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(No.)



PARLIAMENT OF TASMANIA

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

**Divisional Headquarters Development,
New Devonport Police Station**

Presented to His Excellency the Honourable Peter Underwood AM, Governor
pursuant to the provisions of the Public Works Committee Act 1914.

MEMBERS OF THE COMMITTEE

Legislative Council

Mr Harriss (Chairman)
Mr Hall

House of Assembly

Mr Booth
Mr Brooks
Ms White

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1. INTRODUCTION

To His Excellency the Honourable Peter Underwood, AM, Governor in and over the State of Tasmania and its Dependencies in the Commonwealth of Australia.

MAY IT PLEASE YOUR EXCELLENCY

The Committee has investigated the following proposal: -

Divisional Headquarters Development, New Devonport Police Station

and now has the honour to present the Report to Your Excellency in accordance with the Public Works Committee Act 1914.

2. BACKGROUND

In 2007 a review of Divisional Headquarters, Tasmania Police found that the Devonport Police Station was inadequate in terms of accommodation and design and did not match the standards required for modern policing practices. The Station was constructed in 1964 and whilst still maintained to a satisfactory level the design and facilities were not appropriate for optimal police services. A funding application was successful with the project being allocated \$6 235 000 from the Capital Investment program during the period 2009-2010 to 2011-2012.

The project will include the construction of a new police station, construction of new perimeter outbuildings, refurbishment of an existing warehouse store and the associated civil and landscaping works. The new facility will also provide sufficient accommodation for the future re-location of the Mersey State Emergency Unit.

The Department of Police and Emergency Management (DPEM) - Tasmania Police has provided a submission to the Committee seeking approval for the construction of new police divisional headquarters station at Devonport.

The main text of the submission in support of the project is as follows:-

“In August 2007 the Department of Police and Emergency Management (DPEM) completed a state-wide review of accommodation at police divisional headquarters.

The primary purpose of the Review was to determine whether available floor space at each Station could be more effectively utilised, assess the structural integrity of each site and potential to develop additional accommodation. The report findings formed the basis of a successful submission to Government requesting funding from the Capital Investment Program.

Three Divisional Headquarters Stations are to be redeveloped under this program, the first being the Eastern District Divisional headquarters followed by Devonport and Glenorchy.

The budget allocation for Devonport is \$6.235 million inclusive of construction, professional fees, furniture and other associated costs.

PROJECT SCOPE

The project will comprise:-

- construction of a new police station building;
- construction of new perimeter outbuildings;
- refurbishment of an existing warehouse store; and
- associated civil and landscaping works.

Philp Lighton Architects has been commissioned to undertake the briefing, schematic and developed design, documentation and contract administration for the project.

NEW PREMISES

Subsequent to works commencing on the redevelopment of the existing Station, Devonport City Council expressed interest in acquiring the current station property for future expansion and urban design requirements. Following negotiations between DPEM and DCC, DPEM have agreed to relinquish their current premises at 17 Oldaker Street, construct a new Police Station and relocate the services into a new building. DCC has offered a site in Wenvoe and Macfie Streets for this purpose, and a land transfer has been agreed between DPEM and Devonport City Council.

Whereas the redevelopment of the existing station would entail considerable disruption to the staff and their probable enforced relocation over the construction period, the new build station proposal means the current station can remain fully staffed and operational and once completed the staff and service can then be decanted into the new station building.

PROJECT COST

The new building and associated infrastructure will cost to the order of \$6.85M (ex GST) inclusive of professional fees and statutory charges.

COMMUNITY BENEFIT

Council Officers have previously indicated they would support the application, and see positives including:-

- Maintenance of the Police Station presence in the Devonport CBD;
- Increase in service provision within the City;
- Proximity to perceived trouble spots, such as the King Street nightclub area;
- Easy access and proximity to the Bass Highway, and thus to East Devonport and beyond;
- Substantial State Government investment in the City of Devonport; and
- The future relocation of the Mersey SES Unit to Devonport.

The proposal is compatible with the intent and development standards of the applicable Planning Scheme. The Police Station use - defined as a “Civic Building” – is now discretionary under the Scheme and requires a Planning Permit.

3. HISTORY AND CONTEXT

HISTORY AND CONTEXT

The Devonport Police Station was constructed in 1964 and is the divisional headquarters for the Devonport policing division which encompasses the following local government authorities, Central Coast Council, Devonport City Council and the Kentish Council. These areas are some of the fastest growth areas in the State.

Policing functions include general duties uniform, CIB, Western Drug Services and Western Prosecution Services (currently at Ulverstone). In addition officers from Traffic Services, Public Order Response Team and Victim Support Response Team utilise the station when operating in the area. The Devonport division has seven (7) Police Stations with these stations located at Devonport, Ulverstone, Penguin, Railton, Sheffield, Latrobe and Port Sorell.

In 1999 the Resource Distribution Methodology Project recommended the integration of the Devonport and Ulverstone Divisions to create a more functional division and to improve service delivery. The integration allowed more flexibility in providing a 24 hour policing service to the Division. CIB services were centralised under the command of a Divisional Inspector to provide a more co-ordinated and effective approach to managing crime.

Devonport's industry is focused on a number of key sectors comprising retail trade, manufacturing, health and community services, property and business services and education. Given Devonport's geographical location and natural resources, other important sectors are agriculture, transport and logistics and tourism. The Port is Devonport's most important economic asset as it provides one of Tasmania's key gateways for imports, exports and tourism.

DISTRICT PROFILE SNAPSHOT

- Number of Sworn Officers at Devonport Station – 60 (equals 4.84% of State district personnel)
- Number of Sworn Officers for Devonport Division – 80 (equals 6.97% of State district personnel)
- Number of Sworn Officers for Western District Prosecution Services – 11 (located at Ulverstone)
- Number of Police Stations in Devonport Division – 7 (2 are single person stations – Railton and Port Sorell)
- The population of the Division was about 63,147 (as at June 2009) which equalled about 12.54% of the State
- The population of Devonport Local Government Area is approximately 25,518 (5.07% of state population).
- There are about 266 kilometres of road in the Devonport District
- Tasmania's total road network covers approximately 24,000 km
- From 1 January 2009 to 31 December 2009 for Devonport Division there were 18287 CACS incidents

- From 1 January 2010 to 20 July 2010 for Devonport Division there were 9220 CACS incidents
- There are about 46,387 registered vehicles in the Devonport Division
- There are approximately 4,011 operating businesses in the Devonport Division
- Housing Tasmania currently has 1092 properties (as at July 2010) in the Devonport, East Devonport and Latrobe areas; this is approximately 10.6% of State wide stock (11591)
- The Devonport Division is about 116 square kilometres in size
- There are approximately 7,633 school students (ages 5 – 15) in the Devonport Division
- Devonport currently has an unemployment rate of around 7.4%
- There are about 21,426 residential dwellings in the Devonport Division.

All six Tasmanian cities experienced population growth in the year to June 2009. Clarence (C), on the eastern shore of Hobart's Derwent River, grew the most (590 people), followed by Devonport (C) (290) in the State's north-west. Clarence experienced the fastest growth (1.2%), followed by Devonport and Burnie, in the north-west of the State (1.1% and 0.9% respectively).

LGAs with Largest & Fastest Population Growth, Tasmania

LGA	ERP at 30 June	Population Change	
	2009p no.	2008r-2009p no.	%
Largest Growth			
Kingborough (M)	33 500	650	2.0
Brighton (M)	15 800	600	3.9
Clarence (C)	52 100	590	1.2
Sorell (M)	13 100	320	2.5
Devonport (C)	25 500	290	1.1
Fastest Growth			
Brighton (M)	15 800	600	3.9
Latrobe (M)	9 600	280	3.0
Sorell (M)	13 100	320	2.5
Kentish (M)	6 300	150	2.4
Tasman (M)	2 400	60	2.4

4. CURRENT PREMISES

CURRENT STATION – OLDAKER STREET

The current Devonport Police Station, located in Oldaker Street on the CBD fringe, was opened in 1964 to service the rapidly growing areas of the City of Devonport and was built on Crown land adjacent to the Library.

The building consists of two levels and construction comprises concrete slab floors, solid brick external walls, aluminium frames and metal skillion roof. Internal fitout consists of plaster board and timber panel walls, fluorescent lighting, ceiling tiles and plaster board ceilings. Adjoining the station is a block of six cells, charge room, locker room, property storage, vessel storage and workshop facilities.

During 2001 the ground floor was refurbished at a cost of approximately \$270 000. In 2006 a further refurbishment was approved including replacement of the roof, upgrade of communications and electrical wiring including new switchboards. Air conditioning units have been installed to the ground floor but heating and in particular cooling on level 1 are of concern. Both levels were painted internally and carpet replaced. The approximate cost was \$400,000.

This work, however, did not address the issue of space requirements for the staff and functions carried out within the building. It was essentially a refurbishment of existing accommodation to improve the working conditions for the staff and improved customer service facilities.

Whilst the Station building is structurally sound and the level of maintenance generally satisfactory, the facilities do not meet the current policing demands nor provide an acceptable standard of accommodation. The establishment of new functions combined with increased Uniform, CIB and Drug Squad establishment numbers has resulted in overcrowded conditions and the working relationship between areas has become dysfunctional.

The major issues identified at the site are:

- Lack of gross floor area;
- Small offices/spaces with narrow corridors that need redesigning to provide better utilisation of floor space;
- Security and public interface;
- Toilet/shower/locker room facilities are not of an acceptable standard;
- Charge room facilities are not satisfactory;
- Lack of storage space;
- Interview rooms (offender/victim) need to be upgraded;
- Obsolete cell blocks not able to be effectively used for other purposes;
- Standard of heating/cooling is unsatisfactory;
- Provision for policing team interaction unsatisfactory;
- IT availability and use – email etc.;
- Security and public interface – front counter design and security zoning;
- Secure offender delivery to site in police vehicles required;

- State Service Disability/DDA access requirements to be addressed; and
- No suitable area for training, major incident management or conferences.

The review concluded that construction of a new station offered the best value for money rather than refurbishment of the existing building.

OWNERSHIP

The site is Crown Land, and is occupied and managed by the Department of Police and Emergency Management. The Devonport City Council (DCC) has on several occasions expressed an interest in acquiring the Devonport Police Station for future development of the Central Business District. Upon advice from DEPM that funding had been provided for the redevelopment of the Devonport Police Station, DCC suggested an alternative site for the construction of a new police station.

The proposed site was assessed and deemed suitable by Philp Lighton Architects, professional services consultant for the project and agency staff. The Office of the Valuer-General provided the respective valuation of the properties to be exchanged. Crown Land Services have been involved in the process and, subject to the Committee's approval for the project to proceed, will prepare the documentation required to be submitted to the Minister for Environment, Parks and Heritage. Crown Law has been engaged to prepare documents to effect the land exchange and lease documents.

Subject to the conditions of the land exchange being completed it is anticipated that construction of the new police station will commence in January 2011 with a completion date of March 2012.

The land exchange will provide both parties with benefits including:-

- A modern policing facility that will assist in attracting officers to the area;
- Facilities for future expansion of police services and potentially to other emergency services;
- A \$6 million construction program within the city precinct; and
- DCC with the required property and opportunity to develop the master Plan for the CBD and surrounding areas.

TERMS AND CONDITIONS OF LAND EXCHANGE

DPEM and DCC have agreed that the existing police station property at 17 Oldaker Street Devonport, plus part of the Crown Land occupied and utilised for car parking by DPEM, be transferred to DCC in exchange for the DCC's properties situated at 19-23 Macfie Street and 24 Wenvoe Street, and an additional \$300,000 to ensure fair value exchange as per the valuation.

The agreement is conditional upon DCC amending the Devonport and Environs Planning Scheme 1984 and any other relevant planning scheme to enable a civic building to be constructed at the agreed site. Both parties enter into leases enabling:-

- DPEM to continue to operate from the current site at 17 Oldaker Street until the new police station is constructed; and
- DCC to continue to operate from both their properties until DPEM give notice that the respective sites are required for construction purposes.

REDEVELOPMENT OF THE EXISTING PREMISES

This Report (*the submission*) does not consider future development options for the 17 Oldaker Street Site, as Council will take the building over on completion and Police occupation of the new station

5. PROPOSED SITE

LOCATION

The proposed site for the development of the new Police Station is 24 Wenvoe Street and 19 - 23 Macfie Street, centrally located on the southern fringe of the CBD, and is relatively flat with good vehicular and pedestrian access and is well serviced. A large warehouse building of some 1000m² occupies the centre of the site and is currently used by Devonport City Council as the ‘Imaginarium’ a science education facility. It is understood this facility is to be relocated into new premises.

The former Council Depot building is to the right of the ‘Imaginarium’ on the adjacent DCC property (20-22 Wenvoe Street car-park). The site is readily accessible to/from the potential “hot-spot” areas of the King Street nightclub area and direct prompt access is possible onto Formby Road and the Bass Highway and River Mersey Bridge etc.

SITE PLAN



Site – Devonport CBD - Google Earth Image – NORTH to top
'Imaginarium' Building centre of page, former Council Depot and Car-park centre top – Wenvoe Street running top to bottom right, Macfie Street top to bottom, left.

SITE SURVEY

A site survey has been prepared by Peacock Darcey & Anderson, Licensed Surveyors to assist in the production of the Submission drawings. This site information has been electronically included onto the drawings.

Site Area:-

19-23 Macfie Street	Site Area:	2,097m ²
24 Wenvoe Street	Site Area:	3,632m ²
Total Site Area:		5,729m ²

SITE DIMENSIONS (APPROXIMATE)

The block is an irregular shaped (backward "L") parcel with street frontages to Macfie and Wenvoe Streets, with approximate dimension:-

Street frontages:	North South - Wenvoe Street: 79m
	North South - Macfie Street: 45m
Depth:	East West - 88.5m
	Wenvoe Street extension depth: East West - 42m

EXISTING SITE DEVELOPMENT AND INFRASTRUCTURE

The site is a bitumen car-park that runs the entire block between Macfie and Wenvoe Streets, and south towards Turton Street, with approximately 20% of the site occupied

by the 'Imaginarium' building, a concrete building of 1,000m² estimated floor area, with nominal dimensions 40x25m.

The building is approx. 6m in height. Constructed as a store, the building has a Colorbond roof with reverse cycle AC units affixed, and is about 30 years old, with incremental additions and refurbishments. An exit door is situated in the North-western corner of the building that exits to a concrete ramp up to the Macfie Street car-park.

The building's floor level is nominally 600-800mm above the adjacent Wenvoe Street car-park levels and 2m below the Macfie Street car-park level. A disabled access compliant entry ramp has been constructed from the building to the Wenvoe Street car-park.

The remainder of the site is a formed and sealed asphalt car-park – with line-marking, street lighting standards and car-park ticket printer meters. A concrete kerb is at the boundary of the car-park to the footpath. Three pole mounted light standards light the western periphery of the Wenvoe Street car-park.

There are timber paling fences to the western and southern sides, with open frontages to Wenvoe Street (kerb). A landscaped concrete path to the boundary runs to the southern side of the 'Imaginarium' building, linking the Wenvoe Street car-park to the Macfie Street car-park.

GEOTECHNICAL

Being beyond the scope of this Report, (*the submission*) a geotechnical investigation has not yet been performed on the Site. Experience is from a recent test to a near-by property performed by a local geotechnical engineer. It is expected the sub-surface conditions are good for construction with basaltic clays overlying basalt (rock), with refusal of the auger test drills on the other site at around 1.5m below natural ground surface. Ground to the east of Wenvoe Street near the river is subject to slip, but is considered outside the proposed site. The risk is considered minimal, but a geotechnical test and reporting will be required prior to design.

6. CONSULTATION & DESIGN

CONSULTATION, BRIEFING & APPROVALS

The planning for the alterations and additions to Devonport Police Station has been prepared in close consultation with both management and operational police and state service personnel. A Functional Design Brief was developed prior to commencing planning and was the starting point for the design. This has been progressively reviewed and modified.

A Project Control Group has been established for the Station Redevelopment Project and consists of the DPEM Project Managers, consultants and senior police representatives (Commander/Inspectors/Senior Sergeants) of the Station. This group met fortnightly over a six month period from January 2010 where plans were presented to the group by the consultants, comments from the users were received, reviewed and agreed amendments were progressively incorporated into the functional planning and layouts included with this submission.

Additionally, small project teams were established to examine particular specialist areas in detail – including:-

- Weapons - storage, handling and issuing;
- Storage – forensic and general;
- Prosecution;
- Drugs Investigation;
- Custody Suite - procedures and lay-out; and
- Security – CCTV, public interface, external.

Other police stations were visited and assessed against the functional requirements of Devonport Police Station and any positive ideas, or functional adaptations were analysed and if useful, incorporated into the planning and design.

Once the plans were agreed and approved by the PCG, they were signed off by the Divisional Inspector, District Commander and DPEM Asset Management in September 2010 and were then presented to the Police Executive Management Group and approved in October 2010.

The plans accompanying the PSCPW Submission are the approved drawings as submitted to Devonport City Council in October 2010 for development approval.

7. PROPOSAL – CONCEPT PLAN

CONCEPT PLANNING REQUIREMENTS

The accommodation requirements for the development are:-

- Provision of a Divisional Headquarters Police Station building of 2 storeys with approximate floor area 1500 - 2000m²;
- m² per floor, nominal dimensions 50x20m;
- Storage building – (former ‘Imaginarium’): 1,000m²;
- 50 secure vehicle (car) parks and access lanes;
- Associated infrastructure and civil works;
- Fit-out, internal planning, etc is to be similar in scope to the planned Bellerive and Glenorchy Divisional Headquarters refurbishments; and
- Facilities for the relocation of Mersey SES Unit.

PRELIMINARY CONCEPT PLAN

The preliminary concept plan comprises:-

- Construction of the Police Station on the 24 Wenvoe Street car-park with the building’s long elevation built to the street frontage;
- Provide public access directly from Wenvoe Street at street level, with ramped “universal barrier free” access as required to 2011 premises standard;
- The custody suite and charging area to be secure and vehicle accessible from the rear of the building;
- Security fencing to the perimeter site with access controlled gated driveways to Wenvoe Street (in and out);
- Use the existing Macfie Street car-parking for the station’s car-parking requirement - make secure with access control gate and fencing;
- Refurbish the former ‘Imaginarium’ building as a Store (specialist and general storage, etc), upgrade the electronic and physical security and provide secure vehicular access off Wenvoe Street with new roller doors cut into the building walls and access ramps from the car-park and provide for future relocation of the Mersey SES Unit;
- Retain the physical separation between the new Police Station and the store - eg no physical link/covered way/building between;
- Construct perimeter buildings to the South and South West boundary corner.

8. INTERNAL PLANNING & DESIGN

FUNCTIONAL PLANNING-POLICE APPROVALS

The layouts have been approved by Tasmania Police operations and management and the specialist police working party information has been incorporated into the design.

INTERNAL PLANNING – ACCOMMODATION RATIONALE

The accommodation rationale for each Operational Unit (Uniform, CIB etc) is:

- Entry – defined and secure (access controlled);
- Muster Room – a multi-function space that can be adapted and utilised according to operational requirements, general workspace for junior officers;
- File/administration lockers for each individual officer;
- Private/confidential office for unit/Branch Inspector – with direct egress to passage;
- Personal assistants within a secure, private space – adjacent to the Senior Sergeant and Inspector;
- Private office for Senior Sergeants – adjacent to the inspectors, administrative assistant and to the team sergeants;
- Sergeants in a screened and/or private shared workspace, directly adjacent to the muster room;
- Tea-making facilities; and
- Ease of, and direct access to the exterior, interview rooms, custody area and toilet facilities.

An elevator lift and stairs will provide access between floors. The Building refurbishment and extensions are designed to AS1428 Australian Standards for Disabled Access, including workspace planning and barrier free toilets, and will be to the new 2011 Premises Standard.

Functional Planning - Level 01 – Ground Floor

Level 01 - New Station

Level 01 – Ground Floor accommodates the following functions:-

- Customer Service Centre;
- Divisional Headquarters;
- Custody Suite; and
- Uniform Section.

Customer Service Centre:-

- Customer Service Officer;
- Reception and public enquiries;
- Property officers;
- Meeting, Interview and Conference Rooms;
- Barrier free access ramp;
- Entry stair; and
- Airlock.

This area is the front door and public face of the Station. Public car-parking is readily available either kerbside on Wenvoe Street, or in the public car-park beside the Station.

The public entry is under a canopy with directional/information signage into a secure Reception area through an auto-door controlled air-lock. This area incorporates the Customer Service Officer, Public Enquiries Counter and Waiting Area. The Customer Service Officer counter design is to encourage positive interaction between visitors to the station whilst providing the required level of security and safety to the staff.

Immediately off Reception are Meeting/Interview/Conference Rooms of varying size to suit the meeting/interview requirements.

Two Property Officers (Property Officer PO on Plan and Drugs Property Officer - DPO) manage property, both seized and surrendered, from a front counter workspace off the public foyer. Forensic Storage for evidence and court exhibits (seized items) will be accommodated both within secure internal store rooms, managed by the Stores Officer, adjacent to Reception, and the larger store within the secure compound and/or former 'Imaginarium' building that will have security and access control. The smaller internal stores will be accessible in a controlled and secure manner after-hours for short-term storage.

A universal access toilet (UACC WC) is located off the foyer, and also houses a baby-change fold down unit.

Divisional Headquarters

- Divisional Inspector - Station Officer in Charge;
- Operational Senior Sergeant;
- Divisional Inspector Personal Assistant;
- Visiting Officers; and
- Lift and internal stairs.

The Station Officer, Commanding Inspector and Station Operational Senior Sergeant are near the public foyer to handle community complaints as required.

Uniform Section

- Muster Room;
- Sergeants; and
- Weapons and equipment storage and issue.

The Uniform Branch is accommodated in a multi-purpose Muster area with the team leader sergeants in a shared workspace off the Muster Room. The Uniform Branch is located adjacent to the Custody Suite and the public entry area of the building, with direct access to/from the secure compound/parking.

Charge Rooms and Custody Suite

Custody Suite

- Secure sally-port;
- Charge area;
- Charging and processing;
- Breath Analysis Station and Testing Room;
- Detention cells and associated facilities; and
- Witness Interview Rooms.

The design of the Custody Suite has been developed through consultation with a working group and analysis of other stations. The Custody Suite is accessed externally by auto-remote controlled secure gates into the sally-port. The Custody Sergeant has a secure work-space with good observation of the area and direct access to the Uniform Branch. Offenders are brought in from vehicles within the undercover sally-port – a secure unloading area - that also has a decontamination unit.

Accommodation comprises three holding rooms, two processing rooms (forensic and breath analysis) and two interview rooms. Both of the Interview Rooms can be accessed from outside the Custody Suite to avoid witness interaction with offenders and others in the Custody Suite, and to enable ease of communication and access to CIB. This whole area will be electronically and mechanically secured, and observed by CCTV.

Longer stay (eg: overnight) prisoners will be housed in the Custody area, comprising six (6) cells and associated facilities.

Team Policing

The other operational uniform branches (Public Order Response Team (PORT), Victim Safety Response Team (VSRT) and Traffic are accommodated in a multi-purpose Muster area with the team leader sergeants in office workspace off the Muster Room.

Change Rooms and Toilets

The male and female change-rooms and toilets are located adjacent to a staff external entry so officers can efficiently change on arrival and departure at the shift changeover or as required.

Functional Planning - Level 02

Level 2 (the Upper Level of the station) is accessed by:-

- A central stair behind Reception;
- A passenger elevator lift to AS1428 Disabled Standard; and
- An external stair from the car-park/compound to the deck/recreation areas and beyond. This stair would be screened.

All stairs would act as emergency escape routes. An evacuation plan would be required.

Level 02 – New Station

The Detectives – CIB and WDIS Branches - are accommodated in multi-purpose muster areas with the team leader sergeants in office workspace off the Muster Room. The CIB and WDIS Branches are located adjacent to the major Incidents Room, directly above the Custody Suite and the Public Entry area of the building, with direct access to/from the secure compound/parking.

Criminal Investigation Branch – Devonport Section (CIB)

- Detectives Muster & Work Room;
- Detective Inspector & Personal Assistant;
- Detective Sergeants Offices; and
- Detective Operational Senior Sergeants Offices.

Western District Drugs Investigation Service (WDIS)

- Detectives Muster & Work Room; and
- Detective Sergeants Officers.

Major Incidents/Operational Taskforce Command Centre

Centrally located within the station, adjacent to CIB and directly above Uniform and the Divisional Inspector is the Division Major Incidents Room. This area is a multi-use meeting and conference area that can be utilised, extended and adapted to suit particular operational requirements – task groups etc.

The Major Incidents Operations Centre accommodation comprises:-

- Large Major Incidents/Conference Room, with tea making facilities;
- Secure operations monitoring room;
- Interview Room;
- Video Interview Room; and
- Toilet facility.

Western District Prosecution Service

- Prosecutors Muster & Work Room;
- Senior Prosecutors and Sergeants Offices;
- Conference and Meeting Rooms; and
- Filing/storage

Divisional Headquarters

- Divisional Dining Recreation room and Deck
- Level 02 toilets
- ITR Server Room

Staff Toilets

Male and Female toilets and the Level 2 Cleaners Room are provided adjacent to the Dining and Recreation Rooms.

Dining and Recreation Rooms

The Dining Room area provides a safe and secure area for officers and staff to dine and relax, but also, if needed, can be easily converted into a large Operational Command space for over 100 people.

The Dining Room is serviced by a small semi-commercial kitchen (oven, sinks, microwave etc) with Pantry, and a lockable roller shutter servery counter for beverages.

The Dining Room will act as a common meeting point and will encourage and facilitate the sharing of information and operational knowledge between officers. An external deck is located off the Dining Room. The Deck is screened from public view for operational and safety reasons, and is directly accessed from the secure Compound by an external stair (see Access above), also screened.

EXTERNAL OUTBUILDINGS & STORES

Garages & Stores Outbuildings

The existing concrete/concrete block warehouse building ('Imaginarium') to the Western side of the Compound will be retained and refurbished as a secure store, including highly secure drugs and other storage. This will include shelving and the upgrading of electronic and mechanical security.

Steel framed and Colorbond clad external garages/car-ports will be provided to the Western and Southern perimeters of the Wenvoe Site. These will be used as stores, workshops, vehicle detailing and undercover parking areas.

Store Building - Former 'Imaginarium'

Level 01

- General Secure Storage;
- WDIS Secure Store; and
- Change rooms and general offices.

Forensics Section

- Workspace;
- Laboratory;
- Exhibit Handling area; and
- Associated facilities.

The specialist Forensics Branch is accommodated in ground floor workspace near an external access to facilitate transfer and management of exhibits and specimens.

Level 02

- Police Search & Rescue Training/Seminar Rooms;
- General Secure mezzanine level storage; and
- Area for future development for Mersey SES Unit.

Perimeter Store Buildings

- General secure/vehicle storage;
- Forensics general storage;
- Mechanics work-shop;
- Marine vessel secure store; and
- Car-wash.

APPEARANCE & FORM

Design

The building is designed to read as a contemporary modern office workplace and to compliment the existing building fabric and general streetscape of the area. The new facades are faceted by use of sun-screening fins and eaves to reduce apparent mass and provide smaller scale elements. Current materials adjacent to the site, brick, steel roofs etc, will be integrated in a modern way with other complimentary materials.

Structure

The structure will comprise reinforced concrete strip footings with bored piers, or similar, to a future certified design by the project structural engineer. Floors will be reinforced concrete slab, on grade or suspended “Bondek” as appropriate, with level 2 supported on concrete columns and band beams (pre or post – tensioned).

Roof

The roof will be engineered clear span beams and/or trusses with pre-finished corrugated steel roofing, and will have a reflective building membrane under the roof sheeting and bulk insulation to the roof and ceiling space. Clerestory skylights over internal passageways will provide natural light.

Walls

External walls will be framed and clad off the main structure and will be pre-cast concrete panels, face brickwork and pre-finished non-reflective metal claddings, such as ‘Alucobond’ or similar.

Glazing will be high performance double glazing as a high energy rating is required.

Windows and Doors

Windows will be powdercoated aluminum and all external windows will be key-lockable under a Master Key system and fitted with insect screens.

External doors will be glazed powdercoated aluminium framed and internal doors will be semi-solid core, painted. External doors will have proximity reader access control security.

The auto gates to the Internal Compound area and Custody area will be remote controlled steel framed heavy duty sliding gates on access control. Roller doors to garages will be commercial quality heavy duty roller shutters on electric control.

Lighting (external)

External lighting is proposed as commercial fittings including sensor-motion activated floodlights and path bollard lighting.

External spaces and landscaping

All external areas will be professionally landscaped and will include planter beds, paved utility and recreation areas. Retaining and garden walls will be domestic dry wall stack block (eg Hanson Windsor Wall etc).

Internal Finishes

Internal walls will be either blockwork or stud framed, acoustically attenuated, and lined with plasterboard.

Finishes will comprise:-

- Walls: painted plasterboard, and painted block;
- Ceilings: painted plasterboard and painted compressed fibre-cement sheet;
- Floors: carpet/carpet tile generally with safety vinyl to wet areas; and
- Custody area – secure reinforced blockwork/concrete panels, compressed cement sheet ceilings, forensic/custodial standard fittings.

9. BUILDING SERVICES AND ENGINEERING

SUMMARY

The engineering services to the site appear to be sufficient for operational requirements and there appears to be no issues with the founding conditions for a new building and associated facilities and infrastructure on this site.

GENERAL BUILDING SERVICES

Electrical services run underground from the Wenvoe Street pole supply to the former depot building, the ticket machines and the western light standards. Aerial electrical and copper telephone services run from the Macfie Street Aurora pole supply to the North West corner of the 'Imaginarium' building. Advice from the services engineers is a sub-station for the building would be required.

An underground sewer main runs north south ½ way across the site then diverts east west to Wenvoe Street. Sewer mains are situated on the western sides of Wenvoe and Macfie Streets. An underground stormwater line runs from the DCC Depot Building to the Wenvoe Street main. Surface stormwater is collected and discharges to surface drains on the Wenvoe Street car-park. Town water would be available by extending the existing service. The existing hot/cold/tempered water reticulation service would be upgraded and extended into the additions. Rainwater harvesting and water efficient fittings and fixtures will be considered to reduce the water demand on the Municipal infrastructure.

Natural gas can be supplied from mains along both Wenvoe and Macfie Streets.

Communications

The facility's telephone service will utilise modern technologies and a digital system PABX. Additionally, the site is within Telstra Mobilenet coverage. Communication requirements include telephone and data, fax and provision of a wireless network. An integrated voice and data system to Category 6 standard will be provided to DPEM IT standards.

Security

An IP addressable CCTV system will be provided in the facility and proximity card reader access will be provided to external gates and building secure perimeter doors. Electronic security measures for intruder detection will be provided. These systems would operate over the Data network.

Ventilation & Mechanical Services

Dependant on budget and spatial allowances, offices will be air-conditioned in a mixed mode fashion with natural ventilation and wall mounted air-conditioning systems. Where natural ventilation is not possible, a system of tempered fresh air supply as a minimum will be provided in conjunction with other heating (and cooling) systems.

Fire Services

Compliant fire detection system will be provided to BCA/TFS requirements, together with fire fighting hydrant and hose-reel systems.

Elevator Lift

The entire building is to be serviced by an elevator lift, centrally located to provide for maximum access, adjacent to the Entry and to provide barrier free access service throughout. The lift will be similar to a “Kone Mono-space” side propelled. The lift shaft will be pre-cast concrete with a render coat finish.

BUILDING & PLUMBING WORKS

All new building work must comply with the requirements of the Building Code of Australia (BCA) and referenced Australian Standards. The development will require Building and Plumbing Permits.

All electrical, mechanical, fire services, plumbing and structural works will be certified (Form 55) by the project’s consulting engineers, and the works will be certified as “Likely to Comply” by the project’s Building Surveyor.

EXISTING PREMISES – OLDAKER STREET

This proposal does not consider development options for the 17 Oldaker Street Site. Whereas the redevelopment of the existing station would entail considerable disruption to the staff and their probable enforced relocation over the construction period, the new build Station proposal means the current Station can remain fully staffed and operational and, once completed, the staff and service can then be decanted into the new Station building.

10. SUSTAINABLE DESIGN**ECOLOGICALLY SUSTAINABLE DESIGN (ESD)****Best Practice**

The following sustainability strategies will either be incorporated as standard and best practice or be considered as effective measures of reducing the impact of the proposed systems on the environment via Greenhouse gas emissions.

Minimisation of Energy Use/Greenhouse Gas Emissions

While the building is not targeting Greenstar or NABERS ratings, the tenets of these tools should be upheld. A minimal target of ABGR4.5 which is a conditional requirement of Greenstar should be a starting point. The energy provisions of the BCA must also be met. The highest Greenstar rating possible will be the goal as design proceeds whilst working to available budget. There are significant benefits to be gained via occupancy controls and an integrated BMS system to automatically control services to a setback level or off where there are patterns of sporadic use in zones of the proposed building.

Sustainability Considerations - Building Design

The design of the building incorporates environmental and social sustainability principals, namely:-

- instigating a “participatory approach” to energy efficient design;
- minimising the consumption of resources;
- minimising pollution of air, soil and water; and
- maximising the health, safety and comfort of building occupants and users.

The design incorporates:-

- Minimising the footprint of the building – by building over two levels and connecting into existing services;
- Controlled natural daylight – extensive double-glazing but with large eaves overhangs and sun-screening to avoid direct solar exposure but maintain high levels of natural light;
- Energy regeneration through reusable resources – assessing building material selections, and then controlled and direct specification of reusable products and materials;
- Enhanced natural ventilation – provision of openable, yet secure windows, careful selection and design of fenestration; and
- Waste management and source reduction – careful specification.

Low energy use

Key initiatives include:-

- Planning of the spaces as discrete entities that can be “powered-up” (eg after hours) as required whilst the remainder of the station is dormant;
- Installing tri-phosphorous light tubes for more energy-efficient lighting;
- Efficient light diffusers;
- Use of auto-dimmers so lights dim on sunny days, saving 15-20 % of lighting power;
- Use of motion sensor lighting for areas with infrequent use;
- Appropriate low energy heating units – heating objects rather than space;
- Controllable, zoned mechanical systems on time-clocks and other user controlled systems;
- Heavy insulation to work – under-slab, walls, ceiling and roof;
- Awnings, over-shading, solar orientation;
- Use of high-performance heat reflecting glazing to perimeter windows; and
- Components and equipment used within the construction and fit-out to be assessed in terms of ESD credentials.

Sustainability Considerations – Electrical Services

The following sustainability strategies will either be incorporated as standard and best practice or be considered as effective measures of reducing the impact of the proposed systems on the environment:-

- Energy reclamation, storage and alternative sourcing;
- Intelligent artificial lighting controls to allow zoning and dimming of lighting via motion detection;
- Existing building Fabric – re-used where appropriate;
- Photo-electric cell, time of day level control and setback levels for areas of sporadic usage will be incorporated;
- Energy sub-metering with meters linked to the BMS system with reporting capabilities to target wasteful or faulty processes and improve long term energy reduction;
- Peak energy demand reduction - power factor correction to be considered;
- Indoor environment quality – many considerations will be incorporated as standard practice and requirements for BCA compliance but lighting efficiency and efficacy, passive measures to increase daylight quality and quantity and decrease energy usage will be considered;
- Occupant comfort considerations such as high frequency lighting ballasts, artificial lighting levels and control systems will be reviewed;
- Natural light glare control with use of automated blinds/louvers;
- Minimisation of light spill (emissions) will be included in the design process; and
- Environmentally friendly and low toxicity materials such as the use of XLPE instead of PVC insulated cabling.

Sustainability Considerations – Mechanical Services

- Energy reclamation, storage and alternative sourcing will all be considered;
- Energy sub-metering - both electrically and to the various components of the mechanical services systems by way of flow, temperature and energy sensors, linked to a BMS system with reporting capabilities to target wasteful or faulty processes;
- Peak energy demand reduction - where DPEM procedures will not be compromised, shedding load to reduce the peak energy usage will involve relaxation of temperature control limits, temporary isolation of non-critical energy sources (coupled with increasing storage of energy);
- Environmentally friendly refrigerants, insulation and other products - systems with zero ODP and low GWP will be given priority in the design process;
- Refrigerant leak prevention, detection and recovery systems will be considered;
- Indoor environment quality - many considerations will be incorporated as standard practice and requirements for BCA compliance, but plant efficiency, passive measures to increase quality and decrease energy usage, economy cycles and BMS control and monitoring will be considered;
- Increasing ventilation rates and effectiveness will also be considered in conjunction with the DPPS requirements and energy targets; and
- Holistic approach to energy and waste management – the various services and the building envelope must be considered together, from the BCA point of

view and for ESD purposes to maximise passive advantages and minimise the use of energy and resources.

11. TOWN PLANNING

SUMMARY

The proposed works meet the intent and development standards of the Planning Scheme. However, the use is discretionary and a Planning Permit is required. Once the development has a Planning Permit, it will then require Building and Plumbing Permits.

PLANNING – CONSULTATION WITH DEVONPORT CITY COUNCIL (DCC)

The following is from a desk-top review of the Planning Scheme and advice from a meeting held with DCC Planning & Engineering Officers, 23 September 2008.

Present at the meeting were:-

- Rebecca Wilson, DCC planning;
- Simon Heung, DCC engineering;
- Kate Fagan, DCC Strategic projects; and
- Peter Gaggin, PLA.

At the meeting the DCC Officers advised that Council would be likely to support the relocation of the Police Station to the new site, and are strategically comfortable with the relocation of the Police Station to Wenvoe/Macfie Street, as Council see positives including:-

- Maintenance of the Police Station presence in the Devonport CBD;
- Proximity to perceived trouble spots, such as the King Street nightclub area; and
- Easy access and proximity to Bass Highway, and thus to East Devonport and beyond.

Following further development of the Sketch Plans, a presentation to senior Council officers was made by Ian Latham, DPEM; Commander Lauchland Avery, Tasmania Police; and Peter Gaggin, PLA. Following this presentation, additional information regarding traffic was requested by DCC and the information has been collected and is included into this Report. (*the submission*)

PLANNING SCHEME

Zoning

The site is zoned under the Devonport and Environs Planning Scheme 1984 (The Planning Scheme) as “Central Business District – Peripheral Retail”.

Intent

The main intent of the zone is:

“peripheral retailing and other mixed commercial activity that does not require a city centre location. Redevelopment of under utilised or vacant sites is to be encouraged. Businesses requiring large buildings, or whose business generates significant parking are able to locate here.”

Use

Under the Planning Scheme classifications, a ‘Police Station’ is a ‘Civic Building’ which is a Discretionary Use within the zoning.

DEVELOPMENT STANDARDS WITHIN THE ZONE

Building Height

The building's maximum height, measured to the highest point of the building, above natural ground must be less than 10m.

The proposed building heights are:-

- Two storey Police Station is nominal 9.5m maximum height;
- Store ('Imaginarium') is as existing nominal 6.0m height; and
- Perimeter Store Buildings are nominal 4.8m maximum height.

Set-backs

Front setback:-

- The building is to be erected to the front boundary – this accords with the briefing requirements for public access to the station.

Side and rear setbacks:-

- There are no side and rear set-back requirements.

Car Parking

The provision of car-parking is required under the Scheme, but the Scheme does not determine parking requirements for a Police Station. Vehicles are required to leave the same way as they entered, that is "nose in, nose out". This accords with the Police service provision requirements, and the planning of the vehicle accommodation. The plan shows:-

- 10 undercover "car-port" parks;
- 2 mechanics' bay park;
- 3 covered bays in the 'sally-Port';
- 10 external car-parks; and
- 28 car-parks to Macfie Street car-park;

Vehicular Movements

Following observation and recording of a typical week's (12 – 18 July 2010) vehicular activity at the current station in Oldaker Street, it was observed through the operational marked police vehicles automatic vehicle location system (AVL):-

- 128 marked police vehicles exited the Station and turned left (west);
- 99 marked police vehicles exited the station and turned right (east);
- 1 marked police vehicle exited the station with strobe lights activated;

It was ascertained that the other operational groups – CIB, WDIS and Forensics have a similar exiting pattern. In summary, over a typical week's activity:-

- Approx 250 police vehicles exited the station and turned left (west);
- Approx 200 police vehicles existed the station and turned right (east); and
- 1 police vehicle exited the station with lights activated.

It is anticipated the vehicular movements will be similar when relocating to Wenvoe Street.

Total operational vehicle numbers are:-

- 6 x light operational marked police vehicles (sedans and Divisional van);
- 1 x light operational marked forensics vehicle (4WD); and
- 8 x light operational unmarked CIB vehicles (sedans and station wagon).

Additionally there are:-

- 2 x Inspectors' vehicles; and
- Occasional other operational vehicles (PORT, VSRT, etc).

Vehicular access will be from the Northern laneway on Wenvoe Street. Vehicular egress from the station will be from the Southern access on Wenvoe Street. Private vehicle and SES vehicle access and egress to the site will occur from Macfie Street. This car-park will be for future garaging of SES vehicles and be available for staff vehicle parking.

Approximately 90 traffic movements (access & egress) are likely to access the site over a 24 hour period Monday to Friday. This figure will reduce to approximately 70 movements over a 24 hour period of a Saturday and Sunday. It is not possible to accurately indicate from which direction vehicular traffic will access Wenvoe Street, although it is anticipated that the majority of the traffic flow will be from Steele Street.

Types of vehicles accessing the site will be:-

- Predominantly sedans, station wagons, 4WDs and a divisional van;
- Weekly truck movement for garbage skip collection (1 day only); and
- Occasional prison van attendance (daytime only).

Although operating on a 24 hour basis, the Devonport Police Station is open to the public during normal weekday business hours. Customers attending the station out of hours (including weekends) are generally those requiring urgent/immediate assistance. The Site Plan provides for four 'police business only' visitor parking spaces.

Customers visiting the station during weekday business hours are approximately 30 - 50 people. This figure does not equate to customer vehicular attendance as foot traffic customers access the site. Devonport Police Station will continue to work on 24 hour rotational basis however, the peak traffic times will occur predominantly during daylight hours Monday to Friday.

Orientation

The Building form and planning accords with the Scheme in that the main entry must be on, and directly accessible from, the street frontage. This aligns with the briefing requirements for public access to the station. Consideration is given to the security and safety of the police officers working within the building by appropriate window detailing and height off the street level.

HERITAGE

The Site is adjoining the Wenvoe/Hiller Street Heritage area, abutting Nos. 25 - 27 Macfie Street that are situated with the area.

The proposed building:-

- replaces an existing bitumen car-park;
- is compatible with the urban warehouse/commercial function along Wenvoe Street;
- has traditional building materials (face brick, powdercoated aluminium windows, painted cladding to the western façade;

- Makes minimal change to the Macfie Street frontage and use, apart from security gates and fence;
- is below the view-lines of these houses;
- is screened by the existing Store ('Imaginarium') building;
- is screened by the proposed perimeter Garages and Store buildings; and
- is modern and functional.

PLANNING PERMIT

The works will require a Development Application and Planning Permit.

As above, the two properties are to be consolidated and adhered onto the one title. A copy of the amended title will be required for the works to be assessed by Council.

12. PROJECT FUNDING & COSTS

FUNDING

The Tasmanian Government has allocated \$18.888 million for the three Divisional headquarters redevelopment programs. DPEM has agreed flexibility to use funds within the financial year parameters as it best sees fit.

For the Devonport Police Station Project, funding of \$6,235,000 from the Capital Investment Program has been provided. The project cost will be expended over the financial years 2009-10/2011-12.

APPOINTMENT OF CONSULTANTS

DPEM sought advice from DOTAF regarding the method of appointment of project consultants for the three stations with the outcome being:-

- All Tasmanian based companies pre-qualified to undertake projects greater than \$2M were invited to submit tenders;
- Fee Proposals could be submitted for a single site, multiple sites or a single proposal for all 3 sites;
- 9 tenders were received; and
- Philp Lighton Architects Pty Ltd was the successful tenderer.

CASHFLOWS

Government has provided funding of \$18.888 million over a four (4) year period commencing in 2008-09 from the Capital Investment Program (CIP) to undertake the redevelopment of Divisional Headquarters at Devonport, Bellerive and Glenorchy.

For each station, it is estimated that six (6) months is required to complete the design and documentation and approvals process and a further eighteen (18) months for the construction phase. Government has approved DPEM to have the flexibility to alter individual project cashflows within a given financial year, to provide a continuous program for each project from design through to construction.

QUANTITY SURVEYORS ESTIMATE

An indicative estimated order of cost (August - September 2010) prepared in conjunction with the project quantity surveyor on the revised and approved Sketch Plans for the construction of the Devonport Police Station was \$ 6,225,000 (ex GST).

BUILDING WORKS ESTIMATE:**\$ 6,225,000**

The estimate includes:

Building works:-

Preliminaries and set-up:	\$ 30,000
New building	\$ 4,900,500
Site preparation	\$ 20,000
Roads, footpaths and paving:	\$ 14,800
Boundary walls, fences and gates:	\$ 98,000
Outbuildings and covered ways	\$ 325,000
External stormwater drains:	\$ 37,200
External sewer drains:	\$ 27,500
External water supply:	\$ 27,500
External light and power:	\$ 100,000
Contingencies	\$ 645,000
Building services allowances - Electrical, mechanical, data & communications, fire detection)	
Refurbishment of the existing 'Imaginarium' warehouse store	
Infrastructure costs	
Competitive tendering	
Builders costs, profit and margins	

Overall Project Cost:-

Building Works (as above)	\$ 6,225,000
Furniture Fittings and equipment allowance	\$ 130,000
Art for Public Building Scheme	\$ 80,000
Professional Fees Comprising:	\$ 400,000
<ul style="list-style-type: none"> Architects/Lead Consultants/Project managers Interior design Tendering and contract administration services Quantity Surveyors Mechanical Services Engineers Electrical, Data and Communications (IT) Engineers Civil Engineers Geotechnical Engineers Structural Engineers Hydraulic Engineers Fire Services Engineers Landscape Design 	
Statutory authorities' fees and charges	\$ 50,000

Project Estimated cost	\$ 6,885,000
Allocated Funding	\$ 6,235,000
Shortfall	\$ 650,000

Total estimated cost of the project exceeds the approved Capital Investment Funding by approximately \$650,000. The original allocation was based on an estimate to redevelop the existing site.

Based on the amount of interest in this project from construction companies, it is expected that the tender process will be very competitive and may result in a lower tendered price than the pre-tender estimate.

To address any potential shortfall in funds, the following options have been identified:-

- DPEM will receive a \$300,000 payment from the Devonport City Council as part of the land exchange agreement;
- Re-prioritise internal Departmental initiatives, as far as practicable, to supplement funding shortfall;
- Negotiate with the preferred tenderer to reduce the scope works for the project; and
- Request additional funds from Government.

Consequently, the Agency considers that it is in a position to take advantage of the opportunity that exists to construct a contemporary police station on a site that has the potential for future development and will provide a far better value for money outcome than the redevelopment of the existing station.

13. PROGRAM

PROJECT PHASES AND PROGRAM

The following “best case scenario” preliminary program is subject to:-

- Timely resolution of the Planning Application, and Building and Plumbing Permits, without appeals;
- Successful funding application; and
- Wet weather.

Phase A:	Briefing, Master Planning	Phase A is completed.
Phase B:	Schematic Design	Phase B is completed.
Development Application	Submitted	October 2010
Phase C:	Design Development Development of design, detail materials and finishes selection, briefing and co-ordination of consultants. Project estimate completed for preparation and approval of a cost plan for the project	DPEM Approval to proceed. Completion of Phase C: 10 weeks: October - December 2010
Phase D:	Documentation Preparation of Tender/Contract documents, inclusive of elevations, sections, details, specification and schedules, submission of Building and Plumbing Approval Applications	Completion of Phase D: October - December 2010
Phase E:	Construction/Contract Administration Calling and receipt of public Tenders, negotiations, preparation of Contract Documentation, administration of the contract, inspections of the works, assessment and certification of the builder's progress claims and variations, issuing of Architect's Instructions, handover and final	
	Tender 3 weeks	November 2010
	Negotiations, DPEM approvals and Contract award 4 weeks	December 2010
	Construction commencement	January 2011
	Construction to Practical Completion Occupation 15 months	April – May 2011
	Defects Liability Period 52 weeks	May 2012

14. EVIDENCE

The Committee commenced its inquiry on Thursday 28 October 2010 with an inspection of the site of the proposed works. The Committee then proceeded to the Devonport Entertainment Centre where the following witnesses appeared, made the Statutory declaration and were examined by the Committee in public:-

Phil Wilkinson Assistant Commissioner of Police, Policy and Development
Scott Wilson-Haffenden, Director Corporate Services, Department of Police and Emergency Management
Lauchland Avery, Commander, Western District, Tasmania Police
Adrian Shadbolt, Inspector, Tasmania Police
Ian Latham, Manager, Asset Management Services, Department of Police and Emergency Management
Peter Gaggin, Consultant, Philp Lighton Architects

PROPOSED SITE

The Committee began by asking about the valuation of the proposed transfer of ownership of the current police station with the proposed site and if there was an allowance made. Mr. Wilson-Haffenden responded:-

No, the basis of the swap is on exchange of the government valuation, and that results in a \$300 000 transfer to the Department of Police and Emergency Management. The basis for proceedings has to be on that equal valuation transfer.

The Committee asked about confirmation of the project without a clear indication from the Devonport Council as to whether the exchange is going to progress with the 'Imaginarium' Mr. Latham explained:-

The terms and the conditions of the land exchange have been agreed between the agency and the council. The only reason we had to sign the job verification was that we were waiting for the formal approval from this committee. Once we have that, Crown Land will do all the paperwork and the submission is prepared for the minister who will sign off on the land exchange. Following on from there, the Devonport City Council advised me last night that the Imaginarium plan has been put in place for that and they will be relocating the Imaginarium prior to Christmas. So our original plan with the Imaginarium was that the Devonport City Council would continue to operate that at the present site and we would stage our building program, but the refurbishment of the Imaginarium would be the last stage. That has been eliminated now by a recent council decision to relocate the Imaginarium to a different site.

So everything is lined up, all the paperwork is done and we are just waiting for the last of the approvals from this committee for the project to be approved. Once we have that approval, we will sign the paperwork and process it with

the council. We have done a lot of work in preparing the documentation etcetera, and are ready to roll. The planning application is being submitted to the Devonport City Council and that closes this evening for comments from the council, so hopefully tomorrow morning when I ring the council, I will be able to get an answer to say we have a fantastic new site.

There was a brief suspension while the recording equipment was adjusted and Mr Latham continued:-

I think we were talking about the land exchange.The Devonport City Council have informed us that they now have a plan which will relocate the 'Imaginarium' somewhere else in the Devonport area, and it is their intention it be relocated by the end of this calendar year. The original proposition was that the refurbishment of the 'Imaginarium' would be the last stage of the building program, so that is a bonus for us. We may be able to make up some time on the construction side by being able to access the 'Imaginarium' sooner than intended. So if the outcome of this hearing is positive we will then advise Crown Land to process the paperwork to be signed off by the appropriate Minister for the land exchange to go ahead. The only thing that will then need to be put in place will be a leasing agreement between ourselves and the council for the agency to lease the current Devonport Police Station. It will be a peppercorn rental for the period that we are there and we will pay all the outgoings for that period.

The Committee inquired about the chosen location and the possibility for a tri-code facility. The witnesses responded with Mr. Wilson-Haffenden speaking first:-

The one thing we are mindful of is that we have funding within our budget for this project and we are keen to progress with that. In terms of the co-location, some of those issues are outside the control of this department - in areas such as ambulance. What we have considered is the possibility of State Emergency Services co-locating within the building. Again there is some scope, and in our initial discussions with council it was around potential. We are taking up a substantial amount of the existing site but there was a third title with the car park next door. Any of those other agencies might be prepared to look at potential relocation, but that is probably outside our bailiwick. It is a potential option there for those agencies.

Mr. HALL - So have there been any discussions with those other services at this stage?

Mr. WILSON-HAFFENDEN - There were preliminary discussions, but the issue they face is that they have no funding to relocate; whether there is actually a desire to relocate, I am not sure. It is outside our bailiwick at the moment but there is potential for them to look at that in the future. We cannot make commitments on their behalf.

Mr. LATHAM - There is another large car park area where we are proposing to build. Initially we were very keen to obtain that third title. It would have been almost a straight land swap without any dollar value involved, but council was not prepared to surrender the third area because they

considered there was a shortage of car parking spaces in the Devonport area. So that lost the opportunity for any potential relocation at that site with fire and ambulance services.

Mr. AVERY - *There is a plan of that car park on page 13 of the report.*

Mr. HALL - *Mr. Brooks also asks why can't there be a tri-code service outside the CBD, maybe near the bridge, which would be close to, if not still in, the CBD and then a remote or kiosk-type police presence in the CBD, perhaps in the mall. Was that an option?*

Mr. WILKINSON - *That sort of model has a significant impact on the resources required to staff it; that is the reality. As we said earlier, it was the council's preference and ours to maintain a presence in the CBD. Staffing the station and the shop-front simply requires more people and they are not here.*

Mr. HALL - *Yes, okay. You do not have significant issues in the mall in the daytime, perhaps, like they do in Launceston or Hobart, so it is not really an issue that you see as being a problem?*

Mr. WILKINSON - *No.*

CONSULTATION AND DESIGN

The Committee inquired about the design and the site of the building, the previously mentioned third title, and whether the building envelope was in a position to take advantage of that configuration in the future if necessary. Mr. Gaggin replied:-

Yes. The reason the cells on the site are on this end is that originally the remand centre was about there and there was a possibility of using next door as the remand centre and building a secure passage to hold whatever through there, because it is within the secure compound. So there is the possibility of building something on there and it would be quite easy for transfer of prisoners. Part of the planning scheme requires commercial buildings to be on the street frontage. We like to think that it is an important civic building so it should have a good street frontage and that is why a lot of detail has gone into the look of the thing. We put the cells as far away from the residential stuff as possible because it can get noisy at night when you get drunk or whatever people carrying on. Basically we have done a lot of work on the traffic flows. Council required to know how many cars would be coming in and out. Inspector Shadbolt and his men have done a lot of work on numbers of cars entering and exiting the site. A lot of policing is now done in the cars. It is not like a fire station where they slide down the poles with all the bells and whistles and charge out. They are already out there. The other reason it is sited that way is that this is the closer walk from town and obviously is closer to the 'Imaginarium'. We wanted that big back corner as there are a lot of vehicles associated with policing.

Mr. BOOTH - *So you have sited the building so you can take advantage of the third site if it became necessary.*

Mr. GAGGIN - *Yes.*

PROPOSAL – CONCEPT PLAN

The Committee queried an apparent inequality in relation to population, and the current police numbers with the following questions and responses:-

Mr. HALL - *I notice on the district profile that the population in the division is about 12.5 per cent, yet you only have about 7 per cent in terms of police officers. There seems to be an inequality there. Why is that so? In future, will that ratio change to better reflect the average throughout the State and, if so, will the new premises be adequate?*

Mr. AVERY - *The answer to the first question is that we can't house some of the other support services that are available to us in the western district such as the public order response team and traffic services. Some of them are housed in Ulverstone to get them closer or they are housed over in Burnie and we commute them to the areas.*

Mr. HALL - *So they will all come in here?*

Mr. AVERY - *There will be the potential of doing that. If this building goes ahead we'll be able to reassess where we're at and have a discussion as to where we're going to place traffic services, our public order response teams, prosecutions and those sorts of things. It gives us the flexibility to move some of the resources over here where the issues can arise.*

Mr. HALL - *If that happens, that would bring the ratio up pretty well close to the State average.*

Mr. AVERY - *Yes.*

Mr. BOOTH - *I have a question to follow on from Greg's with regard to future planning. I think he was talking about standard ratios, but what's the design life of the building physically and in terms of its redundancy for future expansion? Is this building going to provide the first-class modern facilities that a modern police force needs at an adequate level into the future and, if so, for how long?*

Mr. AVERY - *With the planning we included at least a 10 per cent increase in all the areas, so the plan has a lot of scope for increase of personnel into all areas. It also has a potential left there to bring into the area support teams, traffic teams - it is all designed for a growth into the future and that was part of our planning brief.*

Mr. BOOTH - *So you've basically conglomerated everything into one building, and this area is one of the fastest-growing municipalities in the State, I understand. Have you factored that into the design capacity of the building to cater for an increase in population?*

Mr. LATHAM - *The building itself, in respect of some of the larger areas such as the muster rooms, are very generous at this stage, and the design allows us to shrink the walls back to a size which allows us to do the future expansion and still be comfortable with the alterations as we go into the future. Because we have a reasonable size footprint for both the ground floor and upstairs, we*

have utilised the space that is there at the moment to suit our current needs, but it can be reconfigured to provide for that future growth.

Mr. BOOTH - *So we would not expect you to be coming back in 20 years' time saying that this station is too small?*

Mr. LATHAM - *Twenty years is a long time but -*

Mr. BOOTH - *I know it is but you can get demographic trends from the Bureau of Statistics and so forth. I am just making sure that, given it is a fair bit of public money, you are getting, first of all, good value for it and, secondly, that it is going to meet the needs of the future.*

Mr. WILSON-HAFFENDEN - *In terms of raw numbers what we are looking at is about double the existing building space. Over the past 10 years we have seen about a 25 per cent growth in operational police numbers, so that gives an indication that we are more than allowing for the growth we have had over the past 10 years. We think there is capacity within there. As Mr. Latham said, it is quite often hard to predict over 10 years, but our best guess is that there will be no need to expand the building space in the foreseeable future.*

SUSTAINABLE DESIGN

The submission included a detailed description of the approach taken to sustainability in the design. The Committee asked whether it met contemporary best practice. Mr. Gaggin described the design intent thus and answered specific questions in relation to the design:-

There is a green star rating tool, which you would know about, basically a commercial rating tool which you pay to get the building assessed. We are not going along that line but we are aiming for a 4.5 - to 5-star rating. A 4-star is best practice in environmentally sustainable design and/or construction and 5-star is Australian excellence in environmentally sustainable design and construction, so we are aiming for 4.5. It fits between the two. We will not actually have the building assessed for green star because it is currently \$22 000 to have it assessed and we are trying to maximise our bang for a buck. There are nine criteria on which they assess those two standards. We will basically self-assess it and will be aiming for a minimum 4.5-star.

Mr. BOOTH - *Those ratings are switching in most jurisdictions to 6-star for residential.*

Mr. GAGGIN - *Six-star for residential, but 6-star has an ongoing maintenance regime and there is no budget allocation for it at the moment. Six-star is hard to achieve in current terms. It is almost impossible in Tasmania because most of the materials have to be imported. It then also rates for product miles, where it comes from and all that stuff. In real estate people are asking for 6-star but they do not fully appreciate what 6-star means. We are going for a best practice-Australian excellence standard rather than 6-star, which is world's best practice. It would be nice to get but it is almost physically impossible in Tasmania to achieve at the moment.*

Mr. BOOTH - Has there been a focus on that, particularly given that energy prices are travelling north at a rapid rate?

Mr. GAGGIN - Yes, there has. We have a services engineers team involved with the project and they look at things such as lighting, mechanical services, air-conditioning and those sorts of things and basically we are trying to pull out as much air-conditioning and energy usage need as possible. There are really simple things like zoning areas, so that if the CIB are working late at night the whole station is not powered up. There are things like time clocks on all heating units. You hit a button and the heater comes on for three hours, rather than hit a button and walk out and forget about it and it is still going all through Sunday until Monday morning. There are basic things like heavy insulation, and standard items built into the building are all included. So 4.5 to 5-star is best practice-Australian excellence and that is what we are aiming for.

Mr. BOOTH - Are there any double-glazed windows in it?

Mr. GAGGIN - Yes, there are double-glazed windows. Bellerive, which is under construction at the moment, is a similar sort of brief and similar size. It is heading towards the 4.5 to 5-star rating at the moment and it is a well-operating police station. We are trying to change it from turning the whole building on and then turning the whole building off. As you might have noticed when you were in there today, most of today's policing is done outside the station in cars. You want the coppers out on the street. With the technology that has been put into the cars, a lot of the stuff that was done back at the station is now done in cars. They obviously want people out on the street. It is mainly to do with zoning control of the building. We want to get as much natural daylight as possible into the place. We will harvest the water and reuse it. One of the big issues we had at Bellerive was that the public wanted to see clean police cars but they didn't want to see people using water to wash them, so we will be harvesting the water into tanks for washing the cars, so the cars can stay clean and the building can stay clean. One of the biggest pushes in my company at the moment is low VOC, volatile organics, so getting rid of gases through more natural fibres and natural materials. We are using recycled timbers, external sun-shading, and things like showers for bike-riders. A lot of people are riding their bikes to work now. Devonport is a beautiful flat city for riding bikes, so we should encourage it. So we have change-rooms and showers. That sort of stuff is being built into the building design.

Mr. BOOTH - In terms of the ultimate design cost, were there areas of energy efficiency that you would have put in had you not been constrained by budget and that would have added significantly to lowering its carbon footprint?

Mr. GAGGIN - Some of the things like importing building materials is very hard in Tasmania. There are also very few places that make commercial double-glazed windows, for example, so if we got a factory that did that then it would be a lot better. There are obviously things like geothermal tapping and that sort of stuff which usually outweighs the cost benefit over the life of the building. You usually can't get the building to last as long as the cost benefit before something comes along to replace it that is better. The actual design is mainly based on the passive side of things, clever environmental

design rather than super whiz-bang technology. The other side of that is to create clear floor plates throughout with good access to services throughout for when technology moves on. Who would have thought 20 years ago we would be doing what we do now technology-wise? The current station in 1964 was probably considered state of the art, but of course it comprised tiny little boxes with brick walls. Trying to get wireless through there now is hard because of the density of the building, and trying to get cabling through there is hard because it is all brick. So what we are trying to do is future-proof it, having clear floor plates and lightweight walls, and rather than using double-brick walls for, say, insulation we will use more clever ways so that, down the track, you can easily remove them as needs change.

Mr. BOOTH - So what is the design life of the structure?

Mr. GAGGIN - *We tend to think 40 to 50 years is almost the commercial life of most buildings now. We haven't got to the stage of some states of America where you have to build in the demolition plan with your building application, but it is probably not far away.*

Mr. BOOTH - *Are these services like electrical, component, plumbing and all that sort of stuff accessible and replaceable so that you don't have to demolish the building?*

Mr. GAGGIN - *Yes, once again, part of the main aim is to make everything accessible rather than bury pipes under the slab and then run it into ceiling spaces - that sort of stuff.*

FUNDING – COSTS

The Chair noted that that with regard to the Budget there was a \$650 000 shortfall and the figure for contingencies was about the same and asked whether any difficulties or challenges were anticipated that might 'eat up' that contingency allowance. Mr. Gaggin replied:-

Not really, Mr. Harriss. It is a vacant site, well serviced and there are not a lot of problems that we know of. I think the budget shortfall comes from the original budget that was done a long time ago, based on refurbishing the existing station and then moving the building to a new site. A new building is sometimes more expensive than refurbishing existing buildings. We also have the benefit, which is one of the main pluses of that site, of the 1 000 square metres of 'Imaginarium', which obviously had never been factored in because it is a huge storeroom that will be well and truly utilised for storage. Since the budget has been set we have had the BER stimulus package which has cranked up prices significantly, and we have noted the supply of trades and materials at the moment. We are hopeful; having worked on 27 BER projects throughout the State they are starting to finish up and the builders are starting to sharpen their pencils again. We are hopeful but the bar has been raised over the last 18 months because of the BER stuff. We are hopeful that the budget is on the money and that the contingency allowances cover everything. We cannot see any issue with what we are building on site.

The Committee inquired further about the estimated shortfall in the budget to which Mr. Wilson-Haffenden answered:-

Some \$300 000 is available from the transfer of the land titles and that is not built into the budget at the moment. With the extra \$300 000 we are hopeful, and with the slow-down in the economic stimulus, that a few of our estimates might come in under budget, otherwise we will have to go back to Government in terms of seeking RAP funding or we will draw from our own capital appropriations.

15. DOCUMENTS TAKEN INTO EVIDENCE

The following documents were taken into evidence and considered by the Committee:-

1. Department of Police and Emergency Management: Divisional Headquarters Development, New Devonport Police Station: report to the Parliamentary Standing Committee of Public Works
2. Steven, K R Inspector, Burnie Division, Tasmania Police, Briefing Note: Police Resources for Court and Prisoners in Western District, dated 10 November 2008.
3. Hon N McKim, Minister for Corrections and Consumer Protection, Correspondence dated 29 November 2010

16. CONCLUSION

The need for the project – the Divisional Headquarters Development, New Devonport Police Station - was clearly demonstrated to the Committee. Once completed the project would provide increased floor space, improved workflow and functionality, better interface and interaction with the general public and other visitors, disability access throughout, and greater safety and security for all. The design introduces and enhances ecologically desirable features.

The intent and purpose of the project, that is, to provide a police station designed and equipped to accommodate a modern operational policing service would greatly enhance the work of the local and divisional workforce in Devonport and the surrounding districts into the future.

However, the matter of a remand centre for the North West of Tasmania is one that is of great concern to the Committee. There was reference to the inclusion of such a facility during evidence about the design of the project. The Committee was informed that in the first concept design, provision was made for a remand centre on the same site as the project. Mr Wilkinson, in his evidence confirmed the inclusion and noted an ongoing commitment to have police removed from prisoner transport and court duties. The Committee were informed that the Justice Department were aware of the

planning for the new Devonport Police Station and the possible inclusion of a remand centre but that the Department did not respond with any formal proposal. The Committee were informed by the architect, Mr Gaggin that-

“in the current set-up it wouldn’t be able to be easily put back in.”

Mr Wilkinson described the impact on police services when there was a need for prisoner transport -

It is a significant impost. As we discussed earlier around the staffing for this division, the shifts are not large, so if two officers have to be found to escort a prisoner to Launceston they have to come off their shift or be recalled on overtime. That means either a potentially significant impost in terms of the reduction in operational police availability or alternatively a significant cost in overtime to cover their absence.

After the hearing the Committee received a Briefing Note dated November 2008: ‘Police Resources for Court and Prisoners in Western District’, which detailed the significant police resources that were required to undertake duties which, in Launceston and Hobart were, in the main, the responsibility of the Department of Justice and specifically the Prison Service.

The briefing note confirms that the issue of the responsibility for prisoners on the North West and West Coast has been of some concern to the Police Service for many years. At the hearing Mr Wilkinson told the Committee that-

.....Our primary concern is that we do not think it is a function we should undertake. We think that we could make better use of our highly trained and relatively scarce officers in duties other than transporting prisoners or escorting prisoners to court. Our view is that we do not think we should do it. We do not think it is particularly cost effective and there is a fair bit of community support for the view that police probably are not the best people to undertake those sorts of duties. I do know it would be fair to suggest that is the best solution for Justice to take on because clearly that has significant cost and staffing implications for them because a reception prison has to be staffed 24 hours a day. None of us can really comment on their circumstances or what would be best for them but we would prefer not to escort prisoners or take prisoners to court.

The Committee wrote to the Minister requesting an explanation as to why the Department of Justice did not pursue the opportunity to attach a remand centre as part of the proposed works for a new Devonport Police Station.

The Minister for Corrections and Consumer Protection responded with the following:-

“....one solution suggested to deal with this is the possibility of incorporating a remand centre in the soon to be redeveloped Devonport Police Headquarters.

It was agreed that to assess this option properly a feasibility study into incorporating a permanent Tasmania Prison Service reception facility into the

redevelopment of the Devonport Police headquarters would need to be undertaken.

The agreement to a feasibility study is a matter that needs to be considered by government and until a decision is made no further work has been done on this particular matter.

The Department of Justice's capital program does not include provision for remand facilities in the North West and the Department has not been asked to provide funding nor does it have funding for this study"

The Committee believes that the lack of a remand centre is clearly detrimental to policing on the North West Coast of Tasmania. There is a negative impact on both the community and the Police Service when officers are required for prisoner transportation and court duties. It is evident that there was opportunity to include one with the new Devonport Police Station project.

Notwithstanding the clearly demonstrated need for the Police to have a work environment more suited to modern day policing practices, the Committee believes it would be counter productive and short sighted to redevelop the current premises at a cost of \$6 235 000 without the inclusion of a remand centre.

Accordingly the Committee is unable to recommend the project.

Parliament House
Hobart
7 February 2011

Hon. A. P. Harriss M.L.C.
Chairman