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PARLIAMENT OF TASMANIA

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PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

# **Divisional Headquarters Redevelopment Bellerive Police Station**

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*Brought up by Mr Best and ordered by the House of Assembly to be printed.*

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## **MEMBERS OF THE COMMITTEE**

Legislative Council

Mr *Harriss* (Chairman)  
Mr *Hall*

House of Assembly

Mr *Best*  
Mr *Green*  
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## TABLE OF CONTENTS

INTRODUCTION .....	3
BACKGROUND .....	3
HISTORY & CONTEXT .....	3
OWNERSHIP .....	5
SITE SURVEY .....	5
GEOTECHNICAL.....	5
EXISTING SITE DEVELOPMENT & FACILITIES.....	5
IDENTIFIED ISSUES .....	6
CONSULTATION, BRIEFING & APPROVALS.....	7
TOWN PLANNING .....	7
OTHER APPROVALS .....	8
ARCHITECTURAL RESPONSE - PROPOSAL .....	8
ARCHITECTURAL RESPONSE – INTERNAL PLANNING.....	10
EXTERNAL OUT- BUILDINGS .....	13
BUILDING FLOOR AREAS .....	13
ECOLOGICALLY SUSTAINABLE DESIGN (ESD) .....	16
CONSTRUCTION.....	18
BUDGET .....	20
EVIDENCE.....	21
DOCUMENTS TAKEN INTO EVIDENCE.....	28
CONCLUSION AND RECOMMENDATION.....	29

## **INTRODUCTION**

The Committee has the honour to report to the House of Assembly in accordance with the provisions of the Public Works Committee Act 1914 on -

### **Divisional Headquarters Redevelopment Bellerive Police Station.**

The submission of the Department of Police and Emergency Management was as follows:-

## **BACKGROUND**

In August 2007 the Department of Police and Emergency Management (DPEM) completed a state-wide review of accommodation of police divisional headquarters. The primary purpose of the Review was to determine whether available floor space 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 programme, the first being the Eastern District Divisional headquarters building at Bellerive Police Station. The others are Glenorchy and Devonport.

Works have been approved to proceed, with construction scheduled to commence in the 2009 – 2010 financial year.

Bellerive Station is the District Headquarters for Eastern District, comprising the three Divisions of Bellerive, Bridgewater & Sorell. It is also the Divisional Headquarters for the Bellerive Division which comprises Bellerive Uniform, Clarence Plains Station, Risdon Vale Station & Llanherne Station.

Accordingly, the Station accommodates several District functions, including the District Commander, together with being a Divisional Headquarters and active Police Station.

## **HISTORY & CONTEXT**

Bellerive Police Station was opened in 1972 to service the rapidly growing areas of Clarence Municipality and was built on Crown land centrally located adjacent to the Housing Department's broad acre housing developments of Warrane and Mornington. Some earlier Housing Department residences were demolished to create the site.

The Eastern District Headquarters is located in Bellerive and a Commander of Police is responsible for the delivery of policing services in this District.

The District is comprised of three divisions, each under the control of a Divisional Inspector. The divisions are the Bellerive Division, the Sorell Division and the Bridgewater Division. This District has a combination of high density population areas and dispersed population throughout the District.

In addition to the geographical Divisions the District has also Criminal Investigation Division, District Support & District Response Divisions.

As a result of the 1999 decision to move the Eastern District Headquarters from Glenorchy Police Station to Bellerive, a number of additional staff and functions have been transferred to this location and this has impacted upon the available space in the existing building.

Funds amounting to \$400,000 were provided through the Department's 1999 SAMP to carry out a refurbishment program of the existing building. This enabled the following work to be undertaken:-

- Provision of a modern, functional Customer Service Area;
- Installation of new carpet through most of the building;
- Refurbishment of offices for the Eastern District Commander and his support staff;
- Internal painting of the entire building; and
- Provision of a new Conference Room/Training Room.

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.

The Sorell & Dodges Ferry area has one of the highest growing population areas in the State with many of the residents commuting to Hobart for employment purposes. The unemployment rate for the Clarence LGA is about 5%.

The Eastern District has twenty (20) Police Stations with these stations located at Bellerive, Bicheno, Bothwell, Bridgewater, Bushy Park, Clarence Plains, Dunalley, Hamilton, Kempton, Liawenee, Maydena, New Norfolk, Nubeena, Oatlands, Orford, Richmond, Risdon Vale, Sorell, Swansea and Triabunna.

#### **District Profile Snapshot**

- Number of Sworn Officers at Bellerive Station - 109 (equals 11.1% of state district personnel)
- Number of Sworn Officers for Eastern District - 183 for the District (equals 9.9% of state district personnel).
- Number of Police Stations in Eastern District - 20 (12 are single person stations)
- The population of the District is about 102,000 (equals about 20.4% of state.)
- The population of Bellerive Local Government Area is approximately 52,000 ( 10.4% of state population)
- There are about 4,053 Kilometres ( 21.7%) of road in the eastern district (state 18,669km)
- There were just over 26,000 RDS Incidents recorded last year (slightly increased this year to date)
- There are about 86,000 registered vehicles in eastern District (about 19.7% of state)

- There are about 59,000 licensed drivers in eastern District (about 16.6% of state)
- about 37% of homes are being bought by occupants (home ownership) with the state average 36.7%
- Bellerive LGA (Clarence 11.1%) has one of the highest new building approvals in the State
- Eastern District has the highest level of public housing in Tasmania
- 386 square kilometres in size with 191 kilometres of coastline
- Nearly 9,000 school students live in Clarence
- Clarence LGA has an unemployment rate of about 5%
- Just over 21,000 residential dwellings

### **Existing Building**

The front entry façade of the building faces South-west and addresses CR Barnard Drive, a narrow one-way vehicular access to the Council offices and Car-park. The long frontage of the building faces South East and addresses Bligh Street.

Commercial development over time has resulted in the Station now being located in the heart of the Civic / Commercial precinct of the Rosny Park area, adjacent to the Council Offices and the State Library. Retail outlets are opposite on Bligh Street and the “Eastlands” Shopping Centre is near-by to the south.

The Council Office and Library public car-parks abut the site to the west.

### **OWNERSHIP**

The Site is Crown land, and is occupied and managed by the Department of Emergency Management - Tasmania Police. Title reference is CT 1/ 224645 and the land area is approximately 2450m<sup>2</sup>.

### **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 included electronically onto the drawings.

### **GEOTECHNICAL**

A geotechnical investigation will be performed during Design Development. Footings and slabs will be designed and certified by a structural engineer.

### **EXISTING SITE DEVELOPMENT & FACILITIES**

The current face brick building is “U-shaped”, with two storey wings to the Bligh Street and CR Barnard Drive frontages and a single storey wing that houses the cells and custodial processing areas to the West.

The Building has had modest internal refurbishments over time.

Temporary portable buildings have been used to provide additional office accommodation for the station.

### **Existing Building Fabric**

The existing building fabric is two-tone brown / tan face brick, mill finished aluminium windows and flat pitched steel sheet roofs concealed behind parapets. The design and materials are typical of the building's age.

To the Northern boundary are brick and metal clad storage sheds and out-buildings. The lean-to structures are too small to suit their purpose (vehicle workshops for detailing and minor maintenance / servicing and installations.)

Temporary "Modbuild" transportable buildings situated in the car-park provide current over-flow offices. These are accessed externally which is unsatisfactory during periods of inclement weather.

The hard-stand bitumen compound is secured by a steel picket fence, nominally 2100mm high and is accessed via automatic access controlled gates to Bligh Street and an alternative mechanically locked gate to CR Barnard Drive.

### **Current Floor Areas**

Floor areas:	EXG
Level 1:	940m <sup>2</sup>
Level 2:	760m <sup>2</sup>
<b>Total:</b>	<b>1700m<sup>2</sup></b>

### **IDENTIFIED ISSUES**

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 and CIB 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, and to provide for team interaction
- Security and public interface – front counter design and security zoning is lacking
- Toilet / shower /locker room facilities are not of an acceptable standard.
- Charge / custody room facilities are not satisfactory.
- Lack of storage space.
- Interview rooms (offender / victim) need to be upgraded.
- Obsolete cell blocks are 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, web access – is limited and unsatisfactory
- Safe and secure offender delivery to site in police vehicles is required
- State Service Disability / DDA access requirements to be addressed
- Lunch room / socialisation areas are important

## **CONSULTATION, BRIEFING & APPROVALS**

The planning for the alterations and additions to Bellerive 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 three month period from August – October 2008 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.

Simultaneously, another project user group was established for the Glenorchy Divisional Headquarters Redevelopment Project. Common design elements, planning and layouts were thus developed in a consultative manner between the two groups. This process was greatly expedited by the leadership of Acting Commander John Arnold, who was serving as the temporary Station Commander for Bellerive, and as the current Inspector in charge of Glenorchy Station.

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

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

Other Police Stations were visited and assessed against the functional requirements of Bellerive 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 District Commander and DPEM Asset Management in October 2008 and were then presented to the Police Executive Management Group and approved.

The plans accompanying the PSCPW Submission are the approved drawings as submitted to Clarence City Council March 2009 for Development Approval.

## **TOWN PLANNING**

The Proposal was submitted to Clarence City Council for Development Application 6th March 2009.

Under the Statutory Planning instrument, Clarence City Council Clarence Planning Scheme 2007:

- Zoning is Special Use 3 – Public Facility.



- Use: Civic Building. A Police Station is defined in the Scheme as a Civic Building and is a permitted use for the zoning.
- The Application is discretionary and will be advertised and displayed for public comment and/or representation
- Development Standards: there are no regulated development standards for the zone.
- Sufficient car-parking is to be provided for the use and demand of staffing.
- The building extensions are to be of modern design and construction.
- The proposed fence extension to Bligh Street is to match the existing and be less than 2.1m height.

There are no heritage implications or restrictions.

There are no changes to occupant numbers, vehicular movements or use anticipated.

### **OTHER APPROVALS**

#### **BUILDING & PLUMBING WORKS**

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

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

Clarence City Council is the Statutory Authority for the approvals.

### **ARCHITECTURAL RESPONSE - PROPOSAL**

#### **Demolition**

The proposal for Bellerive Police Station is for the existing building to be internally demolished on both levels, and the western side single storey cell block wing to be completely demolished to ground.

The current transportable temporary office buildings will be relocated off-site, and the existing sub-standard lean-to garages to the Northern boundary will also be demolished.

#### **New Building & refurbishment**

The remaining existing building shell will be completely refurbished and extended to accommodate Police operational accommodation and other facilities.

A new two storey wing replacing the cell block will be constructed.

#### **Accommodation**

Accommodation on each Level will comprise:

##### **Level 1**

- Public Entry and Reception
- Records and Storage
- Uniform Branch
- Staff Toilets

- Officer's Change-rooms
- Custody Suite

#### Level 2

- Criminal Investigation Branch (CIB)
- Administration, including the District Commanders Offices
- Meeting / Conference / Training Rooms
- Staff Dining and Recreational facilities
- Staff Toilets
- District Support

### **Police Approvals**

The layouts have been approved by Tasmania Police operations and management. Structure has been retained where necessary and 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

The existing central corridors and compartmentalized offices will be replaced by an off-set Passage with the Branch / Unit functions off it. As much of the existing building fabric, as possible, will be retained and integrated into the new design. Several walls and columns are required to be retained for structural integrity and the new planning accounts for this requirement.

A new 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.

New Garages along the northern frontage will replace the demolished car-ports, as the current lean-to's do not have enough space for the functions required.

## **ARCHITECTURAL RESPONSE – INTERNAL PLANNING**

### **LEVEL 1 – GROUND FLOOR**

Floor areas:	EXG	DEMOLISHED	NEW	TOTAL
Level 1:	940m2	290m2	475m2	1125m2

### **Public Entry and Reception**

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

The Public entry is under a new canopy with directional / information signage into a secure Reception area. This area incorporates the Reception Enquiries Counter and Waiting Area. The Reception 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 / Conference Rooms for larger meetings, and private conferences. These rooms of varying size and two are divisible by a folding wall depending on the size of meeting required.

### **Storage and Records**

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 existing block building within the compound that will have its security upgraded. The smaller internal stores will be accessible in a controlled and secure manner after-hours for short-term storage.

The District Records and Archive storage will be housed in existing space, adjacent Reception and near Level 2 Administration.

### **Uniform Branch**

The Uniform Branch is accommodated in a new 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.

### **Custody Suite**

The Custody suite is access externally by auto-remote controlled secure gates. The design of the custody suite has been developed by consultation with a working group and analysis of other stations. 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 Secure Unloading Area, which also has the decontamination unit. Accommodation comprises three holding rooms, two processing rooms and three interview rooms. Two of the Interview Rooms can be accessed from outside the Custody Suite to avoid witness interaction with offenders and others in the Custody Suite. This whole area will be electronically and mechanically secured, and observed by CCTV.

Note the nature of policing has changed so that the Custody Suite is now primarily a processing and temporary holding area. Serious offenders are securely transported by

vehicle directly to the Hobart Police Station and/or Remand Centre, offenders facing minor charges are processed and released.

### **Staff Toilets**

Male, Female and Universal Access (disabled) toilets and the Level 1 Cleaner's room are provided adjacent to the Reception and Uniform Areas.

### **PORT, VSRT & Youth Justice**

The other operational uniform branches (Public Order Response Team (PORT), Victim Safety Response Team (VSRT) and Youth Justice) are accommodated in a new multi-purpose Muster area with the Inspector of Police and team leader Sergeants in office workspace off the Muster Room.

Adjacent to this area is the Level 1 Weapons Issuing and Storage area, a focus subject of a detail design working group to provide improved weapon security and safety.

### **Change Rooms and Toilets**

The existing Change-rooms and toilets have been expanded and refurbished and will include new fittings, fixtures and finishes. They remain located adjacent to the main staff entry so Officers can efficiently change on arrival and departure at the shift changeover or as required.

### **LEVEL 2 – UPPER LEVEL**

Floor areas:	EXG	DEMOLISHED	NEW	TOTAL
Level 2:	760m2	0	450m2	1210m2 excludes 70m2 deck

### **Access**

Level 2, the Upper Level of the refurbished and enlarged station is accessed by:

- The existing stair adjacent to the eastern (Bligh Street) car-park – this stair will be refurbished and re-finished;
- A new central stair behind Reception
- A new passenger elevator lift to AS1428 Disabled Standard
- A new external stair from the Northern car-park / compound to the Deck / Recreation areas and beyond. This stair would be screened.

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

### **Administration**

At the head of the new internal stair within the current, re-used and refurbished space will be the Administration area of the Station. This area is centrally located within the station yet remains discrete, confidential and private.

Accommodation comprises:

- Workspace: Station Administration Officer / Commander's Personal Assistant and Waiting Area with noticeboard etc
- Office: District Command Senior Sergeant
- Office: District Executive Officer
- Office: District Commander, with ensuite bathroom

### **Criminal Investigation Branch (CIB)**

CIB is located above and near the Custody Suite and the Public Entry area of the Building for ease of access, and also has a direct functional relationship with the Operations area (Task Forces, etc). The lay-out planning of the Branch is a new multi-purpose Muster area with the detective sergeants in individual offices off the Muster Room, but directly accessible to their detective teams.

Senior Officers are housed adjacent to the branch entry with the PA and utility equipment.

### **Operations**

Centrally located within the station, adjacent to CIB and the District Commander's Office Suite, is the District Operations and Conference Centre. 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 Operations Centre accommodation comprises:

- Meeting Room with direct access off the new central stair
- Conference Room – extendable as required by an operable wall
- Secure operations monitoring room – for electronic monitoring etc
- Kitchenette
- Video Interview Room – external to, but adjacent, the Operations Spaces and accessible by CIB etc

### **District Support**

District Support is under the control of an Inspector of Police and consists of Traffic Services, the Crime Management Unit (CMU) and the MAIB Taskforce.

Eastern District Traffic Services is located at Bellerive Police Station and comprises a Sergeant and 13 Constables. One Constable is on permanent secondment to the Eastern Road Safety Task Force and another Constable, on a 3 month rotational basis, is required to undertake duty within the District Crime Response Unit.

Officers undertake traffic related duties as far east as Bicheno, north to Tunbridge and west to Derwent Bridge.

Attached to Eastern District Traffic Services is the M.A.I.B. Road Safety Task Force. The Task Force is manned by a Sergeant, a seconded traffic officer and two uniform officers seconded, on a 3 month rotational basis, from the Bellerive Division. This Task Force has a district wide responsibility in accordance with the M.O.U. between the M.A.I.B. and Police Service.

Accident Investigation Services is stationed within the Eastern District. This unit is staffed by a Sergeant and Constable. AIS has the responsibility of investigating serious and or fatal accidents that occur within the Eastern and Southern Districts as required by the Tasmanian Police Manual.

EDTS, RSTF and AIS personnel undertake on a regular basis, with assistance from the Divisions when able, the monthly bench-marked traffic operations.

District Support, as for Uniform and CIB, etc, is accommodated in a new multi-purpose Muster area with the team leader sergeants in a shared office workspace off the Muster Room, with the Inspector, PA and Utility equipment near-by.

The Level 2 weapons Storage and Issuing area is located in the Passage outside this area and is controlled by the Training Sergeant. Operationally, CIB Officers self-issue and return their own weapons, so the Store is located near to this Branch.

### **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 new Dining Room replaces the sub-standard former Station Inspector's domestic Kitchen and Lounge-room that has provided the Station Officers with their canteen accommodation over the last decade.

This 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 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 a new external stair (see Access above), also screened.

## **EXTERNAL OUT- BUILDINGS**

### **Garages & Stores Outbuildings**

The existing concrete block storage building to the Northern perimeter of the Compound will be retained and refurbished as a secure store. This will include new shelving and the upgrading of electronic and mechanical security.

The current lean-to garages will be demolished and replaced with new steel framed and colorbond clad external garages / car-ports. These will be used as stores, workshops, vehicle detailing and undercover parking areas.

A new "lean-to" car-wash bay on drained concrete slab will be built off the concrete block store building and the existing garden shed will be relocated from the western car-park perimeter.

## **BUILDING FLOOR AREAS**

### **Floor Areas - Building**

Floor areas:	EXG	DEMOLISHED	NEW	TOTAL
Level 1:	940m2	290m2	475m2	1125m2
Level 2:	760m2	0	450m2	1210m2 excludes 70m2 deck

COMBINED 1700m2    290m2                      925m2    2335m2

All NEW areas include for lift shaft and stairs.

The areas differ from the Divisional headquarters briefed requirements of 2000m2 by the inclusion of the District command functions.

#### Floor Areas - Garages

Floor areas:	EXG	DEMOLISHED	NEW	TOTAL
Garages	180m2	100m2	200m2	280m2

### **ARCHITECTURAL RESPONSE – APPEARANCE AND FORM**

The building extensions are designed to complement the existing building fabric. The new facades are faceted by use of fins and extended eaves to provide sun-screening and also reduce the apparent mass of the façade by providing smaller scale elements.

Current materials used on site, brick, steel roofs etc, will be integrated in a modern way with other complimentary materials. Glazing will be high performance double glazing, as a high energy rating is required. Sill heights to the Lower Level 1 remain high for safety and security reasons.

External walls will be face brickwork and pre-finished non-reflective metal claddings, such as "Alucobond" or similar.

### **BUILDING HEIGHTS**

#### Heights

The Floor Levels are as for the existing building. This provides for ease of access for rolled items including wheelchairs, trolleys etc between the new and old sections of the building fabric. The existing building's height is approximately 7000mm (RL106.2 approx). The new building's highest point is the skillion ridge line, approx 8000mm (RL107.17) above grade.

The top of the lift shaft, is nom. RL106.75, 4500mm above the highest floor level served.

#### Floor Levels:

Level 1:	RL 99.20	(existing Floor level)
Level 2:	RL 102.250	(existing Floor level)

### **SITE WORKS AND INFRASTRUCTURE**

#### Site works

Site works will comprise bulk excavation and site preparation, concrete paving, external stormwater and sewer drainage, water supply, external electric light and power, and hard and soft landscaping (planting).

#### Roads and car-parking

The existing vehicular access and car-parking will be retained with additional parking provided. The current vehicular movements and access will be retained. Refer drawings. The existing police officer's car-park along Bligh Street will be secured by

way of an extension of the existing 2100mm high steel picket fence along the street frontage.

The current auto-gate will be relocated and access controlled pedestrian gates will be provided. There will be sufficient turn-off space from Bligh Street for vehicles entering the station car-park to stop and to activate the access control. 41 car-parking spaces are provided in the new development, together with 7 new garages

## **BUILDING SERVICES**

### **Existing Services Generally**

Building services are generally beyond their economic life and it is recommended they be replaced by energy efficient and low maintenance fittings and equipment.

The only services with reuse potential is the existing fire detection and occupant warning system.

### **Electrical Supply**

The facility is powered from a high voltage supply to an Aurora sub-station located on CR Barnard Drive. The main switchboard is located within the building. The Building's existing Aurora electrical supply will be upgraded and extended into the additions. New loading requirements will be ascertained during the design development phase. Electrical services will include consumer mains, circuit protection and general lighting power and heating.

### **Communications**

The facility's existing telephone service will be upgraded to modern technologies and the PABX replaced with a digital system. 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**

A new IP addressable CCTV system will be provided in the new 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.

### **Fire Services**

The existing compliant fire detection system will be extended into the new facility to BCA / TFS requirements. The existing fire fighting hydrant and hose-reel system will be extended into the new facility to BCA / TFS requirements.

### **Water – Domestic Use**

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 new additions. Rainwater harvesting and water efficient fittings and fixtures will be considered to reduce the water demand on the Municipal infrastructure.



#### Sewer Waste Water and Stormwater

The development's sewage and stormwater would be upgraded, extended and connected to the existing mains.

#### Mechanical Services

Existing redundant services within the refurbished and new works area will be demolished and be replaced with new as required. New works will have compliant exhaust systems etc as required. 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.

#### Design and Certification

All services design and certification will be undertaken by consultant services engineers, in consultation with Philp Lighton Architects

### **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.

The refurbished building utilizes approximately 75% of the existing building fabric, including footings, external walls, floors, roof structure etc.

#### New Building Design

The design of the new 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;
- 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 renewable resources – assessing building material selections, and then controlled and direct specification of renewable products and materials.
- Enhanced natural ventilation – provision of openable, yet secure windows, careful selection and design of fenestration
- 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 new work – under-slab, walls, ceiling and roof
- Awnings, over-shading, solar orientation
- Use of high-performance heat reflecting glazing to perimeter windows.
- 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
- 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
- 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
- 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.

### **CONSTRUCTION**

#### Structure

The structure will comprise reinforced concrete strip footings with bored piers, or similar, to future design by the engineer. The floors will be reinforced concrete slab, on grade or suspended “Bondek” as appropriate.

#### 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 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.

### Roof

The roof will be engineered clear span beams with pre-finished corrugated steel roofing, and will have reflective building membrane under the roof sheeting and bulk insulation to the roof and ceiling space. It is proposed to also re-roof the existing building.

### Elevator - Lift

The new extension, and thus the entire building, is to be serviced by an elevator lift, centrally located to provide for maximum access, centrally located adjacent to the Entry and will 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.

### Internal Finishes

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

### 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).

### Construction Methodology

For ease of construction and to minimise risk associated with construction sites it has been recommended to DPEM that for the duration of the Building Contract, the Tasmania Police functions decant to alternative premises.

Subject to detail design and consultation with authorities and the contractor:

- Police will decant from site to temporary accommodation – to be advised
- The construction site sheds and parking will be located on the existing hardstand area
- Construction access will be via Bligh Street
- Site management protocols and procedures will be established and managed, including OH&S, etc
- The Contractor will establish and maintain traffic management policies in association with DIER and CCC

## **BUDGET**

### 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 Bellerive Police Station Project funding of \$6,503,000 (ex GST) from the Capital Investment Program has been provided. The project cost will be expended over the financial years 2008-09/2010-11.

### Quantity Surveyors Estimate

A quantity surveyors indicative estimated order of cost (January 2009) for the construction of the Bellerive Police Station project based on the approved Sketch Plans is to the order of \$5,850,000 (ex GST).

#### Building works

Preliminaries & set-up:	\$ 35,707
Site preparation & demolition:	\$ 52,520
Roads, footpaths & paving:	\$ 21,935
Boundary walls, fences & gates:	\$ 62,525
New two storey addition	\$ 2,256,975
Redevelopment of exg building	\$ 2,596,475
Outbuildings & covered ways	\$ 190,650
Landscaping & improvements:	\$ 34,338
External stormwater drains:	\$ 20,500
External sewer drains:	\$ 10,250
External water supply:	\$ 5,125
External light & power:	\$ 25,000
Contingencies	\$ 535,000
Building Works estimate:	\$ 5,850,000

The estimate includes:

Building services allowances  
Re-roofing and roof insulating the existing building  
Redecorating the existing building façade  
External works  
Infrastructure costs  
Competitive tendering  
Builders costs, profit and margins

#### Overall Project Cost

Building Works (as above)	\$5,850,000
Furniture Fittings and equipment allowance	\$ 100,000
Art for Public Building Scheme	\$ 80,000

**Professional Fees Comprising:-**

Architects / Lead Consultants / Project managers	
Interior design	
Tendering & contract administration services	
Quantity Surveyors	
Mechanical Services Engineers	
Electrical, Data & Communications (IT) Engineers	
Civil Engineers	
Geotechnical Engineers	
Structural Engineers	
Hydraulic Engineers	
Fire Services Engineers	
Landscape Design	\$ 448,000
Statutory authorities' fees and charges (allowance)	\$ 25,000
Allocated Funding	\$6,503,000

**EVIDENCE**

The Committee commenced its inquiry on Monday, 25 May last at the Bellerive Police Station. Accompanied by the Officers of the Department of Police and Emergency Management and the consultants, the Committee was conducted on a site inspection, following which the Committee recovered in Committee Room 2, Parliament House, Hobart. The following witnesses were called, made the Statutory Declaration and examined by the Committee in public:-

- Scott Tilyard, Assistant Commissioner, Tasmania Police
- Tom Tully, Commander Eastern District, Tasmania Police
- Scott Wilson-Haffenden, Director Corporate Services, Department of Police and Emergency Management
- Ian Latham, Manager Asset Management Services, Department of Police and Emergency Management
- Peter Thompson, Project Manager, Department of Police and Emergency Management
- Peter Gaggin, Director, PhilpLighton Architects

***Overview***

Mr Latham provided the following overview of the works:-

*Planning for the redevelopment of the Bellerive Police Station was initiated as a result of a statewide review of divisional police headquarters completed in October 2007. The purpose of that review was to assess the suitability of existing accommodation of divisional headquarters throughout the State, determine whether the floor space would be more effectively utilised, assess the structural integrity of each site and potential for future redevelopment, and identify any external issues that may impact on the future accommodation strategies of the department. The report formed the basis of a number of CIP submissions to government. Government approved a four-year funding program of \$18.88 million, commencing in 2008-09 for*

*the redevelopment of divisional headquarters at Bellerive, Devonport and Glenorchy. Bellerive Police Station is the first of the projects to be commenced.*

*The Bellerive Police Station was constructed in 1972 to service the rapidly-growing areas of the Clarence municipality. At that stage the police presence consisted predominantly of the uniform branch and CIB. The site was selected as headquarters for the Eastern Police District in 1999. At this time policing activities conducted at the station expanded to their current activities and, due to the increased significance of the station as a district headquarters, we now have a district administration section. We run traffic and MAIB operations, including accident investigation services. We have crime management units, the uniform presence, the public order response teams - which incorporate early intervention, community policing, licensing and the victim safety response teams - that are all run from the Bellerive Police Station now. With the upgrading of the station, there has been a significant increase in the numbers of police and the activities that operate from the station.*

*At the time the station was upgraded, we undertook a \$400 000 refurbishment. This basically provided a conference room, a training facility and the improved customer service area. There was a general makeover of the building. The refurbishment, however, did not address the spatial requirements for staff or the number of functions required to be performed out of the station. It basically resulted in a shrinking of the areas for the personnel serving in the station. With the exception of that refurbishment, only minimal maintenance has ever been undertaken at the station from its points of final construction.*

*In 2005, due to staffing issues, we installed two demountable structures in the car park on what we thought would be a temporary basis, but they have remained a little longer than the six months we had planned for. They are still in service and our public order response teams work out of these two units.*

*... the major issue is the lack of floor space available for the number of people who serve in that station now.*

*One of the other major issues is the charge and custody area, which you saw this morning. It is totally unsuitable for the charging of offenders coming through the room. It is a security and safety issue for our officers and offenders. There is a lack of storage space throughout the building with the additional activities, especially for traffic police and public order response teams. Both those units have significant amounts of equipment and there is insufficient storage space for those units to house their equipment.*

*The public interface, despite a makeover in 1999, is ordinary. There are no suitable interview rooms near the front of the station; no suitable rooms for the Commander to conduct press conferences or hold any type of meetings with members of the public. The public has to be brought in through the station, which is unsatisfactory from our point of view. We don't have any type of disability access to the station; there is no lift in the station. Access is to the front reception counter and basically that is as far as a person with a disability can come, especially if they are in a wheelchair.*

*Our other major issue is the lack of information technology infrastructure in the building. There needs to be a complete upgrade of the infrastructure for the IT and communications to meet today's standards and also to move us forward into the future.*

*Once the Government approved the redevelopments for the three stations we decided to contact Treasury to discuss how we could best go through a tender process for the engagement of professional services. After some discussions with Treasury, we decided that the best process was to invite Tasmanian-based organisations that had the appropriate skills and pre-qualified, as per the government guidelines, to tender. Ten Tasmanian companies fitted the profile. We issued a letter to each of those organisations requesting expressions of interest. All 10 companies came back to us and we then formalised our formal tender and called for the tenders from those companies. We received nine tenders, one being a joint tender from two of the companies concerned, so all 10 organisations in Tasmania that were eligible to tender ended up tendering for the position.*

*The evaluation process consisted of two stages. The first stage was an assessment of the companies' skills, their experience, previous performance on projects. We looked at all the attributes of each of the companies. The second stage was a value-for-money exercise. We used the weighted criteria model to merge their experience et cetera and value for money. At the end of the process Philp Lighton's single proposal for all three sites was successful. I probably should go back a step. When we issued the tender, we gave the tenderers the option of tendering for a single site, a multiple site, or a single submission for all three sites. It was the single submission for all three sites from Philp Lighton we decided provided us the best value for money across the three projects. That was the basis of appointing the consultant for the project.*

## **Proposal**

Mr Gaggin outlined the proposal as follows:-

*We met fortnightly with senior police at the station and ran it in parallel with Glenorchy. We are trying to integrate the two stations, so what happens at Bellerive also happens at Glenorchy. Bellerive has a few additional issues in that it is a district headquarters. We set up small groups to look at weapons handling, as in issuing and receipt of weapons and safe loading and unloading procedures, all of which happens inside the building, as well as forensic storage of items that could turn up at 2 a.m. after an operation by police, and that needs to be stored for court appearances, those sorts of things. You may have seen that at the moment the cells are used for this purpose, so part of this process will obviously be reorganising that.*

*You saw the custody suite in operation this morning and that if you get more than one person in there some issues inevitably arise. There is a whole range of issues associated with the handling of offenders, witnesses and others who are brought in after the event. A subgroup was set up to deal with that, and the other subgroup dealt with the closed circuit TV, public relations, public reception, those sorts of things, and zoning the building.*

*As they stand at the moment the plans are the same as the ones in your report and the ones that Clarence City Council have, but are different from the ones pinned up on the board at council chambers that members of the public can peruse purely for security operational reasons. In terms of process, the drawings were signed off by the district commander, and then we met the executive manager who then signed them off at a corporate level. Basically, they have been signed off at operational and corporate level. The plans have been submitted to Clarence City Council for town planning.*



*Basically the front door stays where it is, but the public area is greatly expanded, so members of the public will be able to come in, deal with reception and then get either directed to a waiting area or into a meeting room where the station officers can meet with the person. The building is split into two wings, much the same as now. The current wing containing the cells and an upstairs deck off the dining room will be demolished. On the ground floor will be the uniform muster room, basically a large area for the constables to sit, do reports, and meet as a group and the process will work with all the various departments of the operation because the various departments are grouped in one area so there is good interface between the operational troops and the management.*

*We have pulled out what was a central corridor and gutted the buildings. There will be a wide central corridor, more than 2 metres wide so two wheelchairs can easily pass or two fully-armed public order response guys can walk side-by-side and there is direct access. You can see that access will be greatly improved as opposed to the rabbit warren we looked at this morning. On the ground floor uniform branch will have direct access to the custody suite. Vehicles will bring offenders into a secure area, secured by large automatic gates and they will be processed. There are interview rooms with various doors and combinations of doors so if that two blokes having a fight are brought in, they can be processed in separate areas.*

*Directly above the uniform floor is the other major area of the works, the CIB, which is accessed through the stairs. Once again, these guys have fairly direct access both to uniform and to the custody suite via the stairs. There will also be a lift. We are demolishing some parts of the existing building but we have done a structural analysis so we know what parts we need to keep so the building does not fall down. Upstairs is similar to the ground floor with a large muster room. It also houses the public order response team, the victim safety response team and youth justice. Those people at the moment are in the tin sheds in the car park. There will be change rooms near the entry for the officers so they can get changed. We will also erect a fence along Bligh Street to secure police officers' cars in the car park as there is always a risk of damage to the cars.*

### ***Storage space***

The Committee questioned the witnesses as to the provision of storage space. Mr Gaggin responded:-

*The big block garage in the back corner of the building is full of mini-bikes and other seized items such as that. A lot of them have been there forever. Part of this job is to get a broom and sweep it all clean, so whatever is not required will go. That will be used as storage, as will some other areas plus the internal stores. Once again, stores were a result of the subgroup set up by the operational police that met to discuss dealing with forensic stores, seized items and those sorts of things - how they are processed and bagged and tagged. A lot of what we see in here was, I think, a result of a 'throw-it-in-the-corner' attitude. We had a meeting last Thursday where this was raised as an issue. Part of this process will be the archiving of redundant stores, because a lot of that stuff doesn't need to be there. They talked about a store in New Norfolk, somewhere off-site, with a three-year and a seven-year turnaround - after three years it goes to the seven-year place and after seven years it goes to New Norfolk. There is quite a lot of archival storage to do.*

*... With archiving active files, we have built in a new room for district records. It is probably a better way of filing things than just putting them in a plastic bag et cetera.*

*The public order response team also has its own store, as does the firearms branch. We have worked through the procedure of the firearms storage.*

Mr Latham added:-

*The internal storage also is basically a temporary area for officers and it can be an overnight drop-off when they don't have access to the new storage facility at the rear. The following morning the property officer will go through and address the appropriate paperwork and then it will be transferred to the major storage areas in the rear. The internal storage is basically a temporary storage site for overnight drop-offs or small items that are kept.*

### ***Open plan***

The Committee observed during the site inspection that the accommodation, particularly on the Ground Floor was 'stifling' and questioned the witnesses as to whether this would be addressed in the proposed works. Mr Gaggin responded:-

*There is no system at the moment in those rooms, only heating. The only fresh air you will get is if you open the window and then people forget to close them so the windows stay shut. The plan for the new building is for a bigger volume on the top floor with more fresh air and what the service engineers call 'a mixed mode' to force in fresh air as well as having windows that can be opened and heating and cooling options. There will be three ways of controlling the airflow. I agree that they are very stuffy at the moment.*

*... the budget plan allows for full airconditioning of the building and fresh air for heating and cooling. It has been well thought through.*

### ***I.T. workstations***

The Committee questioned the witnesses about the work stations of Officers. Mr Gaggin responded:-

*Police offices will say more, but basically the senior commanders at the station prefer the officers to be out rather than in, but they do come in and that I when they hit the computers, doing reports et cetera. They also check e-mails and do research on the Internet, as you and I do. As to the numbers, that is being looked at by the IT group we have up and running. As with every job, the IT people are saying we need three computers per person, but in reality one may be shared and they will probably be hot-desked. Obviously we're future-proofing this building so it can contract and constrict within those demands.*

Mr Latham added:-

*Every area of the station will be designed so that there will be IT capability. In, say, the uniform muster room we may have the capacity to run up to 50 computers but we may only supply 15 to 20 computers at that point in time. As part of this project we will be putting in the IT and communications infrastructure to serve our current needs and also to take us into the future.*

## ***Youth justice***

The Committee questioned the witnesses regarding the accommodation to be provided for youth justice administration. Mr Tully responded:-

*... If there were a need for them to access interview rooms to interview a complainant or an offender they would use existing interview rooms within the station for that. It is only a small section and it just wouldn't be feasible to give them their own interview rooms. But, as we said earlier, we would obviously have an interview room dedicated for complainants, particular with family violence or with children, which would be a bit softer.*

## **‘Greenfield’ site**

The Committee questioned the witnesses as to whether or not consideration had been given to demolition of the existing building and a new building constructed. Mr Gaggin responded:-

*Yes, we did. There are two answers to that question. One is that the numbers did not stack up, because basically we still have four walls and a roof there, regardless of gutting it, and the floor slabs on both floors, so we did do an exercise of how much it would cost to build a new one. The other two projects may well be stand-alones, and at the moment it still seems that refitting is the more economical option. Obviously we demolished the cell wing because it was completely unsuitable for what we needed. The other side of the coin from a green, environmental perspective is that when using existing buildings there is a lot of environmental carbon loading already so we thought it was slightly greener to reuse the existing building, and there would be no real compromise in doing it.*

## ***Transitional arrangements***

The Committee questioned the witnesses as to how personnel occupying the building would be managed during construction. Mr Gaggin responded:-

*we were ... looking at how we could manoeuvre the police around inside the building while we demolished it and rebuilt it, but then we went away onto the decanting thing, which is what we are looking at now where the police will move out. It was still a better option to rebuild.*

*... it is basically removing people from the building site. It started off in nursing homes where they talk about 'decanting residents' and those sorts of things. ...It does sort of suggest what it implies, in that people are moved out of the bottle into smaller areas elsewhere or whatever.*

Mr Latham added:-

*One of the reasons we looked at the decanting option was that we considered that there would be a significant cost saving in both dollars and cents and time if we are able to hand the site over to the builder and let them have a clear run rather than try to work around people as the construction was going on. Whilst our executive management group has agreed in principle to the decanting option, we are now looking at alternative accommodation within our own buildings. We are looking at the Tasmania Police Academy as one option for possibly housing the uniform*

*presence for the Eastern District. Commander Tully is keen to keep as many people as possible on the eastern shore, rather than bring them through to town. However, having said that, we are looking at possibly relocating the CIB into the operations support building in Bathurst Street, Hobart. We have identified probably half a dozen to eight alternative accommodation options. Our next process is to go through and look at the practicality of moving people into those to see how it will impact on our delivery service to the eastern shore and to the Eastern Police District.*

The Committee questioned the witnesses as to whether the works would have a noticeable impact on the performance of the Eastern Division. Mr Tilyard responded:-

*We do not think so. As Ian said, we are keen to maintain as much physical presence on the eastern shore as we possibly can and that is particularly important I think for the uniform presence. The reality for people like the CIB is that if they are temporarily housed in one of our buildings in town it only adds a few minutes to the travel time anyway and they are there. The timeliness of their response is not as critical as what it is for, obviously, uniform people who respond to the emergency calls.*

*We are also fortunate, as Ian said, that we have the academy over this side of the river and we have a fair bit of space available to us down there to do a few things with. We have the Bridgewater police station and we could possibly move some of our people out there as well. We are still working through the options but certainly from the corporate management group's perspective we will not sign off on anything unless we are satisfied that there will be an absolute minimal impact on service delivery to the community.*

Mr Latham added:-

*The key thing we are looking at is to try to maintain a customer service presence in the Eastlands-Bellerive area. We were hopeful of doing a deal with Service Tasmania in the State Library next door but unfortunately that has proven unsuccessful. They were prepared to look at a short-term option for us but not a 15-month option so we are going to look at other options in the Eastlands area to see if we can provide a shop front or a presence where people can go for the initial contact with the Police department.*

### ***Consultation process***

The Committee questioned the witnesses as to what consultation was undertaken. Mr Gaggin responded:-

*We started the consultation process in August last year and basically the people who have been involved - and correct me if I am wrong - have been from the commander down, but then we have had three or four inspectors come along. John Ward, who is the senior sergeant, is acting inspector; is now the nominated body running it right down to sergeant level. We have not had constables in there but we have had their sergeants in there - sergeants, inspectors, right up to commander, so it has been very much station-driven. Every fortnightly meeting has been at the station, by the station, and the operational planning of it has purely been driven by station, obviously with senior management oversight, but that is about as far as it has gone. In terms of rank and file representation in the plan, it has gone backwards and forwards through the troops.*

Mr Tilyard added:-

*...just on the issue of the consultation side of it, there are copies of the plans up on the walls in one of the offices. They are quite large drawings that all of the staff are quite free to see and have been looking at. In addition to that, copies have been made available to the Police Association and they are always very quick to point out any areas where they think there need to be some changes. I do not think there has been too much feedback at all, if any, from the association in relation to any concerns. Obviously our members would mention anything to them if they had any major concerns.*

Mr Thompson concluded:-

*The design group meetings had members from each section and the feedback had been back through that group to the rank-and-file members so I think we certainly had feedback back up through the design group.*

### ***Environmental outcomes***

The Committee questioned the witnesses as to what environmental outcomes were planned. Mr Gaggin responded:-

*We are aiming for as good an environmental outcome as we can for the building under the Budget, even things such as what we started talking about last week - water tanks for car washing. The members of the public want shiny, bright police cars but they do not want to see anyone washing them so we are going to have some recycled water for washing cars.*

*There is obviously fairly heavy insulation, double-glazing and those sorts of things so that the new officers will be more comfortable. The building is planned to look different from the existing one, which I do not think is a bad thing because it is 1960s brick. We have been more trying to get things right for the working people there in terms of the planning but also the environment they work in. That has been the emphasis on the design rather than trying to win brownie points or anything like that with design awards and all that sort of stuff.*

*... We are looking at solar hot-water heating, putting the panels on the roof to heat the water. As to the solar energy, I think there is a 20-year payback period.*

Mr Latham added:-

*We are mindful of that fact and also the water management we are looking at. We have just gone through an exercise in the State headquarters building where the building owners have recently replaced all the lighting through that building and the first two Aurora accounts have shown a significant decrease in the amount of energy and cost so there are obvious things that we can do within the budget.*

### **DOCUMENTS TAKEN INTO EVIDENCE**

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

- Submission to the Parliamentary Standing Committee on Public Works – Department of Police & Emergency Management – Tasmania Police Divisional Headquarters Redevelopment – Bellerive Police Station

## **CONCLUSION AND RECOMMENDATION**

The need for the proposed works was clearly established. 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 and CIB establishment numbers has resulted in overcrowded conditions and the working relationship between areas has become dysfunctional. The charge and custody area is outdated, as are the ablution and recreation facilities for the station staff and officers.

This major redevelopment project will provide significant improvements in the built fabric of Bellerive Police Station, with:-

- greater floor space and internal redesign – aligned to modern 21<sup>st</sup> century policing practices
- design for improved workflows, including modern team policing
- public interface and inter-action
- disability access throughout
- safe and secure custody suite and charging area
- enhanced and introduced ecologically sustainable design initiatives

The proposed redevelopment will make available accommodation for Tasmania Police to deliver significantly improved policing services for Bellerive and surrounding districts now and into the future

Accordingly, the Committee recommends the project, in accordance with the documentation submitted at an estimated total cost of \$6,503,000.

**Parliament House  
HOBART  
17 June 2009**

**Hon. A. P. Harriss M.L.C.  
CHAIRMAN**