



Australian Government

Department of Defence

Defence Support and Reform Group

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**Ms Kirsten Livermore MP**

Chair

Parliamentary Standing Committee on Public Works

Parliament House

CANBERRA ACT 2600

**Submission No. 01.2**

(Air Warfare Destroyers)

Date: 23/04/13

Dear Ms Livermore

**COMMUNITY CONSULTATION REPORT FOR THE LANDING HELICOPTER DOCK (LHD) AND AIR WARFARE DESTROYER (AWD) SHIP SUSTAINMENT FACILITIES PROJECTS**

This letter is to inform the Parliamentary Standing Committee on Public Works (PWC) about the nature and extent of community consultation undertaken as part of the LHD and AWD Ship Sustainment Facilities projects.

In general, no significant issues have been raised through Defence's comprehensive and wide-spread community consultations. There was general concern in the community, however, that the project would result in more helicopters flying in and around Sydney. This appears to have arisen from confusion surrounding the name of the Landing Helicopter Dock ship. There are no planned changes in current Defence helicopter operations in and around Sydney as a result of the projects.

Broadly, the strategy for community consultation adopted by Defence was undertaken with the objectives of:

- ensuring that the community was informed about the project using effective, proven communication channels; and
- ensuring that the community had every opportunity to raise issues of concern so that wherever feasible they could be addressed by the project team in the program of works.

Four main activities were undertaken under the consultation plan. These included:

- briefings with key stakeholders including local, state and federal representatives (as listed in annex A);
- direct mail-outs to 18 residents along Holmes Street and Avoca Street in Randwick given their proximity to the proposed works at Randwick Barracks;
- advertisements in three local newspapers and on the Garden Island Community website; and

- three Public Information Sessions held on the 9, 10 and 11 April 2013.

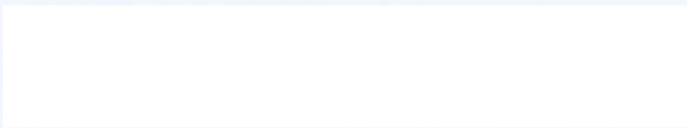
The main issues discussed with the six people who attended the Public Information Sessions were:

- general information regarding the new ship capability, including their arrival at Garden Island and potential visual and overshadowing impacts;
- general information regarding the project scope, including clarification that the project would not result in more helicopters landing at the proposed sites;
- general information regarding Defence's approval process for the proposed facility works;
- the impact of traffic on the surrounding road networks at HMAS *Watson* and Randwick Barracks;
- overshadowing of adjoining residences at Randwick Barracks;
- the visual impact of the proposed facility at HMAS *Watson*; and
- the impact of the proposed facility on heritage items, such as indigenous artefacts, at HMAS *Watson*.

Defence is satisfied that it has taken all reasonable steps to inform the community about the LHD and AWD Ship Sustainment Facilities projects. The extremely low turn-out to the Public Information Sessions suggests that the key issues have been adequately addressed. This was supported by some attendees at the HMAS *Watson* Public Information Session who commented that most of their concerns were addressed in the Statement of Evidence they viewed on the PWC website.

A table summarising the issues raised by stakeholders is provided for your reference at attachment 1. A more detailed briefing on methodology, the LHD and AWD Ship Sustainment Facilities Consultation Plan and outcomes can be provided to the Committee upon request.

Yours sincerely

  
**D.S. NAUMANN**  
Brigadier  
Director General  
Capital Facilities and Infrastructure  
16 April 2013

**Annex:**

- A. List of Stakeholders Consulted

**Attachment:**

1. Summary of Issues Table

### List of Stakeholders Consulted

The following is a list of stakeholders consulted by the project team:

- Federal Member for Wentworth, the Honourable Malcolm Turnbull MP: advised that a meeting was not required;
- Federal Member for Kingsford Smith, the Honourable Peter Garrett MP: briefed on Friday 12 April 2013;
- Federal Member for Sydney, the Honourable Tanya Plibersek MP: a representative from her office, Ms Ruth Graver, was briefed on Tuesday 9 April 2013;
- New South Wales State Member for Sydney, Alex Greenwich MP: briefed on Thursday 11 April 2013;
- New South Wales State Member for Maroubra, Michael Daley MP: briefed on Monday 8 April 2013;
- New South Wales State Member for Vaucluse, Gabrielle Upton MP: briefed on Friday 12 April 2013;
- City of Sydney Council and Lord Mayor Clover Moore: briefed on Tuesday 9 April 2013;
- Randwick City Council and Mayor Tony Bowen: briefed on Thursday 11 April 2013;
- Woollahra Municipal Council and Mayor Andrew Petrie: briefed on Tuesday 9 April 2013;
- Sydney Harbour Federation Trust: briefed on Monday 8 April 2013; and
- Sydney Harbour Foreshore Authority: briefed on Friday 12 April 2013.

## Attachment 1

<b>Summary of Issues</b>		
<b>Question/Comment:</b>	<b>Discussed with:</b>	<b>How each issue has been addressed:</b>
<b>HMAS <i>Watson</i></b>		
Will the proposed facility impact views from the Harbour?	<ul style="list-style-type: none"> <li>• Members of the community</li> <li>• Political stakeholders</li> </ul>	The visual impact of the proposed facility at HMAS <i>Watson</i> has been a key consideration in the siting and design process, given the base's position on the Harbour. The proposed facility is one-storey in height and sits below the surrounding tree line, and the selected colour scheme complements the immediate surrounds to assist in reducing the visual impact.
Will any trees be removed?	<ul style="list-style-type: none"> <li>• Members of the community</li> <li>• Political Stakeholders</li> </ul>	A detailed Environment and Heritage Impact Assessment has been prepared for the proposed works. This has been drafted for Defence by expert professionals to address likely issues of concern for Defence and the community. The Assessment concluded that minimal environmental impacts would occur as a result of the proposed works. While some trees are required to be removed to accommodate the proposed facility, some additional trees will be planted on-site and an endangered Sunshine Wattle tree will be relocated.
Will the proposed facility impact any heritage items such as indigenous rock carvings?	<ul style="list-style-type: none"> <li>• Members of the community</li> </ul>	A detailed Environment and Heritage Impact Assessment has been prepared for the proposed works. The Assessment concluded that there would be no significant impacts on heritage values at HMAS <i>Watson</i> , however, the works are proposed in close proximity to a site possessing some indigenous heritage values. The considered siting and design of the facility will ensure there are no negative impacts on any items of heritage.
Will there be an increase in personnel on the Base?	<ul style="list-style-type: none"> <li>• Members of the community</li> </ul>	There will be a net increase of 40 personnel at HMAS <i>Watson</i> as a result of the new AWD capability, however, this will only be in the short-term, and reduce roughly to current levels once the Adelaide Class Guided Missile Frigate simulator is de-commissioned.
How many trucks will be generated during construction and what will the impact be?	<ul style="list-style-type: none"> <li>• Members of the community</li> <li>• Political stakeholders</li> </ul>	A detailed Traffic Impact Assessment has been prepared for the proposed works. It is anticipated that there will be a maximum of 28 trucks generated per day during construction. Construction Management Plans will be prepared and implemented to alleviate the impact on the local road network.
Will there be car parking provided as personnel vehicles already spill outside the base?	<ul style="list-style-type: none"> <li>• Members of the community</li> </ul>	A temporary car park will be constructed on the Base to provide additional parking during construction. Upgrading of this car park to a permanent status to address long term parking requirements will be considered under an upcoming project.
<b>Garden Island</b>		
What facilities are required at the water's edge?	<ul style="list-style-type: none"> <li>• State Authority</li> </ul>	Overall, there are minimal works required at the wharves to accommodate the new capability. The works that are required include a fendering system to ensure the force of the ships does not damage the wharves when berthing, and upgrades to cope points for the provision of services to the ships.

<b>Summary of Issues</b>		
<b>Question/Comment:</b>	<b>Discussed with:</b>	<b>How each issue has been addressed:</b>
What impact will the proposed facility have on views from the Harbour?	<ul style="list-style-type: none"> <li>Political Stakeholders</li> <li>State Authority</li> </ul>	The visual impact of the proposed facility at Garden Island has been a key consideration in the siting and design process given the prominent position of the base on the Harbour. The proposed facility will replace an existing facility on a slightly smaller footprint and the visual impact will be minimal.
When will the first ship arrive?	<ul style="list-style-type: none"> <li>Political Stakeholders</li> <li>State Authority</li> </ul>	The first LHD is expected to arrive in December 2013.
Will helicopters be landing at Garden Island?	<ul style="list-style-type: none"> <li>Members of the Community</li> </ul>	There will be no more helicopters landing at any of the three proposed sites as a result of the operation of the new capability or the proposed support facilities. While the new capabilities are both equipped with helipads, Navy's helicopters are based in Nowra and will fly to the ships at sea or will already be embarked on-board the ships in port.
Public access and cruise ship access at Garden Island.	<ul style="list-style-type: none"> <li>Political Stakeholders</li> </ul>	There is no long term plan to increase public access to Garden Island. The Government has committed to three cruise ship visits in the 2013/14 cruise season. Beyond then, the issue of longer term cruise ship access remains subject to Government consideration
<b>Randwick Barracks</b>		
Will helicopters be landing at Randwick Barracks?	<ul style="list-style-type: none"> <li>Political stakeholders</li> <li>Members of the community</li> </ul>	There will be no more helicopters landing at any of the three proposed sites as a result of the operation of the new capability or the proposed support facilities
Will the proposed facility overshadow adjoining residences'?	<ul style="list-style-type: none"> <li>Political stakeholders</li> <li>Member of the community</li> </ul>	The proposed two-storey LHD and AWD Training Centre has been sited and designed to reduce overshadowing of adjoining residences on Holmes Street to the south. The proposed facility is setback 30 metres from the southern boundary, which is 14 metres more than the existing facility, given it is slightly higher. Overshadowing of the nearest residence will only occur between 7:30am and 8:00am around 21 June, and this will be minimal.
What is the overall construction timeframe and when is construction permitted each day?	<ul style="list-style-type: none"> <li>Member of the community</li> </ul>	Subject to parliamentary approval, construction is expected to commence in July 2014 and conclude in October 2015. Construction is permitted between 7:00am and 5:00pm on weekdays and between 8:00am and 4:00pm on Saturdays although construction will not be encouraged on Saturdays.
How many trucks will be generated during construction?	<ul style="list-style-type: none"> <li>Member of the community</li> </ul>	A detailed Traffic Impact Assessment has been prepared for the proposed works. The Assessment indicated that the construction of the facility at Randwick Barracks is anticipated to generate a maximum of 55 trucks per day which is not considered to have a significant impact on the local road network.
The proposed site is highly visible from outside the Base and there is a need to ensure it looks good.	<ul style="list-style-type: none"> <li>Political stakeholders</li> </ul>	Defence assembled a highly skilled team of architects to design the proposed facility. The design represents a functional solution that meets Defences' needs whilst complementing and enhancing the character of the site. A comment regarding changing the colour of the proposed facility to soft grey will be investigated as part of finalising the design.
Will the proposed Training Centre be permanent?	<ul style="list-style-type: none"> <li>Political Stakeholders</li> </ul>	Yes. The LHD and AWD Training Centre will be a key element of future Navy Sustainment Training following the decision to retain Randwick Barracks.

<b>Summary of Issues</b>		
<b>Question/Comment:</b>	<b>Discussed with:</b>	<b>How each issue has been addressed:</b>
<b>Other</b>		
The submission period is too short.	<ul style="list-style-type: none"> <li>• Political Stakeholders</li> </ul>	The length of the submission consultation period is set by the PWC Secretariat after consideration of the date of referral and the Committee's other commitments.
What is the approvals process and have you consulted with the Council?	<ul style="list-style-type: none"> <li>• Political Stakeholders</li> <li>• State Authorities</li> <li>• Members of the Community</li> </ul>	Defence complies with the process outlined in the Public Works Act (Cwlth) as administered by the Department of Finance and Deregulation. Under this process, Defence is required to achieve both Government and Parliamentary approval prior to constructing the works. Defence is not required to seek approval from the NSW Local Government; however, representatives from Woollahra Municipal Council, City of Sydney Council and Randwick City Council have been consulted on the proposed works.
What visual impact will the ships have on the local community?	<ul style="list-style-type: none"> <li>• Political Stakeholders</li> <li>• State Authorities</li> </ul>	A Visual Impact Assessment and Shadow Study has been undertaken to address the potential impacts of the LHDs when berthed at Garden Island. The assessments considered the impact of overshadowing to be negligible.