Australian Government

Defence

FACILITIES TO SUPPORT IMPROVED EMBARKED LOGISTICS SUPPORT HELICOPTER

HMAS *Albatross*, New South Wales

HMAS *Stirling*, Western Australia

STATEMENT OF EVIDENCE TO THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

August 2024

[This page intentionally blank]

Table of Contents

Attachments **17**

1. Locality Plan – HMAS *Albatross*
2. Locality Plan – HMAS *Stirling*
3. Scope Overview – HMAS *Albatross*
4. Scope Overview – HMAS *Stirling*

Facilities to Support Improved Embarked Logistic Support Helicopter

1. The purpose of this Statement of Evidence is to provide information to the Australian public to comment on, and the Parliamentary Standing Committee on Public Works to enquire into, proposed works under Facilities to support Improved Embarked Logistic Support Helicopter (the Project).

Executive Summary

2. The Royal Australian Navy (Navy) is acquiring twelve additional MH-60R Seahawk (Romeo) helicopters to replace its fleet of six MRH-90 Taipan logistics support helicopters. In doing so, the Navy will realise the potential of establishing a common maritime helicopter fleet by leveraging the extant Romeo capability, training and sustainment frameworks. The aim of the Project is to provide new and upgraded facilities and infrastructure to support the integration, operation, and sustainment of the new additional Romeo helicopters for the Navy.

3. The Project will deliver:

a. Permanent operational squadron facilities to maintain up to twelve Romeo helicopters and the associated workforce, support equipment and supplies at HMAS *Albatross*.

b. An extension to the existing Seahawk Simulation and Warfare Centre at HMAS *Albatross* to house an additional training simulator.

c. Minor works to the existing Helicopter Support Facility at HMAS *Stirling* to improve the operational effectiveness and safety of the Facility as a Staging Base for the enhanced Romeo fleet.

4. The estimated total capital out-turned cost is $132.7 million (excluding Goods and Services Tax). The cost estimate includes management and design fees, construction, information and communications technology, furniture, fittings, equipment, contingencies and a provision for escalation. There will be ongoing operating costs as a result of the Project. No revenue is expected to be generated by these works. Defence, together with the Head Contractor, will promote opportunities for small and medium local enterprises through construction trade packages, providing employment opportunities in the two

regions. There will also be opportunities for Indigenous business involvement in accordance with Government's Indigenous Procurement Policy.

5. All works will be designed and constructed in accordance with relevant legislation, standards, codes, guidelines and Defence policy. Accredited building certifiers will certify the compliance of the design and completed works.

6. Detailed environmental and heritage investigations have been completed and the Project will not have a significant impact on existing environmental and heritage values. The Project has been designed to minimise ecological impacts during both construction activities and operations. Several mitigation and management measures will be incorporated accordingly, including the beneficial reuse of per-and polyfluoroalkyl (PFAS) contaminated soil from another project at HMAS *Albatross*.

Purpose of the Works

Aim of the Project

7. The aim of the Project is to provide new and upgraded facilities and infrastructure to support the integration, operation, and sustainment of the additional new Romeo helicopters for the Navy.

Location of the Project

8. The Project will be delivered at two Navy bases:

a. HMAS *Albatross*, which is located on the southwest outskirts of Nowra, New South Wales.

b. HMAS *Stirling*, which is located approximately 60 kilometres south of Perth, Western Australia.

Need for the Project

9. The *Force Structure Plan 2020* required Defence to expand and rationalise its Navy support helicopter fleet to match an increase in the number of amphibious and afloat support vessels. The capability project, SEA9100 Phase 1 is in response to that direction and is acquiring twelve additional Romeo helicopters and associated support systems through a Foreign Military Sales arrangement. The *2024 National Defence Strategy* and *2024 Integrated Investment Program* reaffirmed this acquisition.

10. Navy currently operates 24 Romeo helicopters in anti-submarine warfare, anti-surface warfare, search and rescue, and logistics roles. These are currently also based at

HMAS *Albatross*. The additional 12 Romeo helicopters will largely perform logistics support roles that were previously performed by MRH-90 Taipan multirole helicopter. With the increase to the Romeo Fleet, the proposed facilities will be located near the current Romeo facilities. The Romeo helicopters operate concurrently from HMAS *Albatross*, Major Fleet Units (i.e. ships) and HMAS *Stirling*. The new helicopters are scheduled for delivery throughout 2026.

11. Navy's logistics support helicopter squadron, 808 Squadron, has ceased operating the MRH-90 Taipan and will transition to a fleet of twelve Romeo helicopters. Currently, 808 Squadron are sharing facilities with its sister Romeo squadrons at HMAS *Albatross* (725 and 816 Squadrons), however they will quickly outgrow the available space as aircraft are delivered and workforce increases. The SEA9100Ph1 Workforce Transition Plan is predicated on increased efficiencies through shared services and equipment, for example aircraft life support equipment fitters and general stores. Permanent squadron facilities for 808 Squadron in the established Romeo precinct on HMAS *Albatross* will maximise effectiveness within the workforce intent and limitations.

12. With the common aircraft across the operational squadrons, there is an increased demand for Romeo aircraft training simulation. In response, SEA9100 Phase 1 is seeking to procure an additional Romeo training simulator to add to the two existing trainers within the current Seahawk Simulation and Warfare Centre at HMAS *Albatross*. The acquisition of the third training simulator will require an extension of the Centre to accommodate.

13. Furthermore, the additional aircraft in the fleet will result in an increase in operational tempo at the Helicopter Support Facility on HMAS *Stirling* as a key Staging base. The Helicopter Support Facility must ensure it remains a suitable staging facility for aviation assets with potential for minor and major maintenance and supporting administrative functions to be performed by Flights from ashore, both prior to, and upon departing on an assigned Fleet Unit. Minor works are required at the Helicopter Support Facility to maintain the capacity to accommodate an increased presence of support helicopters in a secure environment.

Previous Approvals

14. The permanent facilities are not expected to be completed before the planned arrival of the new aircraft. Therefore, there is a requirement for 808 Squadron to accommodate its aircraft from interim facilities that comply with appropriate security requirements. On 11 May 2023, the Parliamentary Standing Committee on Public Works approved Defence's request to undertake medium works for a value of $5.1 million to

upgrade (considered Work Element 1) an existing hangar facility on HMAS *Albatross* to support the immediate need for the introduction of the new helicopters. The works are expected to be completed in October 2024; and will provide the minimum requirements for 808 Squadron to store the helicopters and conduct preservation maintenance prior to the delivery of the permanent facilities.

Proposed Facilities Solution

15. The Project undertook comprehensive master planning, site investigations, stakeholder consultation, whole-of-life cost analysis and design development to establish the capital facilities and infrastructure works required to address the Project need.

16. The essential requirements of the Project include:

a. Construction of new permanent helicopter squadron facilities for 808 Squadron integrated into the existing Romeo helicopter squadron precinct at HMAS *Albatross*.

b. Major civil and infrastructure works to support the integration of the new Squadron facilities into the existing Romeo precinct at HMAS *Albatross*.

c. Extending the existing Seahawk Simulation and Warfare Centre at HMAS *Albatross* to accommodate the additional training simulator.

d. Minor works to the Helicopter Support Facility at HMAS *Stirling* provide additional equipment storage and improve operational effectiveness.

Options Considered

17. Defence has developed the following three options:

a. **Option 1 – 'Do Nothing'.** This option represents the current state where 808 Squadron operates from interim facilities, dislocated from the existing Romeo precinct facilities and workforce, relying on existing facilities to provide for the new type of aircraft and expected growth without any major capital investment.

b. **Option 2 – 'Minimum Viable Product' (In-budget).** This option provides the minimum scope to best enable and support the capability at its home base including a provision to support the capability in the interim period before permanent facilities are available. This option integrates and consolidates permanent unit facilities in the existing Romeo precinct and builds on the training and operational capability with the provision of a facility to house a third training

simulator to support the increased Romeo training requirements. It also includes minor enhancement of the main staging base at HMAS *Stirling* to enable better operational efficiency and effectiveness. This option considers a risk-managed approach to enable minimum viable capability through reduction or exclusion of certain elements of scope and functionality that may be provided by existing facilities and workforce.

c. **Option 3 – 'Full Scope' (Above-budget).** This option further enhances Option 2 with the inclusion of all the elements of scope to provide for independent maintenance and operational functionality of the new 808 Squadron facility, security of the Romeo apron, and additional car parking capacity for the Romeo precinct.

18. **Preferred option**. Option 2 is the preferred option as it meets the minimum viable capability required to effectively enable raise, train, and sustain 808 Squadron at its main base at HMAS *Albatross* and further improves the operational effectiveness of the Helicopter Support Facility at HMAS *Stirling*. This option is within the Project's approved budget and represents the best Value for Money solution for the Commonwealth.

Scope of Project Works for the Preferred Option

19. The recommended Option 2 includes the following seven Work Elements:

a. **Work Element 1 – Interim Facilities HMAS *Albatross*.** Physical and security upgrades to hangars and administration areas for the interim facilities for 808 Squadron at HMAS *Albatross*. This work was approved to proceed through the Medium Works Notification. A Medium Works Contractor is engaged and works are expected to be completed in October 2024.

b. **Work Element 2 – Carparking HMAS *Albatross*.** This work comprises of extending the existing car park in the Romeo precinct to support the new squadron working accommodation.

c. **Work Element 3 – HMAS *Albatross* External Infrastructure.** This work comprises of:

   i. Constructing aircraft pavement integrating the new squadron facilities into the existing apron
   ii. Connecting engineering services (power, water, stormwater, wastewater, and communications) to the new facilities

iii. Constructing additional covered hardstand for equipment container storage

iv. Providing additional explosive ordnance storage lockers at an existing explosive ordnance preparation area

v. Constructing new footpaths and minor landscaping.

d. **Work Element 4 – Permanent 808 Squadron Facility HMAS *Albatross*.** This facility is the new headquarters, working accommodation and maintenance facility for 808 Squadron and comprises of:

i. Office and meeting space for the executive, operational, administrative and logistics staff

ii. Mission planning and briefing rooms

iii. Aircraft hangars

iv. General and specialist aviation stores and workshops

v. Amenities including ablutions and kitchenettes

vi. Services plant and communications rooms.

e. **Work Element 5 – Training Simulator Facilities HMAS *Albatross*.** This work comprises of extending the existing Seahawk Simulation and Warfare Centre with an additional bay to house the new flight training simulator with associated control room, briefing rooms and, support contractor workspace.

f. **Work Element 6 – Helicopter Support Facility Internal Works HMAS *Stirling*.** This work comprises of providing four additional work-points and helicopter power converters to the hangars.

g. **Work Element 7 – Materials Handling Equipment Shelter HMAS *Stirling*.** This work comprises of constructing a new shelter for aircraft work platforms and tow motors at the Helicopter Support Facility.

Planning and Design Concepts

20. The general philosophy for the design of the proposed works is based on:

a. providing cost-effective, functional, low maintenance, energy efficient design options compatible with proposed functions and existing aesthetics

b. adopting where possible, conventional construction techniques and materials commonly used by the construction industry and consistent with those already used

c. applying appropriate durability measures to reduce ongoing maintenance and achieve the proposed design life

d. providing flexible services and infrastructure to accommodate an appropriate level of growth

e. considering functional relationships of the proposed facilities to existing facilities.

Relevant Legislation, Codes and Standards

21. The following legislation, standards, codes and guidelines are applicable:

a. *Environmental Protection and Biodiversity Conservation Act 1999 (Cth)*

b. *Fair Work (Building Industry) Act 2012 (Cth)*

c. *Work Health and Safety Act 2011 (Cth)*

d. *Disability Discrimination Act 1992 (Cth)*

e. National Construction Code – Building Code of Australia

f. Relevant Australian Standards

g. Defence Building Works Manual

h. Defence Manual for Infrastructure Engineering - Electrical

i. Defence Manual of Fire Protection Engineering

j. Defence Smart Infrastructure Manual.

k. Defence Explosive Ordnance Publication 101.

l. Protective Security Policy Framework

m. Defence Security Principles Framework

n. Defence Communications Cabling Standard

o. Defence Communication Room Standard

p. Defence Building Energy Performance Guide

q. International Civil Aviation Organisation Annex 14 Volume II Heliports

r. Civil Aviation Safety Authority Manual of Standards Part 139

s. Defence Aviation Safety Design Requirements Manual

t. Defence Contamination Management Manual

u. Defence Per-and-PolyFluoroAlkyl Substances (PFAS) Construction and Maintenance Framework.

22. An accredited building certifier will certify the compliance of the design and the compliance of the completed works. Construction compliance with the design shall be assured using approved quality management systems which will implement processes including independent inspections, audits and testing.

Land and Zoning

23. The proposed works are within Defence property and are consistent with uses prescribed in relevant Defence zoning instruments including the HMAS *Albatross* and HMAS *Stirling* Estate Base Plans, and the Defence Estate Principles of Development.

24. Site Selection Boards were completed for all proposed new buildings to ensure developments are consistent with both approved estate base plans and the Defence Estate 'Principles of Development'. Site Selection Board assessments considered the suitability of sites for proposed functions, the locations of related functions, access to services and infrastructure, and radio frequency and line of sight considerations.

Structure

25. The structures have been designed utilising commercial construction techniques and materials including steel, concrete and masonry. Foundation systems have been designed in accordance with the site-specific geotechnical recommendations.

26. The 808 Squadron building typically consists of concrete ground bearings slabs, composite steel and concrete suspended floors, steel framed roofs and walls. Where solid walls are required to the perimeter, precast concrete has been adopted, which also provides lateral building stability. Internal fire walls are precast concrete or masonry. The framing for the training simulator is similar, but on a much smaller scale. For both buildings, non-load bearing internal walls will be lined with plasterboard to provide maximum flexibility in future layout.

27. The shelters and fire pump building are typically steel framed with concrete ground bearing slabs. The concrete slabs beneath the fire tanks have been designed in accordance with the requirements of *AS2304 Section 6 (Water Tanks for Fire Protection Systems)*.

Aircraft Pavements

28. The aircraft pavements and lighting have been designed according to international, Australian and Defence requirements.

29. The new pavement adjacent to the new squadron facility at HMAS *Albatross* has been designed to integrate into the existing pavement in the Romeo precinct.

30. Minor extension proposed to existing apron pavement to provide access to the Materials Handling Equipment Shelter at HMAS *Stirling*.

Mechanical Services

31. The mechanical services have been designed according to the function and needs of each building. The proposed mechanical services will meet specific user needs, relevant ventilation, thermal comfort and air quality requirements and the mandatory requirements of the National Construction Code.

32. Compressed air systems within the new squadron facility at HMAS *Albatross* have been designed in accordance with the relevant Australian Standards and Defence requirements.

33. A new Building Management System within the new squadron facility at HMAS *Albatross* has been designed in accordance with the Defence requirements.

Civil Infrastructure

34. Existing electrical, sewerage, communications and storm water services are proposed to be extended to each facility to suit design requirements.

35. The car parking and access road pavements are to be constructed of flexible pavement based on the geotechnical investigation and in accordance with Australian standards.

36. The parking area and turning area pavement adjacent to the 808 Squadron is to be constructed of rigid pavement based on the geotechnical investigation and in accordance with Australian standards.

37. The stormwater design for the car park and building surroundings is in accordance with Australian Rainfall and Runoff.

38. The earthworks design for the 808 Squadron is based upon the geotechnical investigation and Australian Standards.

Hydraulic Services

39. Potable water services for each new building will be connected to site water supply via sub-metering that complies with Defence Smart Infrastructure Manual. Hot water generation for ablutions will be via commercial air to water heat pumps with electrical boosting. No roof water collection for reuse is proposed for this project. No gas services are proposed for this Project.

Electrical Services

40. The electrical (power and lighting) services conform to the requirements of all applicable legislation, codes of practice and guidance publications relevant to New South Wales, as well as Defence Standards and Guidelines, such as the *Manual of Infrastructure Engineering – Electrical* and the *Defence Smart Infrastructure Manual*.

Fire Protection

41. Fire Protection has been addressed through compliance with the Manual of Fire Protection Engineering, and the Building Code of Australia. The Project has assessed the asset classification and criticality in order to determine the fire protection systems to be implemented in all facilities.

Security Measures

42. The security arrangements are a suite of measures based on the Defence-in-Depth principles. Security measures are compliant with statutory requirements and Defence's Security Principles Framework and address all requirements identified by the Protective Security Working Group. The security design of the site will ensure that any new facilities conform to the existing security system employed by the base.

Acoustics

43. The new facilities will comply with relevant Australian Standards for acoustics and align with the existing Romeo facilities. Aircraft noise has also been considered in the design of working accommodation. In addition, appropriate acoustic separation has been considered in construction elements, while surface finishes are being designed to achieve suitable reverberation control in sensitive spaces.

Work Health and Safety

44. The Project will comply with the following:

a. *Work Health and Safety (WHS) Act 2011 (Cth)*

b. *Work Health and Safety (WHS) Regulations 2011 (Cth)*

c. Work Health and Safety (Commonwealth Employment – National Standards) Regulations

d. relevant Australian Standards (AS)

e. relevant Codes of Practice (CoPs)

f. relevant Defence policies.

45. In accordance with Section 35 (4) of the *Building and Construction Industry (Improving Productivity) Act 2016 (Cth)*, contractors will also be required to hold full Work Health and Safety accreditation from the Office of the Federal Safety Commissioner under the Australian Government Building and Construction Work Health and Safety Accreditation Scheme.

46. Safety aspects of the Project have been addressed during the design development process and have been documented in a safety in design report. A Work Health Safety plan will be developed for the construction phase prior to the commencement of any construction activities.

Materials and Furnishings

47. External walls for new buildings will be a mixture of concrete panels and steel framing, with profiled metal cladding and prefinished fibre cement cladding, as well as aluminum-framed glazing. Pre-finished profiled steel roofing and stainless-steel rainwater fittings have also been selected.

Landscaping

48. The proposed new landscape works will complement and enhance the character of each site. The landscape design will focus on a functional, low maintenance, water sensitive approach with the use of native plants. Precautions will be taken to adhere to environmental requirements by adopting landscaping practices in accordance with local environmental conditions and the Construction Environmental Management Plan and installed to Australian Standards.

Childcare Provisions

49. There is no requirement for childcare facilities under the Project.

Provisions for People with Disabilities

50. Access for people with disabilities will be provided in accordance with the National Construction Code Building Code of Australia Disability, *Australia Standard 1428* and the *Disability (Access to Premises - buildings) Standards 2010*.

Environmental Sustainability

51. Defence is committed to ecologically sustainable development and reducing greenhouse gas emissions. The Project has adopted cost effective measures as a key objective in the design and development of the proposed works. These include:

a. **Energy targets.** Energy performance targets will comply with the Defence Smart Infrastructure Manual where applicable.

b. **Use of renewable energy.** The Project will make use of the Defence Renewable Energy and Energy Security Program's recently implemented solar power generation on site.

c. **Measures to reduce energy and water use.** The buildings' utility infrastructure and mechanical services will be selected to enable the equipment to operate safely and efficiently within a temperature range suitable to minimise energy demand.

d. **Construction techniques.** Efficient construction waste management requirements to reduce carbon emissions from construction.

Potential Impacts

52. Defence has conducted rigorous assessments to identify potential environmental and local community impacts, and propose suitable mitigation measures. The main areas of assessment and an overview of the findings include:

a. **Flora and Fauna Impacts.** Given the development is proposed to occur within established, cleared, infrastructure footprints, it is very unlikely that threatened ecological communities or species will be impacted.

b. **Heritage Impacts.** There are no Commonwealth or State Heritage Listed places, or sites of historic or cultural significance within or adjacent to the proposed development.

c. **Noise Impacts**. There will be no significant noise impacts to local communities during the proposed development of the Project. The new aircraft will be operated in accordance with already established flying routines and existing noise

abatement procedures as detailed in the En Route Supplement Australia publication on the Air Services Australia website. The overall impact of increased aircraft operations at both sites is not considered significant.

d. **Contamination Impacts**. Intrusive investigation results at HMAS *Albatross* confirmed that contaminants (including PFAS) were below the commercial/ industrial land use criteria in the proposed development area and concluded that re-use of disturbed soil during the development is acceptable. Excavated soil material will be retained on base and managed in accordance with the strategies detailed in the contamination assessment report and the *Defence PFAS Construction and Maintenance Framework*. There were no concerns for contamination impacts at HMAS *Stirling*. The new facilities are not expected to result in significant generation of pollutants, chemicals or other toxic substances.

e. **Traffic, Transportation and Road Impacts**. Defence does not anticipate material impacts at either establishment on local traffic from the construction or operation of the proposed facilities.

53. Based on the findings of the assessments undertaken by the Project, Defence has determined that existing environmental and heritage values will not be significantly impacted by the Project. Therefore, the Project is not required to be referred to the Minister for the Environment and Water under the *Environmental Protection and Biodiversity Conservation Act 1999 (Cth).*

Consultation with Key Stakeholders

54. Defence has developed a community consultation and communications strategy that recognises the importance of providing local residents and other interested stakeholders an opportunity to provide input into, or raise concerns relating to, the proposed works.

55. **HMAS *Albatross.*** Defence has, and continues to, engage with a variety of internal and external stakeholders during Project development to date. These include:

a. The Federal Member for Gilmore, Mrs Fiona Phillips MP

b. The New South Wales Member for South Coast, Ms Liza Butler MP

c. The New South Wales Member for Kiama, Mr Gareth James Ward MP

d. The Mayor of Shoalhaven City Council, Mayor Amanda Findley

e. Airservices Australia

f. Civil Aviation Safety Authority

g. Local Industry Groups:

   i. Air Affairs Australia

   ii. Sikorsky Australia

   iii. Partech Systems

   iv. Kratos Defence Australia

   v. Shoalhaven Business Chamber.

h. Local Environmental Groups:

   i. Shoalhaven Landcare

   ii. Australian Conservation Foundation – Shoalhaven Branch.

i. Other Local Groups:

   i. Nowra Aboriginal Land Council

   ii. Wreck Bay Aboriginal Community Council

   iii. Nowra Motoplex.

56. **HMAS *Stirling***. Defence has, and continues to, engage with a variety of internal and external stakeholders during Project development to date. These include:

a. The Federal Member for Brand, The Hon. Madeleine King MP

b. The Western Australia Member for Rockingham, The Hon. Magenta Marshall

c. The Mayor of Rockingham City Council, Mayor Deb Hamblin

d. The Mayor of Kwinana City Council, Mayor Peter Feasey

e. The Mayor of Cockburn City Council, Mayor Logan Howlett

f. Local Industry Groups:

   i. Rockingham Kwinana Chamber of Commerce

   ii. Master Builders Western Australia

   iii. Kwinana Industries Council.

g. Other Local Groups:

i. South West Aboriginal Land and Sea Council

ii. Rockingham Regional Environment Centre Naragebup.

Related Projects

57. The following project relates to the Project at HMAS *Albatross*:

a. **P0010 Airfield Maintenance Program.** This project is providing major maintenance to the runways, taxiways, aircraft pavements, aeronautical ground lighting and drainage across HMAS *Albatross*. Construction has commenced and is due to be completed by August 2025. The P0010 works do not impact this Project, however, the fill from P0010 excavations is planned to be used to build up the foundations for this Project.

58. There are a number of programs of work at HMAS *Stirling* which are significantly larger than this Project. The selected delivery methodology will ensure that this Project is deconflicted from other programs of work at HMAS *Stirling.*

Cost Effectiveness and Public Value

Project Costs

59. The estimated total capital out-turned cost of the Project is $132.7 million (excluding Goods and Services Tax). This includes management and design fees, construction, information and communications technology, furniture, fittings, equipment, contingencies and a provision for escalation.

60. There will be ongoing operating and sustainment costs resulting from the proposed works. This is primarily due to the new facilities for 808 Squadron and the extension to the Seahawk Simulation and Warfare Centre at HMAS *Albatross*.

Project Delivery System

61. RPS AAP Consulting Pty Ltd the current Project Manager / Contract Administrator may be appointed to manage the delivery phase of the works.

62. A Design Services Consultant has been engaged to provide design and specialty consultancy services. It is envisaged that this engagement will be extended for any further design development of the proposed scope and to provide quality inspections and certifications during construction.

63. A Head Contract form of contract is planned to deliver the works at HMAS *Albatross*, with the Head Contractor being appointed to procure trade contractors and manage the construction of the works. The Head Contractor form of delivery provides the Commonwealth with direct control over the design and quality of the Project. The Head Contractor delivery methodology will also assist to promote opportunities for small to medium enterprises by sub-contracting construction trade packages.

64. The work at HMAS *Stirling* will be delivered by another program of works. Given the minor nature of works, this will save the Project the cost of a contractor procurement and to assist with scheduling works and traffic management at HMAS *Stirling*. The methodology chosen will promote opportunities for small to medium enterprises by sub-contracting construction trade packages.

Construction Program

65. Subject to Parliamentary approval, design activities are expected to be completed by end 2024, and construction is expected to commence in mid-2025 for completion by mid-2027.

Public Value

66. Defence has comprehensively assessed public value, opportunities and benefit to the community as a result of the proposed works:

a. **Economic impacts:** the Project expenditure will support the Australian economy, in particular in the construction and professional services sectors in the Shoalhaven and Illawarra regions.

b. **Employment opportunities:** The Project will employ a diverse range of consultants, contractors and construction workers, and is expected to generate opportunities for up-skilling and job training to improve individual skills and employability on future projects.

c. **Local industry and Indigenous business involvement opportunities:** Defence and the Head Contractor will actively promote opportunities for small and medium local enterprises through construction trade packages. The Head Contractor will also develop a Local Industry Capability Plan and an Indigenous Participation Plan to detail how it will engage with and maximise opportunities for local industry and Indigenous businesses, while providing Value For Money to the Commonwealth.

Below the Line Items

67. The Project has identified and prioritised Below the Line scope items that are currently unable to be funded within the Project's approved budget. In the event the Project experiences trade savings through tendering, or retirement of risk provision during delivery, the following scope items may be delivered:

a. Additional Carpark at HMAS Albatross

b. Automation of Helicopter Support Facility Hangar Doors at HMAS Stirling.

Revenue

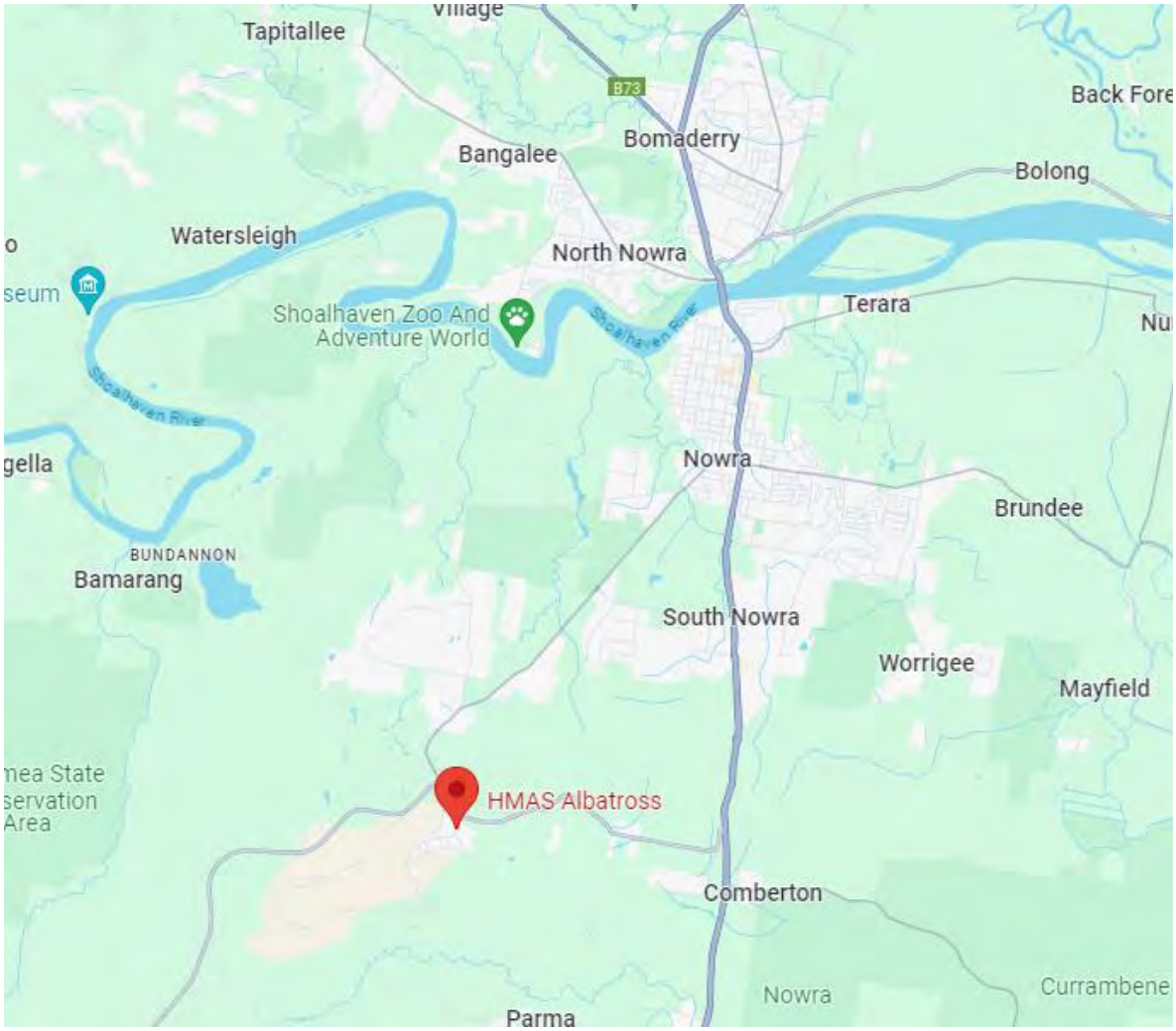
68. No revenue is expected to be derived from the Project.

Attachments

1. Locality Plan – HMAS *Albatross*
2. Locality Plan – HMAS *Stirling*
3. Scope Overview – HMAS *Albatross*
4. Scope Overview – HMAS *Stirling*

Attachment 1

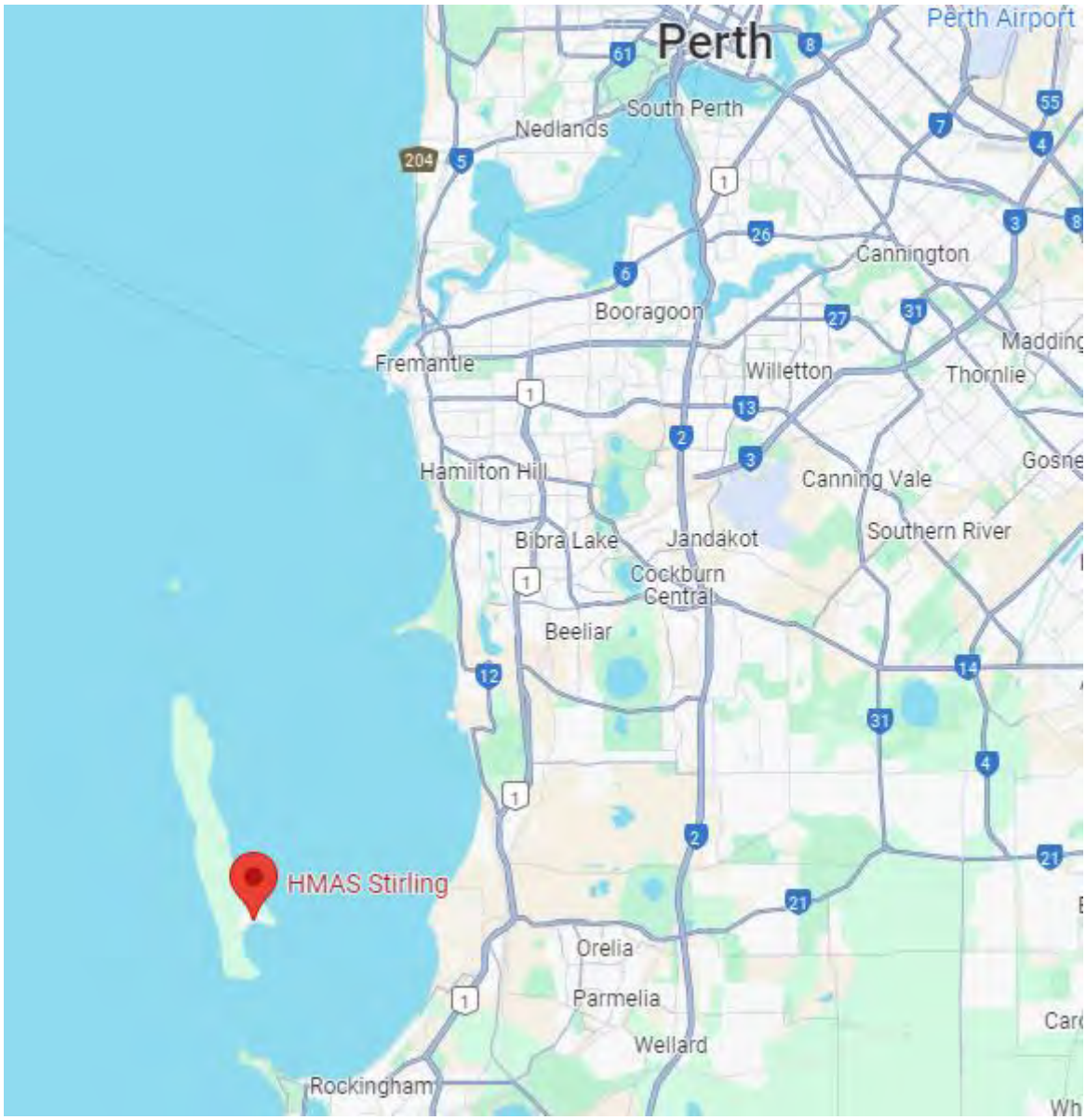
Locality Plan – HMAS *Albatross*



HMAS *Albatross*, New South Wales

Attachment 2

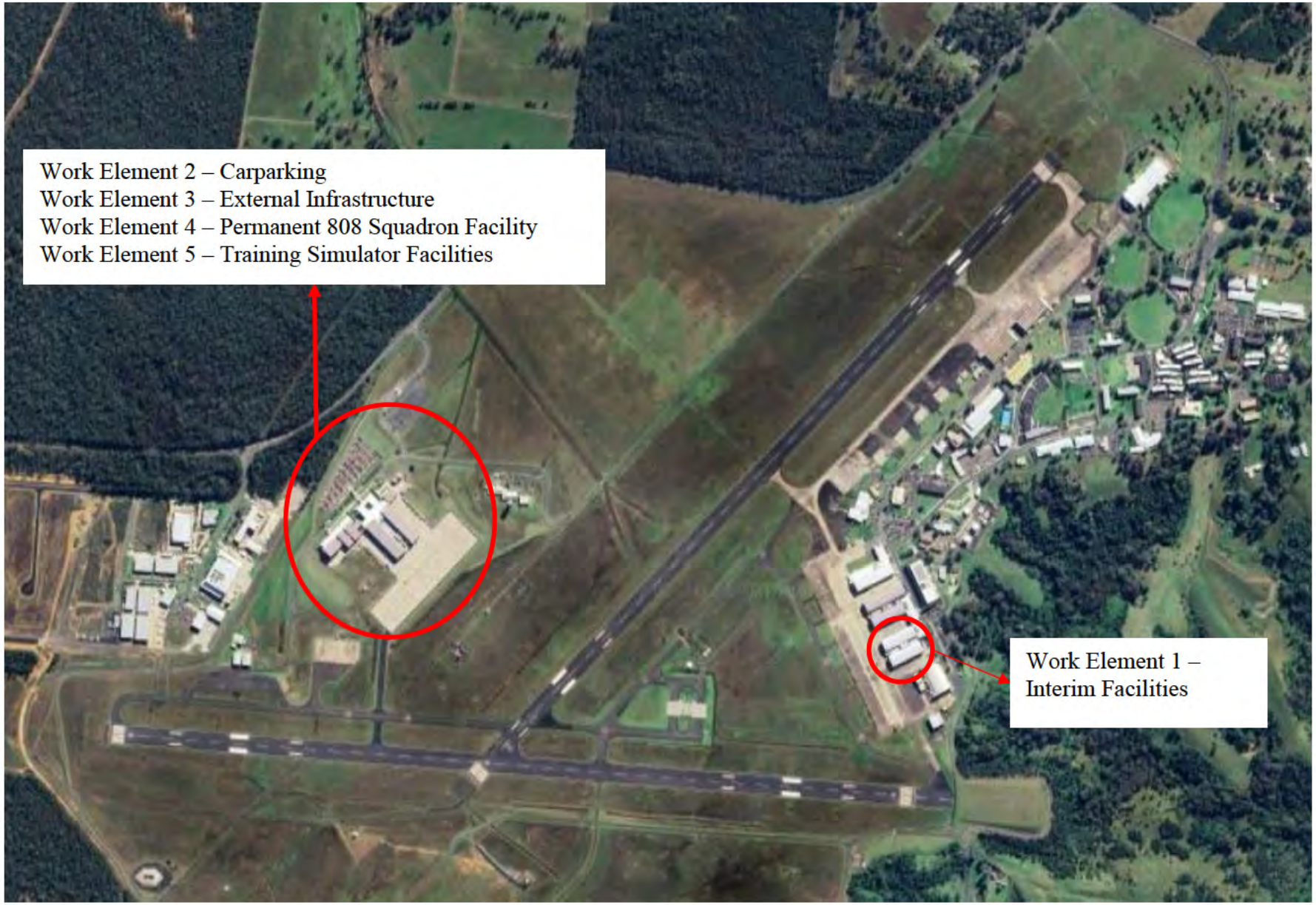
Locality Plan – HMAS *Stirling*



HMAS *Stirling*, Garden Island, Western Australia

Attachment 3

Scope Overview – HMAS *Albatross*

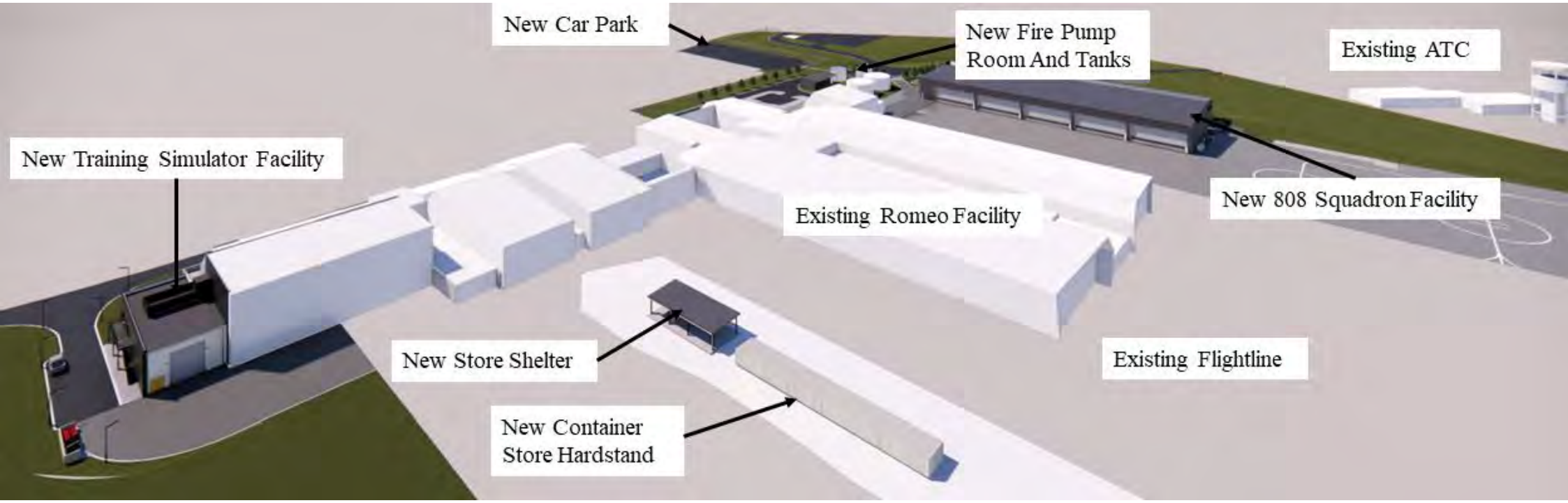


Attachment 3

Perspective from North

Attachment 3

Perspective from South



Attachment 3

Perspective from East

Attachment 4

Scope Overview – HMAS *Stirling*

Attachment 4

Work Element 7 – Materials Handling Equipment Shelter