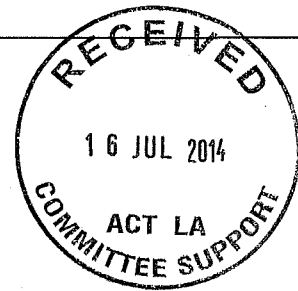




LEGISLATIVE ASSEMBLY
FOR THE AUSTRALIAN CAPITAL TERRITORY

SELECT COMMITTEE ON ESTIMATES 2014-2015

Brendan Smyth MLA (Chair), Mary Porter MLA (Deputy-Chair),
Giulia Jones MLA, Yvette Berry MLA



ANSWER TO QUESTION ON NOTICE

Mr Steve Doszpot MLA : To ask the Minister for Economic Development

Ref: Land Development Agency, Budget Paper No: Page number , output class

In Relation to: Yarralumla Brickworks plans

1. What is the total land sales revenue expected by the LDA for the proposed Canberra Brickworks and Environs development and how much of that revenue is in the forward estimates period? Please detail annual revenue targets.
2. What are the anticipated total costs of the proposed development, including earthworks, provision of all services, road works, relocation of existing services, upgrade to existing roads and infrastructure, upgrade of connecting arterial roads and transport routes?
3. What consideration has been given to concerns from residents that the Robson cost assessment for asbestos remediation does not take into consideration the extent of the area to be remediated?
4. In the event the area requiring asbestos remediation is far more extensive than what has been budgeted for, what impacts, including financial and health, will that have on other aspects of the development?
5. What studies have been conducted into the current status of asbestos and other hazardous materials on the existing Brickworks site? Please provide copies of any undertaken including recommendations.
6. In the event hazardous materials are found on the Yarralumla brickworks site, where will these materials be removed to?
7. Why is there now an 8 storey maximum in West Deakin when there was none in the 2010 plan; a 4-8 story maximum along Adelaide Avenue when it was a 4 storey maximum and a 3 storey maximum for the remainder in 2010 and now a range of 2,3 and 6 storey maximums?
8. What is the rationale for the decrease in commercial space?
9. What consultation or ongoing dialogue has occurred between LDA officers and Roads ACT on traffic management issues associated with the development
10. What status has the traffic and transport study undertaken by SMEC in 2013 given cost is likely to restrict adoption of many of its recommendations?
11. What additional impact will the Hellenic Club's plans to build 75 apartments on the current site of the Deakin Bowling Club have on traffic flows in that region?

12. What capacity does the existing roundabout near the Equinox building have to cope with increased traffic flows along Kent Street and Kent/Novar /Adelaide Avenue with the additional developments being planned?
13. Why have Yarralumla residents been denied access to key feasibility studies, including but not limited to, studies done by MacroPlan Dimasi in 2012-2013 which are referenced on the LDA website?
14. What studies have been done into traffic flow issues for the area in the last 5 years?
15. Please provide copies of any studies undertaken.

MINISTER BARR: The answer to the Member's question is as follows: –

1. This level of detail is not available at this time.

The modelling to date takes account of the general estate development costs, as well as Government commitments to various key project elements such as multiple parklands, conservation of the Canberra Brickworks, remediation works, and delivery of a new bus stop on Adelaide Avenue.

The LDA is also currently engaging with the community on the proposed development, and any refinements to the proposed strategy may impact on costs and returns of the proposal.

To deliver the current Strategy, it is also necessary to undertake a draft variation to the Territory Plan, an amendment to the National Capital Plan, referral under the *Environment Protection and Biodiversity Conservation Act 1999*, and an Environmental Impact Statement under the *Planning and Development Act 2007*. These processes may also influence the outcome of the development yields, and hence projected returns.

2. Anticipated construction costs reflect staged delivery over 5 years, and are consistent with estate development costs currently contracted by the LDA. Project costs that are specific to the Canberra Brickworks project are associated with the landscaping of three parks (Denman Street Park, Quarry Park and the Railway Heritage Park at a cost of approximately \$15M), investment in 'making safe' of the Canberra Brickworks Complex (\$1.5M) and construction of a new bus stop on Adelaide Avenue (\$3.3M). These project elements have been costed by specialised consultants and quantity surveyors.
3. The cost estimate for the remediation at the Canberra Brickworks and wider study area is in the vicinity of \$5M and has been prepared as a result of multiple studies commencing in 2001. The process to remediate this land is based on these studies.
4. Based on expert consultant advice, the LDA has committed \$2.1M of expenditure in addition to capital funding of \$2.9M received by TAMS in order to complete remediation of the area to be developed. The development commitments publically stated by the LDA take into account the funding required to remediate the site.
5. Multiple studies into contamination at the Canberra Brickworks have been prepared over the previous 13 years. The most current of these reports have been released through a Freedom of Information request, and is available through the following website
http://www.cmd.act.gov.au/open_government/report/freedom_of_information_online .
6. In order to commence works on site, a Remediation Action Plan (RAP) is being prepared. The RAP is being undertaken by an ACT licensed Class A asbestos assessor, and this document will also be approved by the appointed independent Site Auditor. The RAP will present a range of remedial options for the nature and extent of impacts at the Canberra Brickworks site. The RAP will also define suitable locations for disposal of contaminated waste.

7. The *ACT Planning Strategy* (2012) sets a target for the delivery of 50 per cent or more of new housing through urban intensification. The Canberra Brickworks + Environs Planning and Development Strategy proposes the development of land surrounding the Brickworks to provide a range of housing options, and commercial space primarily located in Deakin to support the West Deakin Business Park. The Canberra Brickworks + Environs project is an example of how the ACT's strategic planning policy – which was informed by conversations with the Canberra community in *Canberra Time to Talk 2030* – can now be implemented.
8. Commercial feasibility studies undertaken in 2012-13 have informed the land uses proposed in the current strategy.
9. The LDA has worked closely with TAMS to date and remains committed to on-going review and refinement of the traffic and transport measures proposed in the current Strategy. The LDA, in consultation with TAMS and Economic Development Directorate's capital works team, will continue investigations into improved transport and traffic options, with the intent to minimise traffic impacts on the existing suburban areas wherever possible.
10. The recommendations provided by SMEC have informed the financial modelling of the proposed development.
11. Any Development Applications are incorporated into traffic modelling software administered by the Environment and Planning Directorate to ensure appropriate traffic mitigation measures are undertaken by the proponent.
12. This intersection is being modelled as part of the current traffic and transport study being undertaken by SMEC.
13. Reasons for 'partial' or 'exempt' release of available documentation are provided in the decision letter published on the ACT Government Freedom of Information website.
14. Traffic studies were prepared in 2010 as part of the draft Strategy for development at the Canberra Brickworks + Environs and were reviewed in 2013, and are available on Freedom of Information website link provided in the response to Question 5.

This study is under review again, following concerns raised by the community, in order to optimise traffic outcomes for future and existing residents.

16. The new traffic modelling outcomes are being coordinated and reviewed by ACT Government Agencies. Revised traffic study by SMEC (Canberra Brickworks and Environs Options and Evaluation Report Update) will be made available to the public in early September for further comment.

Approved for circulation to the Select Committee on Estimates 2014-2015

Signature: 

Date: 14.7.14

By the Minister for Economic Development, Andrew Barr MLA