



Andrew Barr MLA

MINISTER FOR EDUCATION AND TRAINING
MINISTER FOR PLANNING
MINISTER FOR TOURISM, SPORT AND RECREATION
MINISTER FOR GAMING AND RACING

MEMBER FOR MOLONGLO



2008-2009 Annual Reports Hearings – Question taken on notice

Pages	Topic	Questions on Notice
172 & 173	FOI requests and costs	THE CHAIR: Mr Coe mentioned FOI requests a little while ago. On pages 172 and 173 the report lists FOI requests and the response times. Who in the main asks for these requests and what is the cost to the agency in furnishing this information? Mr Barr: There are a variety of sources, Madam Chair. There is a lot of interest in the Assembly, but that is not the only place that FOIs come from. I will have to seek some advice on the exact cost of FOIs. It is considerable. Whilst we clearly recognise people's right to utilise the act, it does not come for free. It does not come without considerable staff time for the relevant agencies.

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

Of the 62 Freedom of Information requests received in 2008-09, 16 were from MLAs, eight from businesses and there were 38 others.

With regards to the question of the cost incurred by the agency for these FOI request, as advised at the hearings extracting this information is considered to be too costly in terms of ACTPLA resources.

Approved for circulation to the Member and incorporation in Hansard.

Andrew Barr MLA
Minister for Planning

Date: 25.1.10

ACT LEGISLATIVE ASSEMBLY

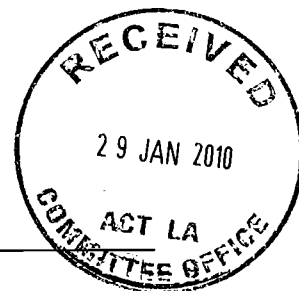
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Pages	Topic	Questions on Notice
	Page property change of hands	MRS DUNNE: Mr Simmons, when did the Page property change hands? Mr Simmons: I would have to get back to you on the exact date of the transfer.

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

The current lessee has been the registered owner of Block 3 Section 7 Page since 1 September 2006.

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Date: 27.1.2010

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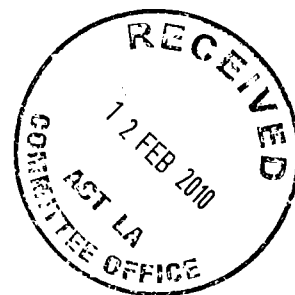
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17/2/10



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Pages	Topic	Questions on Notice
66-69	Employee Expenses	MR COE: What is the reason for the couple of million dollar increase in employee costs, employee payments? Mr Savery: ... I am not sure we are capable of giving you a complete answer right now; perhaps we could take that on notice, yes. THE CHAIR: I think that would be the best idea and you can get back to him or back to all of us.

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

The amount reported in the Annual Report as "Original Budget 2009" for "Employee Expenses" (as well as other expense items) at page 42 is the amount appropriated through the Budget process (refer Budget 2008-2009 Paper No: 4, page 404). The amount reported as "Actual 2009" represents the amount actually expended on "Employee Expenses".

ACTPLA also retains income generated by certain charges levied on users (ie own source revenue). I understand that the difference between the "Original Budget 2009" and "Actual 2009" reflects the fact that, in part, this additional income is expended on the cost of staff involved in delivering the services which attract those fees.

Thus the "Original Budget" figure is that element of GPO appropriated specifically for the purpose of employee expenses, while the "Actual" figure reflects total expenditure on staffing including that paid both from GPO and by income from own source revenue.

The reporting is consistent with the *Financial Management Act 1996*, Accounting Standards, and other mandatory financial reporting measures in Australia.

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Minister for Planning

Date: 10. 2. 10

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2008-2009 Annual Reports Hearings – Question taken on notice

Pages	Topic	Question on Notice
81-82	Well Station Drive realignment – additional costs	MR COE: Regarding the Wells Station Drive— Can someone please substantiate the \$6 million cost that was advised to my office as the potential cost of realignment of Well Station Drive and provide a detailed breakdown of the \$6 million which shows the costs in more detail than was provided?

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

The figure of \$6 million comprises the following components:

- A preliminary estimate to construct the alternative eastern alignment is \$12 million (excluding GST). This is \$5 million more than the construction for the current alignment.
- The cost for signalling the intersection of Well Station Drive and Horse Park Drive as part of the road construction is \$0.7 million (excluding GST).
- The road and intersection redesign costs have been estimated by the design consultant as being \$0.33 million.

Further details are as follows:

- Construction of the alternative eastern alignment – additional cost of \$5 million.

This cost has been assessed on the basis of the following being required:

- Augmentation of the existing bridge over Sullivans Creek to install turning lanes into Well Station Drive and the future collector road into Throsby.

This will involve two additional lanes for turning traffic and will therefore be a doubling of the existing bridge width.

The current bridge will also require a detailed structural analysis to determine whether it is able to be widened. If the current bridge isn't suitable for widening it will need to be replaced (note that this potential extra cost has not been included).

- Nullarbor Avenue in Harrison will need to be extended by 270 metres to intersect with the alternate Well Station Drive alignment.

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- Unsuitable sub-grade material on the alternate road alignment, adjacent to the creek, will need to be removed and replaced with suitable road making material.
The extent of this removal is estimated for approximately 0.5 metres deep, 20 metres wide and 400 metres in length.
- The alternate alignment will need to be constructed at a height above the one in 100 year flood level to prevent inundation during significant rain events. This will require the importation of selected road making material.
- The cost of signalling the intersection of Well Station Drive and Horse Park Drive.
The estimate of \$0.7 million is the additional cost to incorporate traffic signals during construction. This was based on advice from the design consultant. The estimate also includes the signalisation design, traffic control units, road stub into Throsby and an allowance for contingencies.
- The road and intersection redesign costs – additional cost of \$0.33 million.
This cost has been assessed on the basis of the following being required:
 - engineering investigation and design of the alternate Well Station Drive and Nullarbor Avenue extension alignment;
 - investigate and redesign Horse Park Drive bridge;
 - geotechnical investigations;
 - detailed engineering surveys;
 - environmental, heritage and contamination investigations;
 - revisions of the noise study;
 - revision and detailed drawings of street lighting and landscaping designs;
 - an Environmental Impact Statement (the proximity of the alternate road alignment to Sullivans Creek triggers an EIS);
 - detailed road design drawings and reports;
 - detailed bridge design drawings and specifications;
 - revise and redraft Development Application documents.

Based on updated traffic modelling, the Government intends to bring forward the signalisation of the intersection of Well Station Drive and Horse Park Drive. This will occur to coincide with the construction of Well Station Drive.

These are preliminary estimates as provided by engineering consultants Cardno Young. Detailed costings can only be confirmed through commissioning forward design studies, however, these figures as an indication of the order of magnitude.

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Minister for Planning

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