

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 147

Program: n/a

Division/Agency: National Capital Authority

Topic: Yarralumla Brickworks Redevelopment – Dunrossil Drive and landscaping requirements – Meeting date with Land Development Agency

Proof Hansard Page: 90-91 (28 May 2015)

Senator Sterle, Glenn asked:

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Senator STERLE: I do not want you holding your breath on it, but how long ago did you write?

Mr Smith: The first letter was last year. The second letter was—

Senator STERLE: Last year?

Mr Smith: Last year.

Senator STERLE: And you have not had a response?

Mr Smith: We have had discussions. We can get the precise date to you. On my recollection, the second letter is February or March this year. We will confirm that.

Senator STERLE: Do they normally take months to come back to you?

Mr Smith: Sorry?

Senator STERLE: Do they normally take months and months to come back?

Mr Smith: There are a lot of complicated issues associated with that development. The LDA is working through them.

Senator STERLE: Thank you, Mr Smith. Can you advise why you did not seek a meeting with these officers, given that you would have been aware that the LDA was progressing its revised development plans?

Mr Smith: We have been in regular consultation with the LDA on this over some months now.

Senator STERLE: You have written to them. That is right?

Mr Smith: Yes.

Senator STERLE: There has been one response, and you have been waiting for a few.

Mr Smith: I am waiting for them to respond.

Senator STERLE: Are you actually having meetings with them?

Mr Smith: I have met them. I could give you the date of the last meeting I had with them on this matter. It would have been about a month ago.

Senator STERLE: Take that on notice.

Mr Smith: I can give you a sheet or a file of it.

Answer:

The NCA met with the Land Development Agency on 7 May 2015 to discuss access to Dunrossil Drive and landscaping requirements associated with the proposed Yarralumla Brickworks Redevelopment.

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ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 148

Program: n/a

Division/Agency: National Capital Authority

Topic: Urban Development-West Murrumbidgee – Consultation with the ACT Government

Proof Hansard Page: 93 (28 May 2015)

Senator Sterle, Glenn asked:

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Senator GALLACHER: There is no correlation between the surprise comment and the meetings taking place?

Mr Snow: I do not think so, Senator. Our working relationship with the ACT government is extremely strong. As the chief executive, I err on the side of providing information openly and transparently, and that is our commitment.

Senator STERLE: All I was trying to establish is that that is not right. You guys have been openly and actively engaged, and the ACT government was well and truly well aware before 30 April that you had begun a review?

Mr Snow: Yes.

Senator STERLE: You might like to write some dates just to clarify, if you can, Mr Snow. You do not have to do it now. Take it away and come back to the committee and say, 'That is not true. The chronology is we started back then and this is who we met with', if that is the case...

Answer:

The NCA first met with ACT Government representatives regarding the West Murrumbidgee project on 1 August 2014. NCA and ACT Government representatives met again in relation to the project on 25 September 2014 and 28 November 2014.

The NCA's report on assessment of the issues associated with the proposal was formally referred to the ACT Government on 4 February 2015. A response was received by the NCA on 11 March 2015.

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ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
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Question no.: 149

Program: n/a

Division/Agency: National Capital Authority

Topic: Paid Parking – Additional Estimates – Profit and Loss figures

Proof Hansard Page: 95 (28 May 2015)

Senator Bullock, Joe asked:

Senator BULLOCK: I take you back to the time of the additional estimates hearings. Just before that, there was some comment in the *Canberra Times*, or CT, about the introduction of parking meters. When I was reading the additional estimates statements, which of course was a riveting read, my eyes lit up when I saw some information on page 109 about the forecast of revenue from the paid parking and the upfront costs. I worked it out. I was trying to work out what sort of revenue the ACT was likely to generate out of this. Over the period listed in the additional estimates statements, which was 2014-15 to 2017-18, it seemed to me that it was likely, having regard for the upfront costs, to have been a loss maker. I asked a question and specifically referred to page 109. I went through the figures. Because I could not get an answer on the spot, I put a question on notice. I asked on notice whether I could get the net profit or loss from each of the years 2014-15 to 2018-19, having specific reference to page 109 of the additional estimates statements. I will read you your answer: See page 109 of the additional estimates statements 2014-15.

Mr Snow, allow me to tell you how I feel about being treated with studied contempt. I do not. I will put on notice the question now. Could I have the net profit or loss for the years 2014-15 to 2018-19, please, because it is not in the portfolio budget statements we have for this meeting? If you refer me to page 109 of the additional estimates statements, I will be particularly upset.

Mr Snow: I will be pleased to provide the information. We certainly will not be responding in that way.

Answer:

The total estimated administered revenue over the forward estimates is \$108m which includes revenue of \$7m generated through additional car parks identified through the 2014-15 PAES.

We received funding over the forward estimates for pay parking administration and capital works of \$10.8m, through the 2013-14 budget and \$20m through the 2014-15 PAES, totalling \$30.8m.

Revenue returned to the Australian Government over the forward estimates is \$69.2m.

The difference between administered revenue (\$108m) and the revenue returned to Government (\$69.2m) reflects the cost of installing and operating the scheme.

Expenses to administer pay parking include bank merchant fees, administration of parking infringement notices, cash collection fees, payment gateway fees, prosecution fees and contractor fees.

Capital expenses include supply and installation of ticket machines and car park upgrades.