hearing, the AAT told the Committee that due to changes explained later in this chapter, this figure has been revised to \$21.1 million.

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1 AAT, submission 1, p. 1.

2 AAT, submission 1, p. 1.

3 AAT, submission 1, p. 1.

4 AAT, submission 1, p. 2.

3.7 The project was referred to the Committee on 17 June 2015.

### Conduct of the inquiry

3.8 Following referral, the inquiry was publicised on the Committee's website and via media release.

3.9 The Committee received one submission and two supplementary submissions from the AAT. A list of submissions can be found at Appendix A.

3.10 The Committee received a briefing from the AAT and conducted public and in-camera hearings in Sydney on 24 August 2015. A transcript of the public hearing and the public submissions to the inquiry are available on the Committee's website.<sup>5</sup>

### Need for the works

3.11 The combined AAT is currently located in separate commercial buildings in the Sydney Central Business District (CBD).

- the AAT has been located over three levels at 55 Market Street with a net lettable area (NLA) of 3203m<sup>2</sup>;
- the former MRT-RRT is located over four full levels and two part levels at 83 Clarence Street with an NLA of 5435m<sup>2</sup>; and
- the former SSAT is located on a single level at 580 George Street, with the NLA being 1296m<sup>2</sup>.<sup>6</sup>

3.12 The AAT and SSAT have lease end-dates around early 2016. The MRT-RRT has the ability to terminate an existing lease early.<sup>7</sup>

3.13 Collocation of the now amalgamated entities will allow for the greatest possible rationalisation of resources, particularly in the sharing of public facilities such as hearing rooms across jurisdictions.<sup>8</sup>

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

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5 <[www.aph.gov.au/pwc](http://www.aph.gov.au/pwc)>

6 AAT submission 1, p. 4.

7 AAT submission 1, p. 4.

8 AAT submission 1, p. 2.

## Options considered

- 3.15 In September 2014 the MRT-RRT, on behalf of the amalgamating tribunals, engaged Project Control Group Pty Ltd (PCG) to seek expressions of interest from the market for the provision of office accommodation in the Sydney CBD.<sup>9</sup>
- 3.16 A list of necessary requirements was identified, with input from all stakeholders. These requirements were drawn from an audit of the existing facilities of each tribunal, the future plans and caseload projections of each tribunal and the desire to maximise flexibility to account for future changes.<sup>10</sup>
- 3.17 Additionally, consideration was also given to market research and Commonwealth policies such as the *Commonwealth Property Management Guidelines* and the *Flexible and Efficient Workplace Design Guidance*.<sup>11</sup>
- 3.18 From the 13 submissions received, five properties were approached for formal lease proposals. Further consultation resulted in three of these properties being excluded from further consideration. The two remaining options were 83 Clarence Street, the former MRT-RRT's existing site and 55 Market Street, the AAT's existing site.<sup>12</sup>
- 3.19 The evaluation methodology of the lease proposals of the remaining two buildings considered:
- a qualitative assessment of technical and non-technical aspects of the buildings (e.g. building service standards and amenities, efficiencies of floor plates etc.). This process was assisted by the engagement of building services engineers who performed technical due diligence on the buildings;
  - a best value for money assessment taking into consideration both qualitative and financial aspects of points below; and
  - a comparative assessment of the financial terms of each proposal on a Net Present Value (NPV) basis. The comparison was undertaken using the commercial and financial terms which had been negotiated between the tribunals and each building. The financial assessment contained the following items:
    - base rental (before abatements);

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9 AAT submission 1, p. 5.

10 AAT submission 1, p. 5.

11 AAT submission 1, p. 5.

12 AAT submission 1, p. 6.

- commercial incentive including incentive remaining after funding fit-out which can be applied as rental abatement;
  - effective rental after abatements;
  - rental escalations as per lease proposals and other operating expenses increasing at 3% p.a.;
  - outgoings;
  - cleaning (tenancy and common area);
  - parking;
  - fit-out project costs (including design, project management, relocation and construction costs);
  - make good (where required); and
  - property consultancy and legal fees.<sup>13</sup>
- 3.20 Following the assessment of proposals, 83 Clarence Street was considered the best value for money.<sup>14</sup>
- 3.21 This property is slightly more expensive than 55 Market Street with regard to NPV; however it provides a considerably higher standard of building amenity and services. Additionally, it does not pose any delay in terms of availability as the alternative option does.<sup>15</sup>
- 3.22 The Committee found that the AAT has considered multiple options to deliver the project and has selected the most suitable option.

### Scope of the works

- 3.23 The amalgamated AAT proposes to lease 9,548m<sup>2</sup> at 83 Clarence Street, Sydney for ten years, with a five year extend option. Proposed works will include refurbishing the existing MRT-RRT fit-out in this space and fitting out newly-leased space.<sup>16</sup>
- 3.24 The works include:
- base building: integration of services into the base building, including electrical, mechanical, communications, security, fire and hydraulic services;
  - supplementary air conditioning in those rooms with higher than normal cooling and ventilation requirements including hearing and conference rooms, larger meeting rooms, training rooms and the central communications/server room and hubs;

13 AAT submission 1, p. 7.

14 AAT submission 1, p. 7.

15 AAT submission 1, pp. 7-8.

16 AAT submission 1, p. 15.



- installation of energy efficient T5 lighting;
- data cabling throughout the tenant areas including phone and network outlets at each work point. The cabling infrastructure will be designed to cater for future capabilities. These works may also include the installation of WiFi subject to security considerations;
- supplementation of the base building fire services where required as a result of the fit-out works to ensure compliance with relevant codes. This may include additional exit lights, fire detection and sprinkler supplementation as necessary. Highly sensitive fire detection equipment and fire suppression systems will be required to be installed in the communications/server room;
- office accommodation including construction of hearing and conference rooms, reception areas, secure corridors behind hearing rooms, a security alarm and access control system, general office fit-out and open plan work area;
- standardised office sizes of:
  - 12m<sup>2</sup> (most EL2 officers and full time Members);
  - 18m<sup>2</sup> single office (SES Band 1 and full time Senior Members);
  - 18m<sup>2</sup> two person share office (part time Members);
  - 24m<sup>2</sup> (Registrar and Deputy Presidents); and
  - 36m<sup>2</sup> (President's chambers);
- generic open plan workstations;
- standardised hearing room sizes of:
  - 32m<sup>2</sup> (8-10 people);
  - 48m<sup>2</sup> (25 people);
  - 50m<sup>2</sup> (20 people);
  - 75m<sup>2</sup> formal room (30 people); and
  - 90m<sup>2</sup> (for complex matters with multiple legal representatives)
- flexibly designed standardised conference room sizes of:
  - 24m<sup>2</sup> (8-10 people including videoconferencing facilities); and
  - 36m<sup>2</sup> (12-14 people);
- standardised interview room sizes of:
  - 12m<sup>2</sup> (4 people);
  - 18m<sup>2</sup> (6 people); and
  - 24m<sup>2</sup> (10 people);

- breakout spaces, quiet rooms, casual and formal meeting spaces;
  - communications/server rooms built to specialist specifications;
  - storage facilities/compactuses;
  - training rooms;
  - first aid room;
  - kitchens;
  - library/information hub facilities; and
  - a secure storage room which is required to conform to ASIO T4 requirements, to hold classified material for the Security Division.<sup>17</sup>
- 3.25 The fit-out design will provide the amalgamated AAT with considerable flexibility to cater for possible jurisdictional and work practice changes.<sup>18</sup>
- 3.26 At the public hearing, representatives of the AAT stated:
- The overall reduction in space is around 400 square metres, reducing from around 9,900 square metres to around 9,500 square metres. It is noted that this includes provision for accommodating the Immigration Assessment Authority and growth in National Disability Insurance Scheme cases as that scheme expands. The number of cases that the AAT will deal with nationally is expected to move from around 40,000 in 2015-16 to 50,000 in subsequent years.<sup>19</sup>
- 3.27 The Committee asked if the fit-out would meet operational needs into the future and the AAT responded:
- We have made our best endeavours to provide accommodation that will last for 10 to 15 years, on the basis of what we know now about workload and activity over that period.<sup>20</sup>

### Special requirements

- 3.28 The fit-out is considered to be standard with the exception of the hearing rooms which will be located on either three or four floors. Requirements associated with the hearing rooms increase the cost per square metre for these areas.<sup>21</sup>

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17 AAT submission 1, pp. 15-16.

18 AAT submission 1, pp. 16-17.

19 Mr Rhys Jones, AAT, transcript of evidence, 24 August 2015, p. 1.

20 Mr Rhys Jones, AAT, transcript of evidence, 24 August 2015, p. 5.

21 AAT submission 1, p. 27.

3.29 At the public hearing the AAT explained that:

The cost of fitting out the hearing room floors is much greater on a per square metre basis than of fitting out the office floors, owing to the specialised furniture, mechanical security and acoustic requirements of the hearing rooms.<sup>22</sup>

3.30 The Committee asked about opportunities to conduct tribunal hearings via videoconference. The AAT responded:

We are making reasonably extensive arrangements for videoconferencing to be available. The tribunals use it reasonably extensively already, so that has been a key requirement in terms of the design of hearing rooms. There will be a number of hearing rooms that are fitted out with the capability of videoconferencing to do both conferences and hearings. There is also a fair amount of work that may just simply be done by telephone, in terms of telephone conferences – even taking evidence by telephone, if people are overseas and things like that. That is part of what we are building: to encompass that a reasonable amount of activity will occur by videoconference.<sup>23</sup>

3.31 Additionally, the fit-out includes an unusually high proportion of offices to workstations when compared with the practices of other agencies. The AAT explained to the Committee that this is because all full-time tribunal members will be provided with office space and therefore, the AAT will not meet the Government density requirement of 14m<sup>2</sup> per occupied work point. Instead, the AAT expects to achieve a ratio of 15.4m<sup>2</sup> per occupied work point.<sup>24</sup>

3.32 The AAT advised that it had received endorsement from the Secretary of the Department of Finance for the density requirement through the Department of Finance lease approval process:

In terms of the lease endorsement process, we have been working with the Department of Finance on that and all of that detail has been included in the information that we have provided to the Department of Finance. Ultimately we have had a lease endorsement from the Secretary of the Department of Finance in relation to what we are proposing in Sydney.<sup>25</sup>

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22 Mr Rhys Jones, AAT, transcript of evidence, 24 August 2015, p. 2.

23 Mr Rhys Jones, AAT, transcript of evidence, 24 August 2015, p. 5.

24 Mr Rhys Jones, AAT, transcript of evidence, 24 August 2015, pp. 2, 4.

25 Mr Rhys Jones, AAT, transcript of evidence, 24 August 2015, p. 4.

- 3.33 Subject to Parliamentary approval of the project, work is expected to commence in September 2015 and be completed by March 2016.<sup>26</sup>
- 3.34 The Committee finds that the proposed scope of works is suitable for the works to meet its purpose.

### Cost of the works

- 3.35 The estimated cost of the project was \$21.7 million, excluding GST at the time of referral to the Committee. However, at the public hearing, representatives from the AAT advised of a change in the estimated project cost:

I note that in our original submission we advised that the estimated project cost was \$1,800 a square metre with an escalation allowance of \$100 per square metre [totalling \$18.2 million]. Since then, we have progressed with the design, including hearing room specifications, and have been advised that an estimate of \$2,210 per square metre is more realistic. This change was outlined in a supplementary confidential submission to the committee on 31 July. As a result of this change, the overall cost of the project is \$21,108,668, including relocation and a risk escalation allowance of \$100 per square metre. There is also \$2 million of lessors' works which the AAT is proposing to undertake in lieu of the lessor undertaking those works.

- 3.36 The AAT confirmed that co-locating all sections of the recently amalgamated AAT would save approximately \$7.2 million in operating costs over forward estimates.<sup>27</sup>
- 3.37 Additionally, the AAT discussed the competitive leasing arrangements, which include a lease incentives which will cover much of the proposed fit-out cost:

All of the deals that we were offered came with some form of incentive. There was a rate for the rent that was indexed over the years by four per cent or thereabouts. But on top of that what we were being offered across a range of buildings was a sizeable incentive which would enable us to pretty much fund the fit-out cost in new accommodation.<sup>28</sup>

- 3.38 The AAT provided further detail on the project costs in the confidential submission and during the in-camera hearing.

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26 AAT submission 1, p. 28.

27 Mr Rhys Jones, AAT, transcript of evidence, 24 August 2015, p. 2.

28 Mr Rhys Jones, AAT, transcript of evidence, 24 August 2015, p. 3.

- 3.39 The Committee considers that the cost estimates for the project have been adequately assessed by the AAT 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

- 3.40 The Committee commends the AAT for negotiating favourable leasing outcomes.
- 3.41 The Committee did not identify any issues of concern with the AAT's proposal and is satisfied that the project has merit in terms of need, scope and cost.
- 3.42 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.
- 3.43 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 2

- 3.44 **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: Fit-out of leased premises for the Administrative Appeals Tribunal at 83 Clarence Street, Sydney, NSW.**



## OneSKY Equipment Rooms Project in Melbourne and Brisbane

- 4.1 Airservices Australia (Airservices) seeks approval from the Committee to construct specialised equipment rooms at air traffic service centres in Melbourne and Brisbane. The equipment rooms will house computer and communications equipment systems for a new national air traffic management system.<sup>1</sup>
- 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 Defence have partnered to develop OneSKY, a single civil-military air traffic management system.<sup>2</sup>
- 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 it becomes fully operational.<sup>3</sup>
- 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.<sup>4</sup>

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1 Airservices, submission 1, p. 9.

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

3 Airservices, submission 1, pp. 5-6.

4 Airservices, submission 1, p. 5.

- 4.5 The estimated cost of the project currently before the Committee is \$35.4 million, excluding GST.
- 4.6 The project was referred to the Committee on 17 June 2015.

### Conduct of the inquiry

- 4.7 Following referral, the inquiry was publicised on the Committee's website and via media release.
- 4.8 The Committee received one submission and one supplementary submission from Airservices. A list of submissions can be found at Appendix A.
- 4.9 The Committee received a briefing from Airservices and conducted an inspection of the proposed site and public and in-camera hearings in Melbourne on 25 August 2015. A transcript of the public hearing and the public submissions to the inquiry are available on the Committee's website.<sup>5</sup>

### Need for the works

- 4.10 The existing equipment rooms in Melbourne and Brisbane are nearing the end of their design life and do not have sufficient power, cooling, floor space and availability to accommodate both OneSKY and TAAATS.<sup>6</sup>
- 4.11 For this reason, Airservices proposes to construct specialised equipment rooms in Melbourne and Brisbane. These facilities must meet stringent reliability and security requirements in order to adequately support air traffic control. The equipment rooms will comply with the requirements of 'Protected' status as stated in the *Australian Government physical security management guidelines* and have a 25 year lifespan.<sup>7</sup>
- 4.12 During the inspection in Melbourne, the Committee saw the ageing equipment rooms currently used to house TAAATS and at the public hearing, noted the varying ages of server banks themselves.<sup>8</sup>
- 4.13 The Committee is satisfied that the need for the work exists.

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5 <[www.aph.gov.au/pwc](http://www.aph.gov.au/pwc)>

6 Airservices, submission 1, p. 6.

7 Airservices, submission 1, p. 6.

8 Senator Alex Gallacher, transcript of evidence, 25 August 2015, p. 3.



## Options considered

4.14 Airservices considered three options:

4.15 *1 - Refurbishment of Existing Facilities*

The option to refurbish the existing equipment rooms was considered a high risk option due to:

- the high risk of interruption to the existing air traffic management services caused by refurbishment works such as excessive dust, noise, building vibration, disruption to power and cooling services and the risk involved in moving operational TAAATS computer servers and equipment to make space for OneSKY equipment; and
- the complexity involved in refurbishing existing equipment rooms to meet the latest industry data centre standards for equipment room design, efficiency, power, cooling and security requirements.<sup>9</sup>

4.16 *2- Outsourcing the Equipment Rooms to a Third Party*

The option to outsource to a data centre provider was discounted due to:

- the risk of interruption if the data centres were located outside Airservices facilities. The air traffic management system incorporates in its design a complex, multiple back-up and degraded mode provision of service. Achieving diversified cable paths from an external data centre is difficult to establish and further complicated as it would require multiple telecommunications providers;
- bandwidth provision and time of delivery of messages and data - the Air Traffic Management System relies on real time data being displayed to the controllers, and any delay in telecommunications would adversely impact on efficiency of the system. Locating a data centre offsite at some distance from the controllers' consoles introduces the risk of delayed transmission of critical data to the consoles; and
- the provision of Air Traffic Management and operation and maintenance of specialised hardware and software being a core Airservices function and the requirement for frequent interaction between operational and technical specialists.<sup>10</sup>

4.17 *3 - Constructing New Equipment Rooms*

4.18 Airservices has chosen to construct new equipment rooms as this provides the lowest risk and is least disruptive to air traffic service delivery and safety.<sup>11</sup>

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9 Airservices, submission 1, p. 7.

10 Airservices, submission 1, p. 7.

11 Airservices, submission 1, p. 7.

- 4.19 At the public hearing, the Committee sought further detail on this option. Airservices commented:

We looked at a number of options when we were looking at this particular project. One of the key considerations here is that we need to keep both the current and new air traffic control systems running in parallel for a number of years. That is to make sure that the new one is performing safely before we cut over. It allows then for a staged cut-over as we move through from west to east as we introduce the new system.

The ability to use our existing facilities is quite constrained with that consideration in mind. There are multiple reasons for that. You looked at the equipment room this morning where we had the various racks of equipment in place. Putting the same amount of new equipment into that existing room is not really feasible. To then maintain the power and cooling to double that facility demand is not possible under the current infrastructure that is in place. We also have floor loading limitations that limit the amount of equipment that we can put into that current room. For those reasons, and for the key reason to not interrupt or risk interruption to the current air traffic control system, the decision was made to construct new facilities right next to the existing ones.<sup>12</sup>

- 4.20 At the public hearing, the Committee queried the level of risk to the current air traffic control system, given that construction of the new facilities will be conducted close-by. Airservices responded:

There is always some level of risk, but we make sure that we have mitigations in place to manage those risks – for example, understanding where all the cabling is before we start digging and making sure that we have mitigations in place for things like noisy works. We have worked with the controllers on site, in particular, on how we would manage these works to make sure that air traffic control is not interrupted at all.<sup>13</sup>

- 4.21 Airservices reassured the Committee that continuing to manage the equipment rooms internally, as opposed to outsourcing them to a third party, reduces the risk of the air traffic management systems failing.<sup>14</sup>

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12 Mr Mark Rodwell, Airservices, transcript of evidence, 25 August 2015, pp. 3-4.

13 Mr Mark Rodwell, Airservices, transcript of evidence, 25 August 2015, p. 4.

14 Mr Mark Rodwell, Airservices, transcript of evidence, 25 August 2015, p. 2.

- 4.22 Further, Airservices confirmed the proposed equipment rooms would provide the same level of security as a professional outsourced data facility.<sup>15</sup>
- 4.23 The Committee found that Airservices has considered all options available to deliver the project and has selected the most suitable option.

### Scope of the works

- 4.24 The works will include site preparation, demolition, construction works and fit-out.<sup>16</sup>
- 4.25 The rooms are designed to house:
- 94 medium density specialty IT equipment racks;
  - 45 high density specialty IT equipment racks;
  - voice recording equipment;
  - a joint development and testing facility;
  - rooms for voice recorders and voice replays; and
  - communications equipment.<sup>17</sup>
- 4.26 The rooms will be built in accordance with Australian legislation and Airservices' specific requirements. A minimum floor loading of 1224 kg/m<sup>2</sup> is required.<sup>18</sup>
- 4.27 The equipment rooms will be constructed at appropriate distances from the existing air traffic service centre facilities at both sites to maximise operational effectiveness and efficiency and to allow for the integration of data, voice, power and cooling between facilities.<sup>19</sup>
- 4.28 Noting that the equipment rooms will have a lifespan of 25 years, the Committee sought reassurance that they would meet future requirements arising from the OneSKY system, and therefore provide good value for money. Airservices responded:

The OneSKY system itself will be designed to meet not only current requirements but future requirements. It will have the ability to be upgraded through the life of the air traffic control system itself. I would need to check the requirement specification to see what that design life is, but it would be something in the

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15 Mr Mark Rodwell, Airservices, transcript of evidence, 25 August 2015, p. 6.

16 Airservices, submission 1, p. 10.

17 Airservices, submission 1, p. 10.

18 Airservices, submission 1, p. 10.

19 Airservices, submission 1, p. 10.

order of about 20 years, with the ability to then continue to upgrade.<sup>20</sup>

4.29 Airservices continued:

Regarding the value for money proposition, we actually have run a procurement process, which sought first of all a request for quotation – that was back in about 2010-11 – to get an indicator of what the new air traffic control system was likely to cost us. From there, we went through a requirement specification development process, and then went out to an open-market approach, where we had a number of respondents from around the world who responded through the tender. We then went through a tender process; that tender process has resulted in a preferred supplier; and we are in commercial negotiations now with that preferred supplier for the new air traffic control system.<sup>21</sup>

4.30 At the public hearing, Airservices commented on current leasing arrangements:

In the case of our Brisbane facility, the current lease expires around 2033. We are currently negotiating that lease to extend it out to 2048, with a 10-year option over and above that. In the case of Melbourne, the current lease is due to expire around 2047.<sup>22</sup>

4.31 Airservices commented on how they plan to use space that will become available as a result of the proposed works:

With regard to Melbourne and Brisbane, we will be re-using the facilities that become available once the existing system is decommissioned. For Melbourne, we had been intending to build a new training facility. In the approach that we are taking now we will not need to construct a new training facility. We will use the space in Melbourne following the decommissioning of the system to house that training facility. With regard to Brisbane, we currently have a leased facility on the other side of the airport which houses administrative staff. In Brisbane, we intend to move those people back from that lease facility at the end of the lease and put them into our facility in Brisbane.<sup>23</sup>

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20 Mr Mark Rodwell, Airservices, transcript of evidence, 25 August 2015, p. 5.

21 Mr Mark Rodwell, Airservices, transcript of evidence, 25 August 2015, p. 5.

22 Mr Paul Logan, Airservices, transcript of evidence, 25 August 2015, p. 5.

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

## Public consultation

4.32 All federally-leased airports are required to submit a Major Development Plan (MDP) for major airport developments on the airport site. This must undergo public consultation before being submitted to the Minister for Infrastructure and Regional Development.<sup>24</sup>

4.33 Airservices is currently undertaking this process<sup>25</sup> and at the public hearing provided information on what it involves:

The process is that the airports produce a master plan for the airport, which looks out well into the future. That is updated on a five-yearly basis. That provides high-level information about what facilities and infrastructure are at the airport, whether it be our equipment facilities or the airport's facilities themselves. When any development activity takes place at the airport that is considered to be a major development – in the case of the facilities we are talking about here today, they fall under that major development requirement – we work with the airport to prepare a submission, which is called an MDP, a major development plan. That goes through a public consultation period before the Minister [for Infrastructure and Regional Development] then makes a decision to approve, or otherwise, the MDP.<sup>26</sup>

4.34 Airservices commented on stakeholders connected to the proposed works:

We work closely with the airport in the preparation of the MDP documents, firstly, so that the airport understands exactly what we intend to do and how we intend to go about it. That document is then made public. The public have an opportunity to comment on the content of that document. We need to address any comments that come back before the document goes to the minister to then be able to provide a yes or no decision.<sup>27</sup>

4.35 Subject to Parliamentary approval of the project, work is expected to commence in late 2015 and be completed in late 2016.<sup>28</sup> Transition to OneSKY will take place in stages between 2018 and 2021.<sup>29</sup>

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

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24 Airservices, submission 1, p. 8.

25 Airservices, submission 1, p. 8.

26 Mr Mark Rodwell, Airservices, transcript of evidence, 25 August 2015, p. 4.

27 Mr Mark Rodwell, Airservices, transcript of evidence, 25 August 2015, p. 4.

28 Airservices, submission 1, p. 13.

29 Airservices, submission 1, p. 6.

## Cost of the works

- 4.37 The estimated cost of the project is \$35.4 million, excluding GST.
- 4.38 At the public hearing, Airservices confirmed that the full cost of the project is being funded through costs charged to airlines and aircraft operators for use of its services.<sup>30</sup>
- 4.39 Airservices provided further detail on the project costs in the confidential submission and during the in-camera hearing.
- 4.40 The Committee considers that the cost estimates for the project have been adequately assessed by Airservices and 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

- 4.41 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.
- 4.42 Noting however that the MDP and associated public consultation are still in progress, the Committee requires Airservices to report back on the outcomes. The report will identify issues raised through the consultation and detail how Airservices' has responded to address the issues. The Committee should also be advised when the Minister for Infrastructure and Regional Development has reached a decision with regard to the MDP.
- 4.43 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.
- 4.44 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.

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30 Mr Paul Logan, Airservices, transcript of evidence, 25 August 2015, p. 5.

**Recommendation 3**

4.45 The Committee requires Airservices Australia to report back on any issues arising through the Major Development Plan public consultation processes that relate to OneSKY Equipment Rooms Project in Melbourne and Brisbane, including information provided by Airservices Australia in response to issues raised.

The Committee also requires Airservices Australia to provide advice on any decisions made by the Minister for Infrastructure and Regional Development with regard to the Major Development Plan that may affect these projects.

**Recommendation 4**

4.46 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: Airservices Australia OneSKY Equipment Rooms Project in Melbourne and Brisbane.

Senator Dean Smith

Chair

10 September 2015







## Appendix A – List of Submissions

### Fit out of existing leased premises for the Australian Taxation Office at 121-125 Henry Street, Penrith, NSW

1. Australian Taxation Office
  - 1.1 Confidential
  - 1.2 Australian Taxation Office

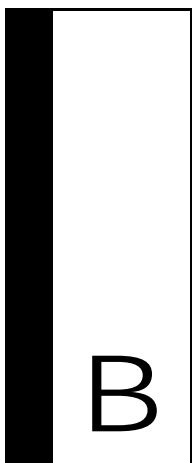
### Fit out of leased premises for the Administrative Appeals Tribunal at 83 Clarence Street, Sydney, NSW

1. Migration Review Tribunal and Refugee Review Tribunal.
  - 1.1 Confidential
  - 1.2 Confidential

### OneSKY Equipment Rooms Project in Melbourne and Brisbane

1. Airservices Australia
  - 1.1 Confidential





## Appendix B – List of Hearings and Witnesses

Fit out of existing leased premises for the Australian Taxation Office at 121-125 Henry Street, Penrith, NSW

Monday, 24 August 2015 – Sydney

### Public Hearing

For Australian Taxation Office

Mr Justin Untersteiner, Assistant Commissioner, Australian Taxation Office

Mr Dom Di Luzio, General Manager, Federal Government Clients, Australian Taxation Office

Mr Kieran McLaughlin, Director, Project Management & Consultancy, DTZ

Mr David Stewart, Senior Quantity Surveyor, Donald Cant Watts Corke

Ms Karen Fairfax, Senior Associate, PTID

### In-Camera Hearing

Five witnesses

**Fit out of leased premises for the Administrative Appeals Tribunal at 83  
Clarence Street, Sydney, NSW**

**Monday, 24 August 2015 – Sydney**

**Public Hearing**

**For Administrative Appeals Tribunal**

Mr Rhys Jones, Executive Director - Operations, Administrative Appeals Tribunal

Mr Dobe Temelkovski, Director - Business Support, Administrative Appeals  
Tribunal

Mr Navaka Arachchige, Director - Finance, Administrative Appeals Tribunal

**In-Camera Hearing**

Three witnesses

**OneSKY Equipment Rooms Project in Melbourne and Brisbane**

**Tuesday, 25 August 2015 – Melbourne**

**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