



PARLIAMENT OF TASMANIA

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

**Construction of Police Divisional
Headquarters Devonport**

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

MEMBERS OF THE COMMITTEE

Legislative Council

Mr Harriss (Chairman)
Mr Hall

House of Assembly

Mr Booth
Mr Brooks
Ms White

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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 the -

Construction of Police Divisional Headquarters Devonport

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

BACKGROUND

This reference from the Department of Police and Emergency Management (DPEM) sought the approval of the Committee to construct a police divisional headquarters station at the site recently acquired via a land exchange with the Devonport City Council at 19-23 Macfie Street and 24 Wenvoe Street, Devonport.

Devonport Police Station was constructed in 1964 and accordingly it was submitted, the design does not now fit with contemporary policing practices and accommodation standards, with many identified inadequacies.

Whilst the current 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. Increased uniform and CIB establishment numbers and providing facilities for visiting operational officers has resulted in overcrowded conditions. Also 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 The charge and custody area is outdated, as are the ablution and recreation facilities for the station staff and officers.

The project will comprise:

1. construction of a new police station building,
2. construction of new perimeter outbuildings,
3. refurbishment of an existing warehouse store; and
4. associated civil and landscaping works.

The project designates an area of land for the construction of a future remand centre which addresses the issue of concern to the Committee as reported in its report entitled “Divisional Headquarters Development, New Devonport Police Station” (Parliamentary Paper No. 3 of 2011).

The project will deliver a station with increased floor space and in comparison to the existing station, improved:

- workflow and functionality required for the demands of a modern policing environment,
- interface and inter-action with the public and persons visiting the station for business,
- disability access throughout,
- safety and security particularly in custody and charging areas and
- enhanced and introduced ecologically sustainable design initiatives

The proposed station has been positioned on the land and designed to allow for a remand centre to be constructed at a future date. However, the development of a remand centre at this site is a decision for the Department of Justice.

In addition the proposed facility will provide for the future relocation of the Mersey State Emergency Service Unit (SES) currently located at Latrobe.

The submission of the Department of Police and Emergency Management appears as Annexure 1 to this report.

COST 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

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	\$400,000

Comprising:

- 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
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Project Estimated cost	\$6,885,000
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Allocated Funding	\$6,235,000
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Shortfall	\$650,000
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The Department submitted that the 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 projected estimate.

EVIDENCE

The Committee commenced its inquiry on Wednesday, 25 May 2011. The Committee convened in Committee Room 1 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
Ian Latham, Manager, Asset Management Services, Department of Police
and Emergency Management
Peter Gaggin, Consultant, Philp Lighton Architects

Overview

Mr Wilson-Haffenden provided the following overview of the project:-

... following on from the presentation for previous plans we know the committee's concerns about the lack of a remand centre. Hence we went back to Mr Gaggin, of Philp Lighton, to reconsider our position in relation to that and the concept. We also had some further discussions with Justice in relation to a remand centre. I guess our primary concern, as the Department of Police and Emergency Management, is that police are desperately needed and I think the committee accepted that we desperately needed a new police station in the Devonport vicinity.

We have continued to work through those plans and in essence the revised document that you have in front of you, or the new plans, do not substantially, if at all, change the original police station. What it does is add a few modifications to the customer service centre. What we have also done is taken account of the potential for future growth to enable a remand centre to be accommodated within that site if and when funding becomes available from the Justice Department and/or the Justice Department saw the need for that remand centre within the site.

Essentially that matter is outside the control of the Department of Police and Emergency Management. We have undertaken the consultation. Mr Gaggin certainly incorporated within this revised document the capacity to accommodate that remand centre and we think that would go hand in hand in with the station and the design we have. But essentially we cannot commit to anything at this point in time because it is outside our scope for the project and it is also outside our funding capacity.

Need

Mr Wilson-Haffenden provided the following evidence in respect of the need for the proposed works:-

... that leaves us in the situation where the need for the police station continues and that is an urgent need. That is a funded need at this stage. We are very keen to progress that because essentially without that our only alternative is to put a lot of money back into an existing facility which will never provide the capacity that we see as a need for the future. We actually see that as essentially spending good money on a poor outcome.

If we were to proceed with this plan we accept that it would provide both modern policing facilities for our existing needs, and that capacity for growth, the capacity to accommodate some of the services which we have in a diverse area at the

moment. It also provides us with the opportunity to accommodate a remand centre in the future, if and when the money becomes available.

... (the proposal) has been drawn up addressing the environmental needs and access issues, and none of that has changed from our original presentation.

The Committee questioned the witnesses as to whether the proposed design meets the needs of the police service. Mr Wilkinson responded:-

The need remains the same. What we have done is provide the potential to allow for a remand centre to be built in the event that the funding becomes available. You can see that it is there and it works.

... There has been a lot of consultation in relation to the plans and certainly Commander Avery has been closely involved to ensure that it will meet his needs. So, yes, I am confident (that it meets our needs).

Mr Latham added:-

... basically all we have done is to reposition the footprint to allow a sufficient area of space to be developed in the future. All the services that we had in the initial drawings and potential for future accommodation needs all still remain there. It has just created a space for future development.

Police services

The Committee questioned the witnesses regarding the 'realignment' of police services on the north-west coast and particularly whether the proposed new facility will adequately accommodate a traffic branch presence. Mr Avery responded:

(The reallocation of a traffic branch to Devonport) will be an operational decision that we will make. There is some possibility that there will be a team out of Devonport and there will be a team out of Burnie but once again it depends on the means.

... We certainly have planned for office space for traffic teams.

The Committee questioned the witnesses as to what affect, if any, the transport of prisoners had upon police services. Mr Avery responded:-

It has been an existing problem for us having to transport prisoners and we do not hide from that. It is something that we manage on a day-to-day basis. If there is a requirement and the priorities are that we need to pull someone back or pay overtime we do. If it is quiet and the demand is not so high for our services we will utilise the available resources along the coast. We have the same issues for Burnie, Devonport and Ulverstone, so therefore we can use resources right along the coast to do those sorts of things.

Future Remand Centre

The Committee noted that the scope of the project included the provision of land as a site for the future construction of a remand centre. The Committee sought an

explanation of the current position of the Justice Department in relation to this matter. Mr Wilkinson responded:-

The Justice Department have indicated to us that a remand centre for the north-west coast or a reception prison for the north-west coast is not their highest priority.

Mr Wilson-Haffenden added:-

Again, I note that our project brief is exactly what those four dot points are. The issue of 'potential' is exactly that. It is a potential capacity and there are a number of decisions which would have to be made outside the control of the Department of Police and Emergency Management which would factor into that.

The Committee later questioned the witnesses as to the likely cost of constructing a remand centre. Mr Latham responded:-

I think it is \$1.845 million - it is on page 4. That, I should say, is our estimate from our understanding of what would be required to construct it. Obviously, more work would need to be done with Justice as far as the final details et cetera are concerned. I think that would be the low-cost figure in that exercise.

The Committee then sought clarification of what effect, if any, the provision of remand services had upon police services in the north-west. Mr Wilkinson responded:-

I think I put it like this - that policing in the north-west is conducted differently from policing in the north and south because of the absence of the remand centre. I would not want to criticise the way policing is conducted in the north-west in any way, but the different way of policing certainly does impact on their business. Again, in an ideal world, we would have the same scenario existing in each of those policing centres so that there was consistency in reception prisons, in the way the courts are managed and in the way escorts are managed - that would be the ideal scenario. That obviously involves considerable cost and other agencies.

'Tri-code' collocation

The Committee questioned the witnesses as to whether the possibility of collocating the three emergency services was considered in the planning stages of the project. Mr Latham responded:-

Yes. The issue we had is in the land exchange that we are doing with the Devonport City Council. There is a third block of land which is a car park and if we had been able to obtain that additional block of land that would have opened up the opportunity for the tri-service function. The two blocks that we hoped to do the land exchange with only accommodate the police service needs basically. We have not got sufficient room on those two blocks for a tri-service. Devonport Council was not keen to negotiate on the third block of land initially. It was an opportunity there for being able to gain titles to all three blocks.

Mr Wilson-Haffenden added:

I think again it is important to recognise what is within the scope of this project at the moment and it is a single agency proposal. Discussions around other agencies being involved is simply not factored within the budget of the project at the moment. We have certainly had a look at the capacity to bring in State Emergency Services, which is within our own department. It certainly is something we will look at as a potential development and we think we have capacity within that. As Ian points out, that additional block does provide an opportunity for the future but I guess we are at the point where our needs are real at the moment and this would provide us with a long-term strategic asset, but otherwise we will be spending a lot of money on a site which will never accommodate any of those things if we have to go back and do works on the existing Oldaker Street site.

... It certainly wasn't considered with any strong detail other than, as Ian said, it provides the potential there for the future.

Formby Road

The Committee questioned the witnesses as to the affect, if any, of the project upon the redevelopment of Formby Road. Mr Avery responded:-

We had input into the Formby Road design and we did actually ask for it to be changed to allow the crossover of emergency vehicles out of the outbound lane, which I believe they have done. Realistically that particular development doesn't change anything. It doesn't change anything for us to get out onto the highway. There are other routes if it is busy. We have already discussed the fact that between 4 p.m. and 6 p.m. it is probably not the desired route you would take to get out of that area anyway, and the redevelopment it probably makes it a little bit better for traffic flow.

SES unit

The Committee questioned the witnesses as to the likely location of the SES unit in the new facility. Mr Avery responded:-

There is no real reason why that cannot go in there. There is definitely room and we have just had a discussion with SES and that particular unit. They are quite keen to relocate back into Devonport because mainly their officers are from Devonport and when they respond they have to go out to Latrobe to pick up equipment and respond back to where ever. For training purposes we are looking at developing the training area in the old Imaginarium building for district training as well and search and rescue storage and training. So, yes, they do dovetail in with each other fairly well in that complex.

Adequacy for future need

The Committee questioned the witnesses as to whether the proposed building will provide adequate accommodation for the next 20 to 30 years. Mr Avery responded:-

I believe it does. Obviously, at the moment, Devonport is the bigger demand area of the three bigger towns. ... Policing may change and it will depend on, obviously, where the changes of industry occur. But if you look at the plans, we have developed some work space areas that would allocate some functionality to it. It is excess as we go into the future. So there is definitely room there and if you look upstairs in the CI area, there is definitely room to increase significantly in the drug

squad and in the criminal investigations area. There is sufficient space to expand in the future - for the next 20 years.

... It is certainly needed and you only have to look at the current police station to realise that. I think it has only been the patience and goodwill of the officers there at the moment. Because there is a shining light there in the future, they are putting up with the present situation and have been able to manage it. If you look at the existing land plan and the dispute with council over the land at the back, you will see that there is no prospect of our doing anything with that particular site.

DOCUMENTS TAKEN INTO EVIDENCE

The following document was taken into evidence and considered by the Committee:-

Department of Police and Emergency Management: Divisional Headquarters Development, New Devonport Police Station: report to the Parliamentary Standing Committee of Public Works

CONCLUSION

The need for the project was clearly demonstrated to the Committee. The existing facilities were designed and constructed to suit policing methodologies that are now outdated and no longer suitable for the effective delivery of service due to their size, configuration and standard of facilities. Once completed the project will 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 proposed redevelopment will make available accommodation for Tasmania Police to deliver significantly improved policing services for Devonport and surrounding districts and provide opportunities for future efficiencies to be realised from the co-location of SES and Department of Justice services.

However, the matter of a remand centre for the north-west coast is one that continues to be of concern to the Committee. Whilst the Committee is content that the concerns expressed in its previous report have been attended to by the provision of a plan for the future construction of a remand centre, it remains disappointed that the Department of Justice, despite having been involved in the early planning for the new Devonport Police Station, have not taken advantage of the opportunity to construct a remand centre. Such decision will necessitate the continued commitment of members of the police service to prisoner custodial duties, including transport, thereby reducing the capacity to provide police services in this district.

The Committee urges the Government to expedite the construction of a remand facility in Devonport.

Notwithstanding this concern, the Committee acknowledges that the need for the provision of this facility for the police service is clearly demonstrated and should not be further delayed by the priorities of the Department of Justice.

Accordingly, the Committee recommends the project in accordance with the documentation submitted.

A handwritten signature in black ink, appearing to read 'A. P. Harriss', with a long, sweeping horizontal stroke extending to the right.

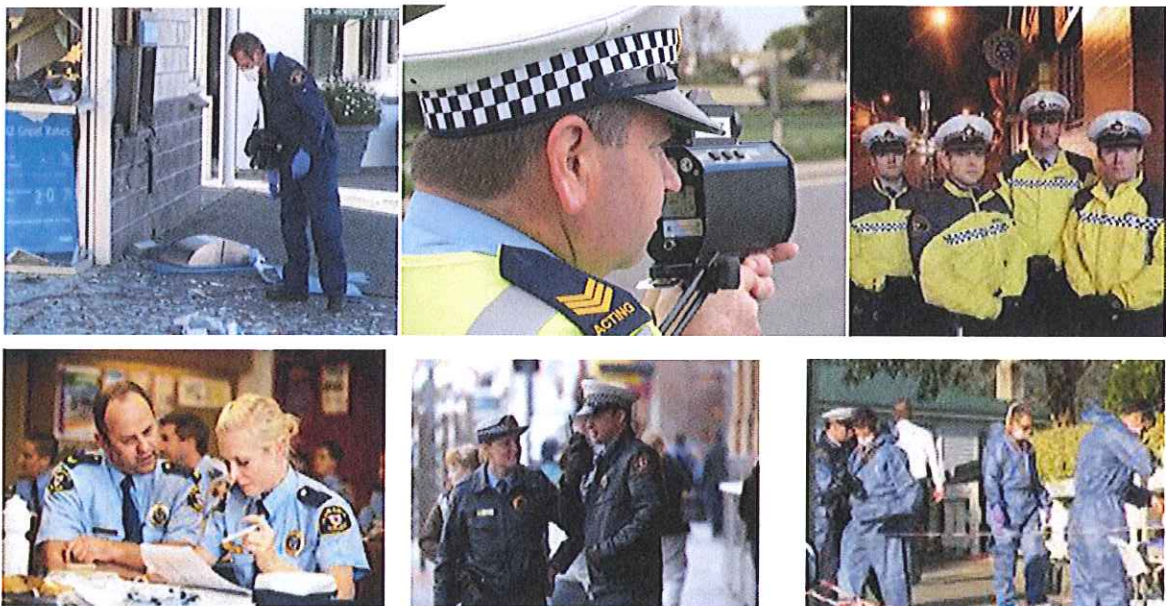
Hon. A. P. Harriss M.L.C.
Chairman

Parliament House
Hobart
16 June 2011

ANNEXURE 'A'

SUBMISSION OF THE DEPARTMENT OF POLICE AND EMERGENCY MANAGEMENT

**Report to the
Parliamentary Standing Committee on Public Works
Department of Police & Emergency Management
Tasmania Police**



**Divisional Headquarters Development
New Devonport Police Station
24 Wenvoe Street
19-23 Macfie Street
Devonport
May 2011**



PhilpLighton Architects

000/admin/08142/ Client/PSCPW/May 2011

Tasmania Police

May 2011

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A u t h o r

Report to the PSCPW

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The views expressed within this document are solely those of the Author and do not necessarily represent the opinions, policies and strategies of state and local government, DPEM, Tasmania Police or other parties. This Report has been prepared specifically for the project PLA 08142DPEM – Tasmania Police Devonport Police Station Divisional Headquarters Development.

As this Report concerns the internal layout and planning of an operational Police Station, for public safety and security, this Report is confidential.

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1 Executive Summary

PSCPW - DPEM – Tasmania Police Devonport Police Station Development

Executive Summary

The Department of Police and Emergency Management (DPEM) - Tasmania Police is presenting this submission to the Parliamentary Standing Committee on Public Works for approval to construct a police divisional headquarters station at the site recently acquired via a land exchange with the Devonport City Council at 19-23 Macfie Street and 24 Wenvoe Street.

A state-wide review of Tasmania Police's Divisional Headquarters, including Devonport Station, has revealed inadequacies in accommodation that impact on the service provision and efficiencies of the Station. Devonport Police Station was constructed in 1964 and the design does not now fit with modern policing practices and accommodation standards, with many inadequacies identified in a Report to Department of Treasury and Finance seeking funding for the project.

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. Increased Uniform and CIB establishment numbers and providing facilities for visiting operational officers has resulted in overcrowded conditions. Also 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.

Funding of \$6,235,000 has been allocated from the Capital Investment Program during the period 2009-10 to 2011-12. The funding is inclusive of building works, professional fees, furniture and equipment allowances, art in public buildings, and statutory authorities' fees and charges has been provide. Based on the pre-tender estimate the project will exceed the approved CIP allocation by approximately \$650,000. The Agency, however, has identified several options to manage any potential shortfall in funding.

Consultants have been engaged and after sustained consultation with senior station police officers, including working parties to examine particular design items in detail, detailed layout plans have been prepared that meet the briefing requirements of the senior station officers, district command and have been signed off by Tasmania Police Operations and Corporate Management.

The project will comprise:

1. construction of a new police station building,
2. construction of new perimeter outbuildings,
3. refurbishment of an existing warehouse store; and
4. associated civil and landscaping works.

The project will also designate an area of land for the construction of a future remand centre.

The project will deliver a station with increased floor space and in comparison to the existing station, improved:

- workflow and functionality required for the demands of a modern policing environment,
- interface and inter-action with the public and persons visiting the station for business,
- disability access throughout,
- safety and security particularly in custody and charging areas and
- enhanced and introduced ecologically sustainable design initiatives

The proposed station has been positioned on the land and designed to allow for a remand centre to be constructed at a future date. However, the development of a remand centre at this site is a decision for the Department of Justice.

In addition the proposed facility will provide for the future relocation of the Mersey State Emergency Service Unit (SES) currently located at Latrobe.

DPEM has sought advice from the Devonport City Council as to whether a new planning application is required for the revised plans.

In summary the proposed redevelopment will make available accommodation for Tasmania Police to deliver significantly improved policing services for Devonport and surrounding districts and provide opportunities for future efficiencies to be realised from the co-location of SES and Department of Justice services.

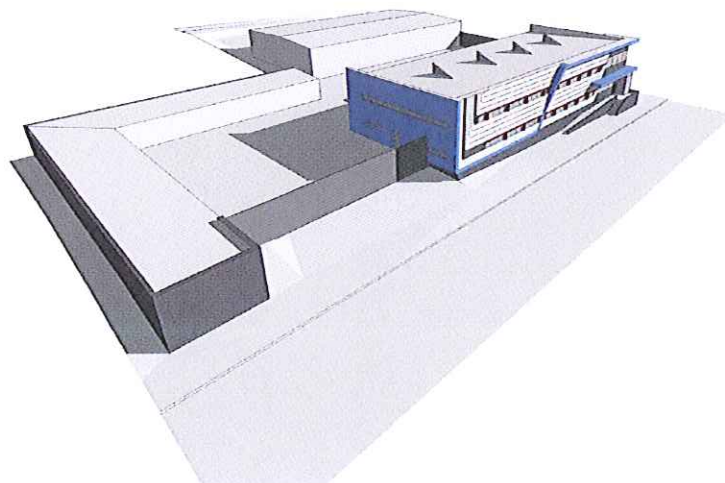


Image: Sketch of concept viewed above Wenvoe Street towards the North West

2 Introduction

PSCPW - DPEM – Tasmania Police Devonport Police Station Development

Introduction

The Department of Police and Emergency Management (DPEM) - Tasmania Police is presenting this submission to the Parliamentary Standing Committee on Public Works (PSCPW) seeking approval for the construction of new police divisional headquarters station at Devonport.

This Submission is to be read in conjunction with the attached Architectural Drawings, prepared by Philp Lighton Architects.

Background

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:

1. construction of a new police station building,
2. construction of new perimeter outbuildings,
3. refurbishment of an existing warehouse store and ,
4. associated civil and landscaping works.

The project will also identify an area of land to remain undeveloped as a potential site for future construction of a remand centre for the Department of Justice.

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 DPWEM 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 construction of a new police station and associated infrastructure will cost in the order of \$6.85M (ex GST) inclusive of professional fees and statutory charges.

The estimated cost of a future remand centre based on DPEM plans is an additional \$1.845M (ex GST).

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
- The future relocation of the Mersey SES Unit to Devonport

A future remand centre will have the potential to increase policing services within Western Policing District as police will not be required for the management of persons detained in custody.

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.

Report and Attachments

This Report is to be read in conjunction with the attached Philp Lighton Architects' Planning Permit Application Architectural Drawings, as per the Drawing Schedule.



3 History & Context

PSCPW - DPEM – Tasmania Police Devonport Police Station Development

History and Context

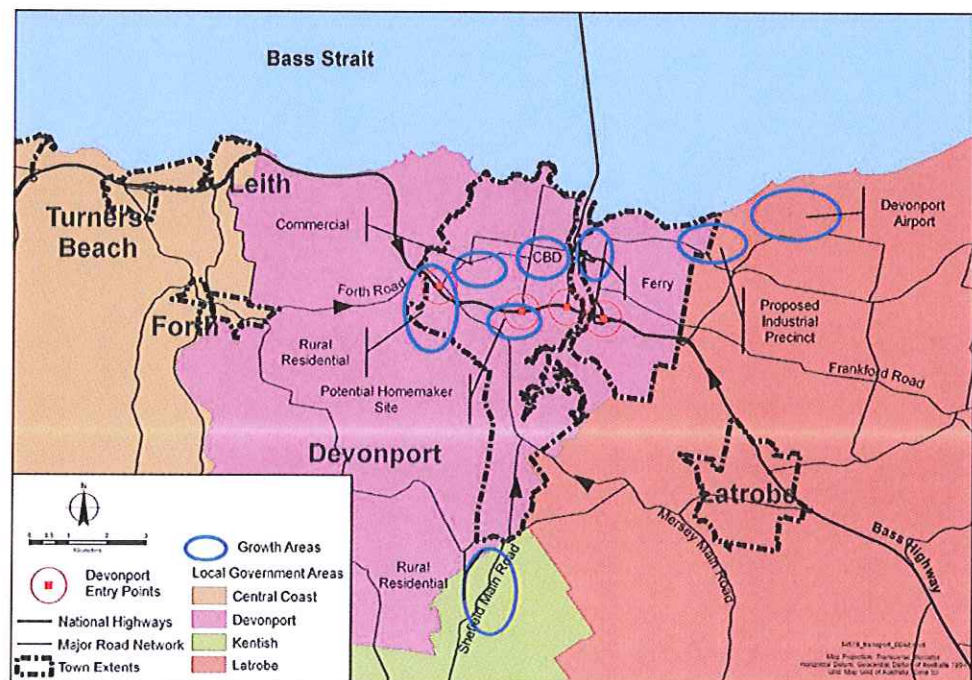
The Devonport police station was constructed in 1964 and is the divisional headquarters for the Devonport policing division which encompasses the following local government authorities, Central Coast Council, Devonport City Council and the Kentish Council. These areas are some of the fastest growth areas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

Regional & Economic Development Map



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 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 in approximately of 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 2009p no.	Population Change 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

PSCPW - DPEM – Tasmania Police Devonport Police Station Development

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.



Image: Current Devonport Police Station – Oldaker Street

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
- 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

1. 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 \$300,00 to ensure fair value exchange as per the valuation.
2. 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.
3. Both parties enter into leases enabling:
 - a) DPEM to continue to operate from the current site at 17 Oldaker Street until the new police station is constructed; and
 - b) 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 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

PSCPW - DPEM – Tasmania Police Devonport Police Station Development

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.

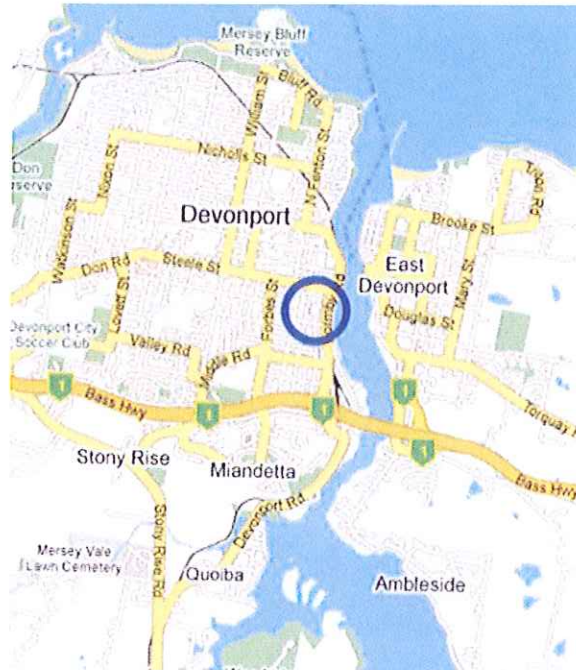


Image: 24 Wenvoe Street site – looking north-west towards the building currently housing the DCC "Imaginarium".

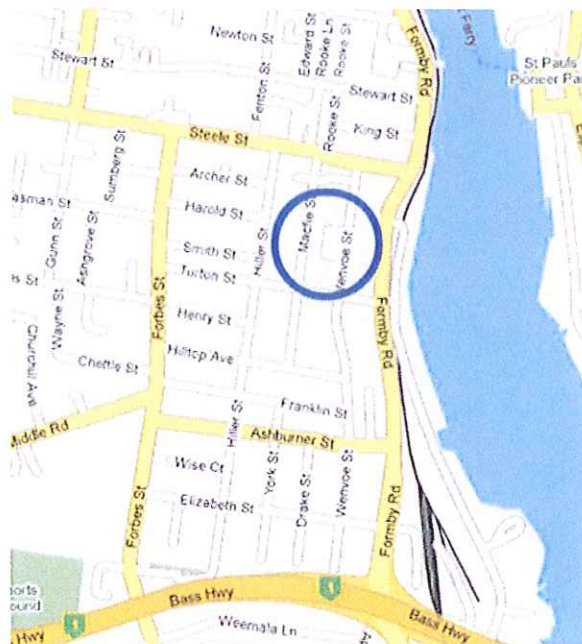
The former Council Depot building is to the right of the "Imaginarium" on the adjacent DCC property (20-22 Wenvoe Street car-park)

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 Location Plans



Map 1: Location map – Devonport and Environs – NORTH to top
The site is circled



Map 2: Site – Devonport CBD – NORTH to top
The site is circled

Site Plan



Map 3: 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:		5,729m²

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.



Image: Wenvoe Street Car-park looking North West towards DCC "Imaginarium" Building and former Works Depot buildings

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.



Image: Wenvoe Street frontage – looking north towards Steele Street



Image: Macfie Street car-park – looking north-east towards the rear of the DCC Imaginarium Building and to the riverside silos beyond

Geotechnical

Being beyond the scope of this Report, 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.



Image: Macfie Street car-park – looking north-east showing the access for disabled person entry door and ramp off the car-park.

6 Consultation & Design

PSCPW - DPEM – Tasmania Police Devonport Police Station Development

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
- 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 revised drawings. A Development Application will be submitted to Devonport City Council subject to the approval of the PSCPW.



Remand Centre

Government approved DPEM's submission for the development of a Devonport Police Station in 2008 and allocated funding of \$6.235 million for the project. The approved submission and allocated funding did not provide for the provision of a remand centre.

At regular meetings between senior DPEM and Justice Officers, the feasibility of including a remand centre at the proposed site was discussed. Any such facility would have to be funded by the Department of Justice and would impact on the recurrent resourcing model of that Agency.

DPEM staff involved in the design and planning of the new Devonport police station were informed of these discussions and the first draft plan included a remand facility to enable interim design and planning work to proceed.

The Department of Justice was not able to commit to capital and recurrent funding for the proposed construction and operation of a remand centre. Consequently the remand centre facility was deleted from the original design.

However, DPEM has revised the plans to provide an opportunity for the construction of a remand centre in the future. The revised plan does not compromise the amount of available floor space allocated for existing police services and staff nor reduce the potential to accommodate future policing demands. The design will also minimise disruption to policing services during any future construction of a remand facility.

The design of the police station includes five (5) cells and two (2) additional holding cells for short term detainees, to enable existing prisoner management functions currently performed by police to continue. This section of the building would become part of any future remand centre constructed at the site.

Department of Justice has been provided with a copy of the revised Remand Centre plans and estimated cost.

Ultimately any decision as to the construction and staffing of a remand centre is a matter for the Department of Justice, and independent of the replacement police station project.

7 Proposal – Concept plan

PSCPW - DPEM – Tasmania Police Devonport Police Station Development

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
- Allow for the future construction of a remand centre.

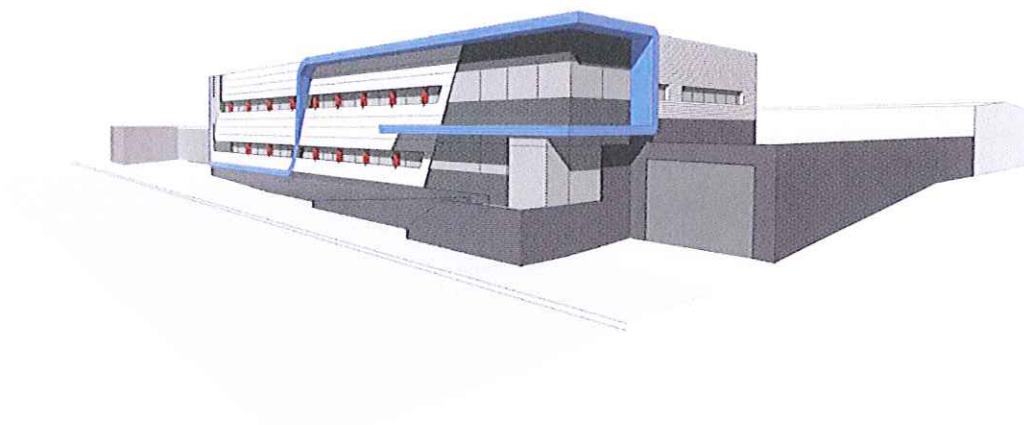


Image: Sketch of concept viewed from along Wenvoe Street towards the South West

Preliminary Concept Plan

The preliminary concept plan comprises:

- Construction 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
- Station designed to enable a future remand centre to be adjoined with minimal disruption to policing services.

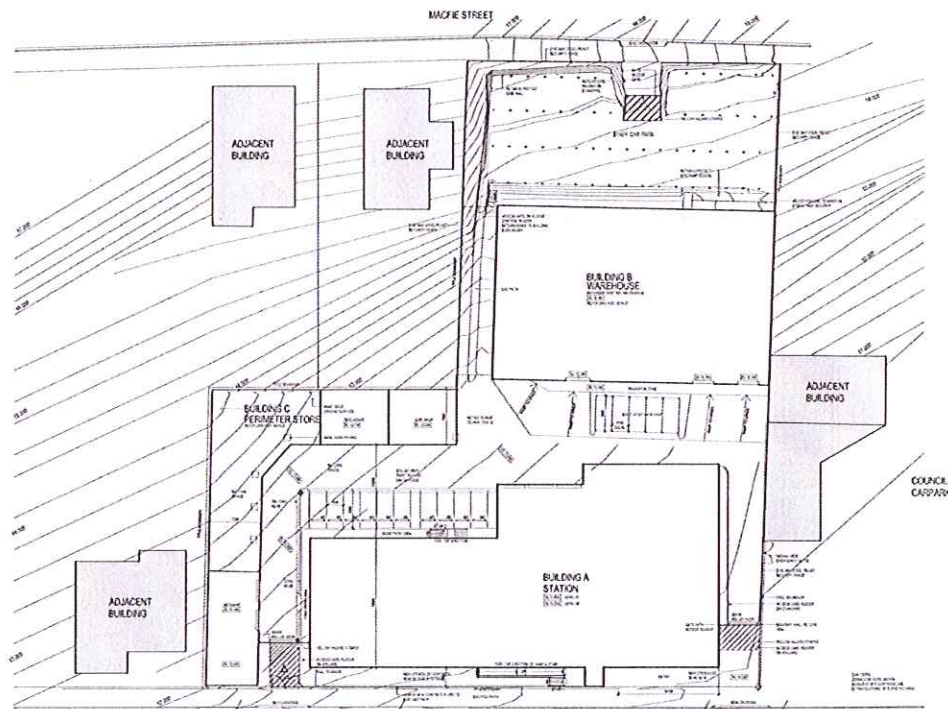


Image: Site Plan of concept

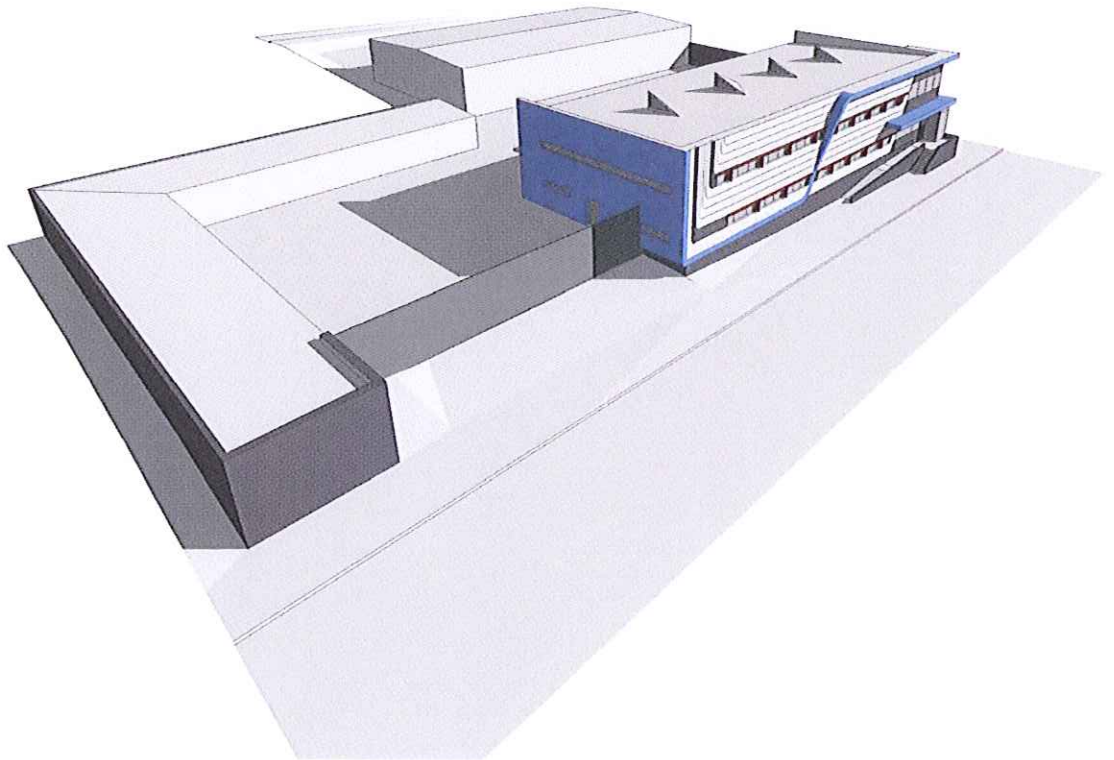


Image: Aerial sketch of proposal looking above from Wenvoe Street

8 Internal Planning & Design

PSCPW - DPEM – Tasmania Police Devonport Police Station Development

Functional Planning

Police Approvals

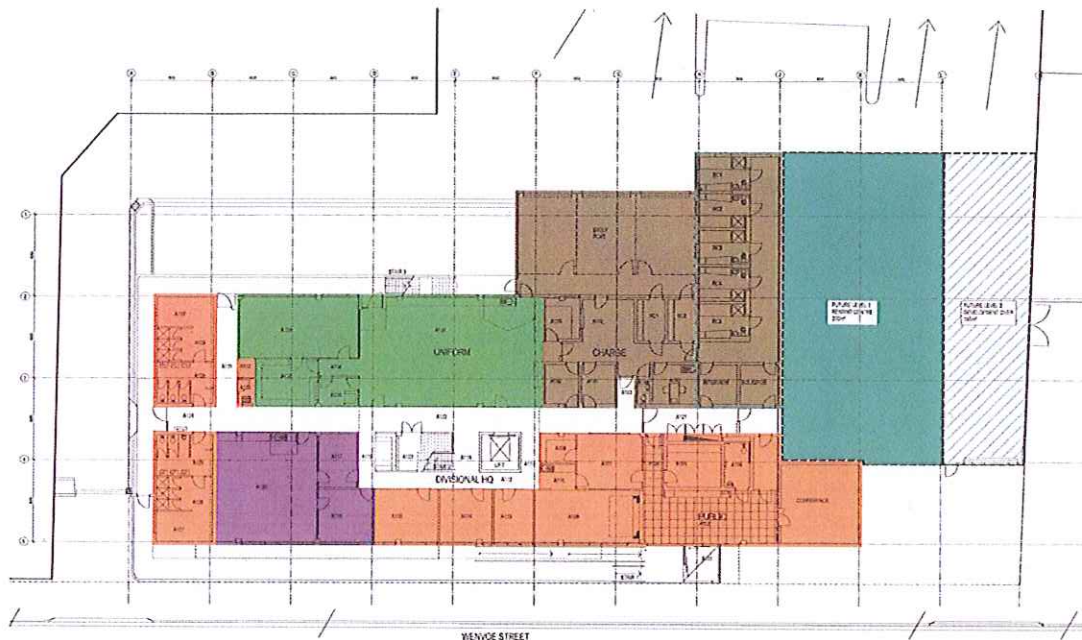
The layouts have been approved by Tasmania Police operations and management and the specialist police working party information has been incorporated into the design.

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
- Ease of, and direct access to the exterior, interview rooms, custody area and toilet facilities
- Allow direct access from custody area to a future remand centre.

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.

Architectural Response – Internal planning**Functional Planning - Level 01 – Ground Floor****Image:** Level 01 Floor Plan – New Station

The future Remand Centre is shown in colour teal to the right

Level 01 - New Station

Level 01 – Ground Floor accommodates the following functions:

- Customer Service Centre
- Divisional Headquarters
- Custody Suite
- 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
- 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
- Lift and internal stairs

The Station Officer Commanding Inspector and Station Operational Senior Sergeant is near the Public Foyer to handle community complaints and as required.

Uniform Section

- Muster Room
- Sergeants
- 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
- 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 sally-port is further secured by internal steel cage compounds.

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.

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.

Accommodation comprises two short-stay holding rooms, two processing rooms (forensic and breath analysis) and two interview rooms. 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.

Remand Centre concept

The concept shows the space available for the remand centre with preliminary functional planning indicating the Remand Centre to comprise:

- 12 Remand Cells
- Outdoor exercise court
- Dining / Recreation Room
- Staff Office and associated facilities
- Interview, meeting and visiting rooms

Entry for visitors to the Remand Centre would be via clearance through the Police reception station entry. Remanded prisoners would access the cell area directly from the Station charge rooms, using similar protocols and procedures as exist at Hobart and Launceston.

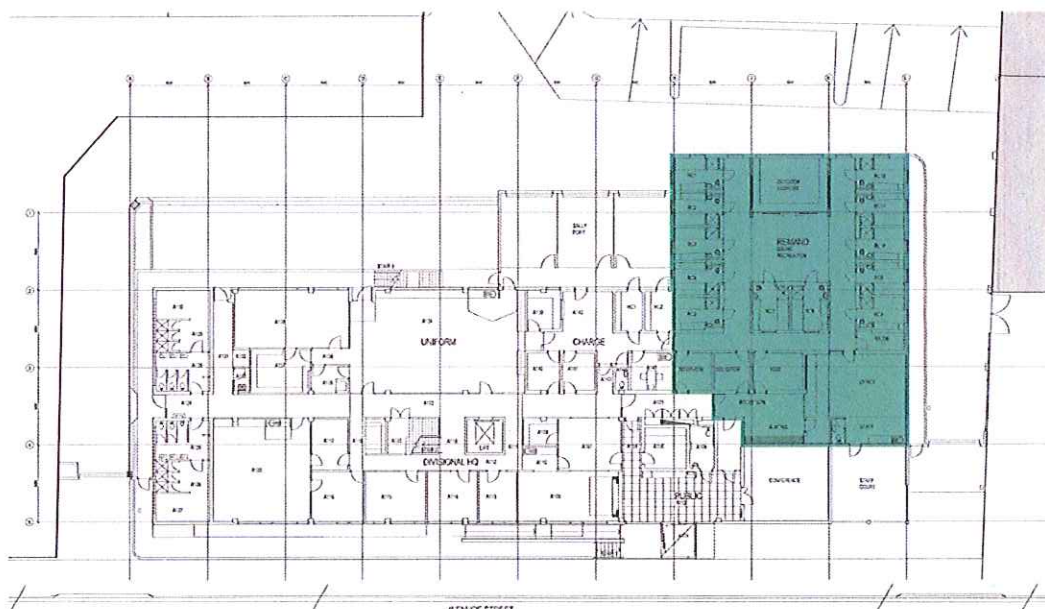


Image: Level 01 Floor Plan – Future Remand Centre - the future Remand Centre is shown in colour teal to the right

Functional Planning - Level 02

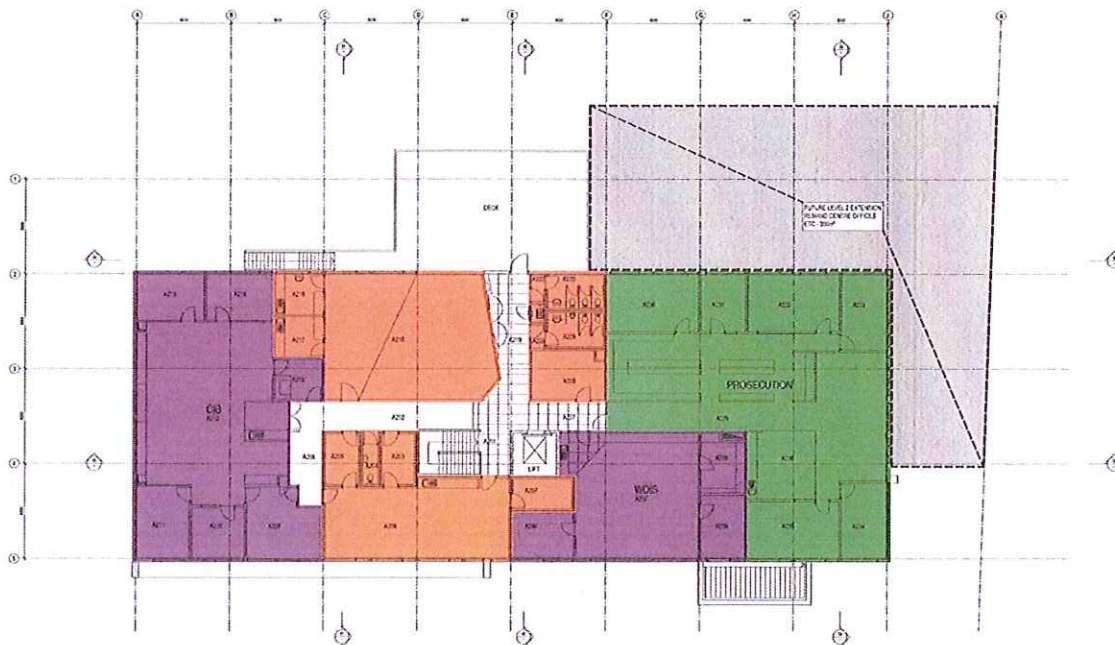


Image: Level 02 Floor Plan – New Station – future expansion shown in grey shade

Access

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

- A central stair behind Reception
- A passenger elevator lift to AS1428 Disabled Standard
- 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
- Detective Operational Senior Sergeants Offices

Western District Drugs Investigation Service (WDIS)

- Detectives Muster Work Room & 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
- Toilet facility

Western District Prosecution Service

- Prosecutors' Muster & Work Room
- Senior Prosecutors' and Sergeants' Offices
- Conference and Meeting Rooms
- 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.

Future Expansion

The grey shaded area on the plan may be developed for part of any future remand centre.

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.

Functional planning – former Imaginarium



Image: Store building – Former Imaginarium Floor Plan & Elevations

Store Building - Former Imaginarium
Level 01

- General Secure Storage
- WDIS Secure Store
- Change Rooms and General offices

Forensics Section

- Workspace
- Laboratory
- Exhibit Handling area
- 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
- Area for future development for Mersey SES Unit

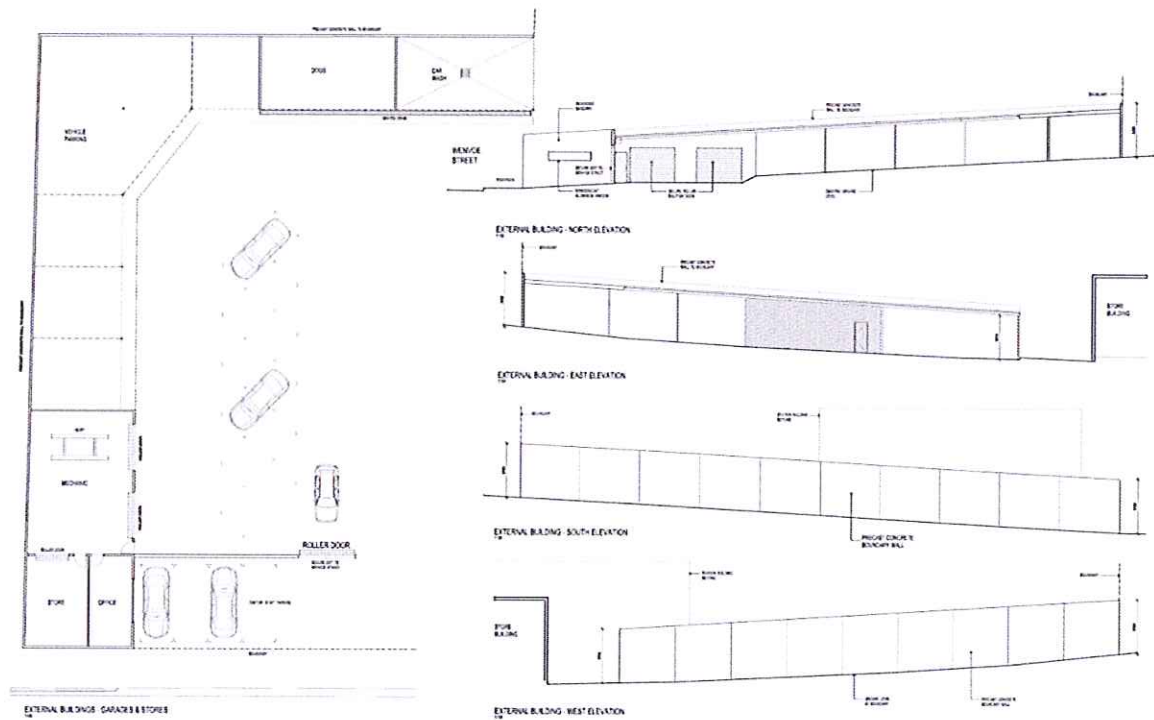
Functional Planning – Stores Buildings**Perimeter Store buildings**

Image: Perimeter Store buildings – Former Imaginarium Floor Plan & Elevations

Perimeter Store Buildings

- General Secure / Vehicle Storage
- Forensics general storage
- Mechanics Work-shop
- Marine Vessel secure store
- Car-wash

Appearance & Form

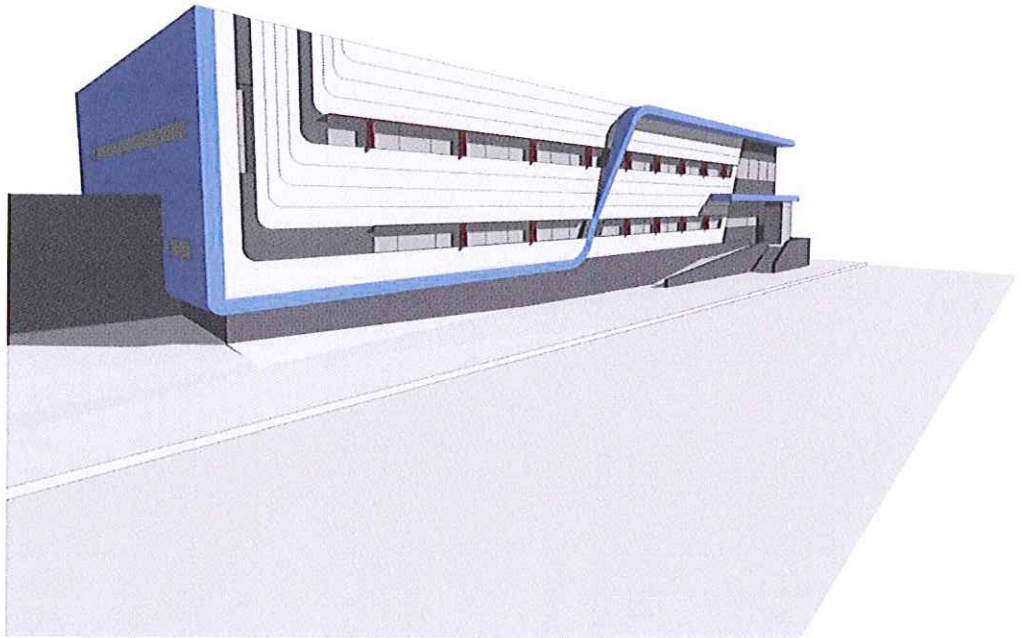


Image: Sketch of proposal looking North West along Wenvoe Street

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. Clerestorey 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.

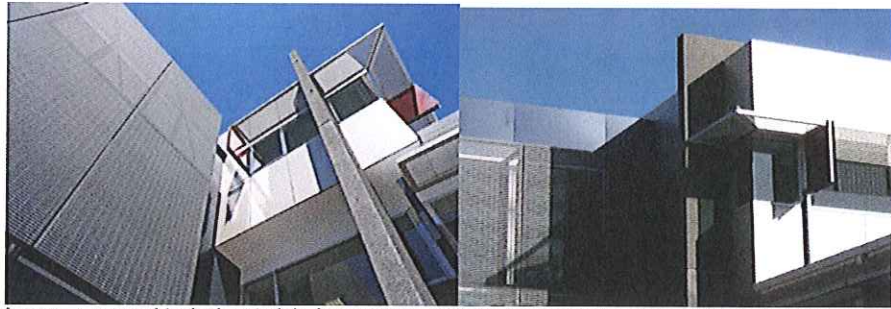


Image: proposed typical materials & concepts – <UTAS Corporate Services building, Sandy Bay>

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).

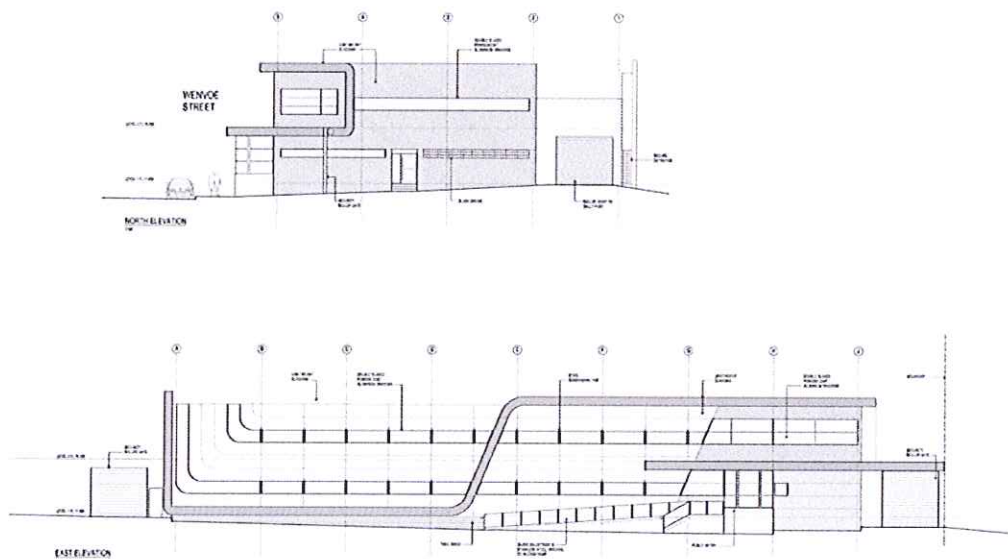


Image: North (top) and East (Wenvoe Street) Elevations of the proposal



Image: Proposed external materials and finishes concepts

<UTAS Corporate Services – Sandy Bay, St Virgils Junior School – Hobart>

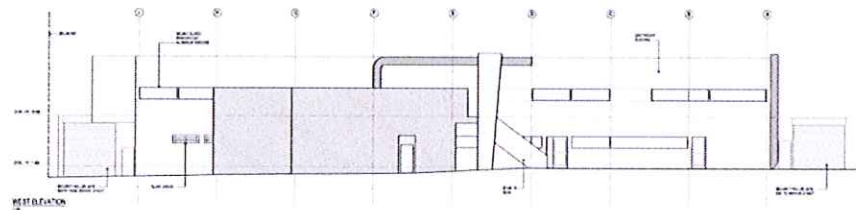
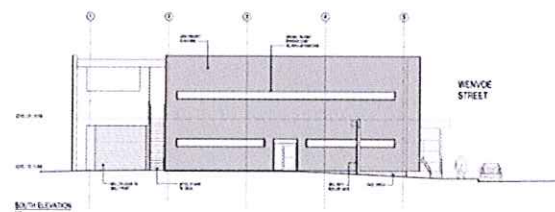


Image: South (top) and West Elevations of the proposal



Image: Proposed external materials and finishes concepts

<DHHS District Hospital – Smithton>

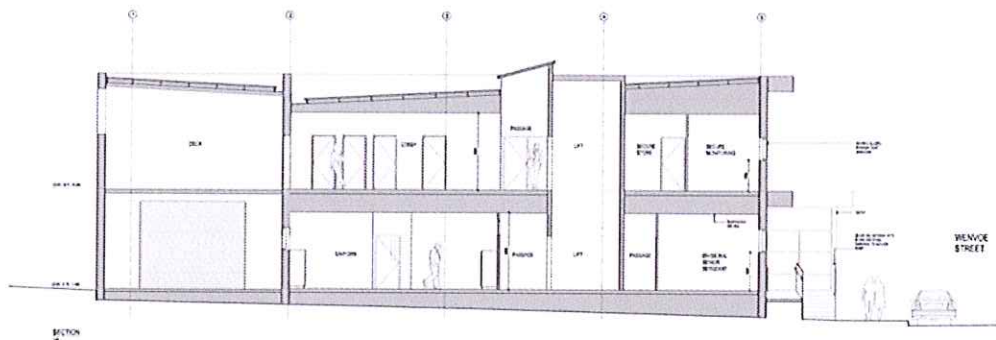


Image: Section through New Station – Typical



Image: Proposed external materials and finishes concepts

<DPEM- Tasmania Police- Bellerive Station –currently under construction>

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.
- Custody area – secure reinforced blockwork / concrete panels, compressed cement sheet ceilings, forensic / custodial standard fittings



Image: proposed typical interior materials & concepts

<Parklands High School, Burnie, Central Coast Council Ulverstone, Ogilvie High School New Town>



Image: proposed typical interior materials & concepts – custody area

<DPEM - Bellerive Police Station – currently under construction>

9 Building Services & Engineering

PSCPW - DPEM – Tasmania Police Devonport Police Station Development

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 be 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

PSCPW - DPEM – Tasmania Police Devonport Police Station Development

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;
- 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
- 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.
- 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
- 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.

11 Town Planning

PSCPW - DPEM – Tasmania Police Devonport Police Station Development

Summary

The proposed works meet the intent and development standards of the Planning Scheme. However, the use is discretionary and 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
- 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;
- 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 Lachlan 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.

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

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
- 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 exited the station and turned right (east)
- 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)
- 8 x light operational unmarked CIB vehicles (sedans and station wagon)



Additionally there are:

- 2 x Inspectors' vehicles
- 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 hr period Monday to Friday. This figure will reduce to approximately 70 movements over a 24 hr 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).
- 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 facade
- 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
- is modern and functional

Planning Permit

DPEM had obtained planning approval for the original plans. Advice is being sought from the Devonport City Council as to whether a new planning application is required for the revised plans.



12 Funding & Costs

PSCPW - DPEM – Tasmania Police Devonport Police Station Development

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
- 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 Bellerive, Devonport 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	\$ 400,000

Comprising:

- 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
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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 pretender 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
- 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.

Note that Government has not provided any funding at this time for the construction of a remand centre at the proposed police station site. Based on DPEM preliminary drawings the estimated cost of a future remand centre is \$1.845M.



13 Program

PSCPW - DPEM – Tasmania Police Devonport Police Station Development

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
- Wet weather

Phase A: Briefing, Master Planning

Phase A is completed.

Phases B: Schematic Design

Phase B is 90% completed.

Development Application

Submitted.	October 2010
Permit received:	November 2010
If re-submission is required:	June 2011

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, PSCPW approval to proceed

Completion of Phase C:	May- July 2011
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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:	July - October 2011
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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	October 2011
Negotiations, DPEM approvals and Contract award	
4 weeks	November 2011
Construction commencement	December 2011

Construction to Practical Completion / Occupation

15 months

April – May 2013

Defects Liability Period

52 weeks

May 2014

14 Attachments

PSCPW - DPEM – Tasmania Police Devonport Police Station Development

ATTACHMENTS

Appendix 1: Architectural Drawings

Philp Lighton Architects Pty Ltd

As these Attachments concern the internal layout and planning of an operational Police Station, for public safety and security, they are strictly confidential and discretion is to be used in distribution and copying

Additional copies should not be made.

DA-00	Cover Sheet & Location Plan
SK-203	Site Plan
SK-200	Level 01 Plan – Police Station
SK-201	Level 01 Plan – Police Station with indicative Remand Centre
SK-202	Level 02 Plan – Police Station
DA-04	Roof Plan
DA-05	Elevations 01
DA-06	Elevations 02
DA-07	Section
DA-08	Store Building
DA-09	External Buildings
DA-10	3D View
DA-11	3D View
DA-12	3D View

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS MET IN COMMITTEE ROOM 1, PARLIAMENT HOUSE, HOBART, ON WEDNESDAY, 25 MAY 2011.

DIVISIONAL HEADQUARTERS DEVELOPMENT - NEW DEVONPORT POLICE STATION

Mr PHIL WILKINSON, ASSISTANT COMMISSIONER OF POLICE AND DEVELOPMENT; **Mr SCOTT WILSON-HAFFENDEN**, DIRECTOR CORPORATE SERVICES; **Mr LAUGHLAND AVERY**, COMMANDER WESTERN DISTRICT; **Mr IAN LATHAM**, MANAGER ASSET MANAGEMENT SERVICES, AND **Mr PETER GAGGIN**, CONSULTANT, PHILP LIGHTON, WERE CALLED, MADE THE STATUTORY DECLARATION AND WERE EXAMINED.

CHAIR (Mr Harriss) - Thank you gentleman, for appearing before the committee today. . Before we convened, the question was raised of whether we needed to go back over the full presentation relating to the report. My judgment would be that the committee would not need to have a formal transcript of the background for all this, we are aware of that. I suspect that the committee would appreciate some focus on the amended plans as they have been presented to us in terms of how that addresses particularly the proposal for a remand facility in the future. Some questions may follow from that. That might be a productive way of using our time today and if we need to come back at any time we can.

Mr WILSON-HAFFENDEN - I will lead off. As stated, following on from the presentation for previous plans we know the committee's concerns about the lack of a remand centre. Hence we went back to Mr Gaggin, of Philp Lighton, to reconsider our position in relation to that and the concept. We also had some further discussions with Justice in relation to a remand centre. I guess our primary concern, as the Department of Police and Emergency Management, is that police are desperately needed and I think the committee accepted that we desperately needed a new police station in the Devonport vicinity.

We have continued to work through those plans and in essence the revised document that you have in front of you, or the new plans, do not substantially, if at all, change the original police station. What it does is add a few modifications to the customer service centre. What we have also done is taken account of the potential for future growth to enable a remand centre to be accommodated within that site if and when funding becomes available from the Justice Department and/or the Justice Department saw the need for that remand centre within the site.

Essentially that matter is outside the control of the Department of Police and Emergency Management. We have undertaken the consultation. Mr Gaggin certainly incorporated within this revised document the capacity to accommodate that remand centre and we think that would go hand in hand in with the station and the design we have. But essentially we cannot commit to anything at this point in time because it is outside our scope for the project and it is also outside our funding capacity.

Where does that leave us? I guess that leaves us in the situation where the need for the police station continues and that is an urgent need. That is a funded need at this stage. We are very keen to progress that because essentially without that our only alternative is to put a lot of money back into an existing facility which will never provide the capacity that we see as a need for the future. We actually see that as essentially spending good money on a poor outcome.

If we were to proceed with this plan we accept that it would provide both modern policing facilities for our existing needs, and that capacity for growth, the capacity to accommodate some of the services which we have in a diverse area at the moment. It also provides us with the opportunity to accommodate a remand centre in the future, if and when the money becomes available.

Essentially that is where the plan stands at the moment. The document in front of you pretty well spells out what would be accommodated within it. Again, it has been drawn up addressing the environmental needs and access issues, and none of that has changed from our original presentation. Based on that I would be happy to take any questions.

CHAIR - Do any other witnesses here today wish to make any additional comments to what Scott has outlined.

Mr WILKINSON - I think he has summarised the situation pretty well. The need remains the same. What we have done is provide the potential to allow for a remand centre to be built in the event that the funding becomes available. You can see that it is there and it works.

CHAIR - Thanks, Phil. Members, are there any questions?

Ms WHITE - Are you comfortable with the design as it sits and your view that it would meet the needs of the force?

Mr WILKINSON - Yes, it does. There has been a lot of consultation in relation to the plans and certainly Commander Avery has been closely involved to ensure that it will meet his needs. So, yes, I am confident.

Mr LATHAM - Just on that point, basically all we have done is to reposition the footprint to allow a sufficient area of space to be developed in the future. All the services that we had in the initial drawings and potential for future accommodation needs all still remain there. It has just created a space for future development.

Ms WHITE - That seems very sensible and that reflects the comments that we received on our first meeting that that provision be made as it was not catered for in the original design. I am satisfied that it seems to meet the need.

Mr BROOKS - I have a couple of questions on the realignment of existing police services. I understand traffic is based at Ulverstone at the moment on the north-west.

Mr AVERY - Ulverstone and Burnie.

Mr BROOKS - Will it be reallocated to Devonport?

Mr AVERY - That will be an operational decision that we will make. There is some possibility that there will be a team out of Devonport and there will be a team out of Burnie but once again it depends on the means.

Mr BROOKS - Does the new building have adequate space to reallocate traffic to the bigger station?

Mr AVERY - We certainly have planned for office space for traffic teams.

Mr BROOKS - I suppose the feedback I get from operational police is that one of the biggest problems is the drain on police officers chauffeur driving remand prisoners to Launceston due to the cutbacks in overtime. It means those on duty have to go out of the area for that. Given that the Government has lazily just moved it over and not really done anything long term about that at all, is that still an issue on the north-west coast?

Mr AVERY - It has been an existing problem for us having to transport prisoners and we do not hide from that. It is something that we manage on a day-to-day basis. If there is a requirement and the priorities are that we need to pull someone back or pay overtime we do. If it is quiet and the demand is not so high for our services we will utilise the available resources along the coast. We have the same issues for Burnie, Devonport and Ulverstone, so therefore we can use resources right along the coast to do those sorts of things.

Mr BROOKS - On page 3, there is a matter I wanted to follow up. Under the project scope, under the four dot points, the next paragraph says:

'The project will also identify an area of land to remain undeveloped as a potential site for future construction of a remand centre for the Department of Justice.'

I suppose in other areas it says that it is for the future site of the remand centre, but is there something in there that we do not know about or has the Justice Department indicated that they will not do it anyway?

Mr LATHAM - It is probably a little bit of inconsistency on my part when I was writing the document. There is no hidden intent or anything there.

Mr WILKINSON - The Justice Department have indicated to us that a remand centre for the north-west coast or a reception prison for the north-west coast is not their highest priority.

Mr WILSON-HAFFENDEN - Again, I note that our project brief is exactly what those four dot points are. The issue of 'potential' is exactly that. It is a potential capacity and there are a number of decisions which would have to be made outside the control of the Department of Police and Emergency Management which would factor into that.

Mr BROOKS - I have had some inquiries fairly recently from the Devonport Council, some elected members. I was hoping to have a written submission to present to the committee

for consideration, but I am yet to receive that. The submission would outline the possibility of tri-code services, meaning emergency services across the board, in the one location. Could we just go over that again? Was that considered at all in the initial stages?

Mr LATHAM - Yes. The issue we had is in the land exchange that we are doing with the Devonport City Council. There is a third block of land which is a car park and if we had been able to obtain that additional block of land that would have opened up the opportunity for the tri-service function. The two blocks that we hoped to do the land exchange with only accommodate the police service needs basically. We have not got sufficient room on those two blocks for a tri-service. Devonport Council was not keen to negotiate on the third block of land initially. It was an opportunity there for being able to gain titles to all three blocks.

Mr WILSON-HAFFENDEN - I think again it is important to recognise what is within the scope of this project at the moment and it is a single agency proposal. Discussions around other agencies being involved is simply not factored within the budget of the project at the moment. We have certainly had a look at the capacity to bring in State Emergency Services, which is within our own department. It certainly is something we will look at as a potential development and we think we have capacity within that. As Ian points out, that additional block does provide an opportunity for the future but I guess we are at the point where our needs are real at the moment and this would provide us with a long-term strategic asset, but otherwise we will be spending a lot of money on a site which will never accommodate any of those things if we have to go back and do works on the existing Oldaker Street site.

Mr BROOKS - For the public record, obviously this isn't about whether a new station is required at Devonport. I think it would be argued across the community that it is, but I suppose my job, as the elected member for Braddon as well as a member of this committee, is to make sure that we aren't just taking in the needs of the election cycle, but we are looking at the long-term benefits and needs of the area. Part of that question, I suppose, is was a tri-code location considered in the initial planning stages - as far as you are aware; it may have been just at a ministerial level - or was it not considered at all?

Mr WILSON-HAFFENDEN - It certainly wasn't considered with any strong detail other than, as Ian said, it provides the potential there for the future.

Mr BROOKS - Okay, so we have basically moved the site over to allow for a future remand centre. If that other block became available, it would be feasible to develop that into a tri-code area. Is that what you're saying?

Mr LATHAM - I think there would be sufficient space without going into detail. It's a very large block and there's definitely the opportunity for that to occur.

Mr BROOKS - What I am trying to ascertain is whether it is the right spot and whether there is scope for it if, later on, we wanted to move the services to that side of the town? Would it fit? That is effectively the question.

Mr WILSON-HAFFENDEN - I suspect it would fit. However, I have to say that we haven't examined that and we haven't examined what benefits would be gained from a tri-code approach to that. Certainly, it's rare that we have that sort of tri-code approach within the State at the present. That's not to say that wouldn't be the best model to move forward but that does move the scope of this project to examining a number of different options. I think this site that has been identified does provide a capacity to do that in the future if the business case stacks up to suggest that would meet the best needs of the community. I think that's the important point for us; it provides much greater potential than our existing site does. Even some of the needs of the council, one of the issues with the title was the need for car parking for the Devonport Council and they were keen to retain that site for the Devonport public. Our vacating the Oldaker Street site provides a lot of opportunity for council to redevelop that site and they, at the time, weren't really aware of what their needs were in relation to that so I think a number of those questions would have to be considered and those decisions aligned before we went to that next step of a sort of tri-code arrangement.

Mr BROOKS - The redevelopment of Formby Road - you have two lanes coming in and one lane going out. I'm certainly not going to get into a council argument over whether that was appropriate or not; it's been done. With the relocation, I suppose, it certainly puts you in a closer vicinity of that Formby Road entry and exit point to the highway. Will that have an impact on the new location at all?

Mr AVERY - We had input into the Formby Road design and we did actually ask for it to be changed to allow the crossover of emergency vehicles out of the outbound lane, which I believe they have done. Realistically that particular development doesn't change anything. It doesn't change anything for us to get out onto the highway. There are other routes if it is busy. We have already discussed the fact that between 4 p.m. and 6 p.m. it is probably not the desired route you would take to get out of that area anyway, and the redevelopment it probably makes it a little bit better for traffic flow.

Mr BROOKS - So you were consulted?

Mr AVERY - Yes.

Mr BROOKS - I did have a question on King Street. On page 4, it notes the perceived trouble spots - and I will not get into the argument with the Commander over that one because we probably have different views on whether there are problems there or not - but certainly, I think it is good that the police precinct is closer to that area. Is that the feeling of the experts?

Mr AVERY - King Street is another one of those areas that could be a hot spot as we change licensed premises and bits and pieces in Devonport. It could all change and it does change. I would think if you re-examine it at the moment, your public place assaults for that division, it is over half for this year. So the problem is -

Mr BROOKS - Reported assaults?

Mr AVERY - That is all we can work on and if there is anecdotal evidence that something else is happening, we are not seeing it.

Mr BROOKS - The SES unit on page 2 has a reference there in addition. Is there a time frame on that and will that be going in there straight away, as soon as it is built?

Mr AVERY - There is no real reason why that cannot go in there. There is definitely room and we have just had a discussion with SES and that particular unit. They are quite keen to relocate back into Devonport because mainly their officers are from Devonport and when they respond they have to go out to Latrobe to pick up equipment and respond back to where ever. For training purposes we are looking at developing the training area in the old Imaginarium building for district training as well and search and rescue storage and training. So, yes, they do dovetail in with each other fairly well in that complex.

Mr BROOKS - Commander, does this new development or new station adequately accommodate the next 20 to 30 years' requirements for policing in Devonport and the north-west in general?

Mr AVERY - I believe it does. Obviously, at the moment, Devonport is the bigger demand area of the three bigger towns. Until they decide they are cities, we will call them towns at the moment.

Mr BROOKS - For the record, I would call Burnie a city!

Mr AVERY - Policing may change and it will depend on, obviously, where the changes of industry occur. But if you look at the plans, we have developed some work space areas that would allocate some functionality to it. It is excess as we go into the future. So there is definitely room there and if you look upstairs in the CI area, there is definitely room to increase significantly in the drug squad and in the criminal investigations area. There is sufficient space to expand in the future - for the next 20 years.

Mr WILSON-HAFFENDEN - It is about double the capacity of the existing station.

Mr BROOKS - Your opinion is that this is certainly something that is needed.

Mr AVERY - It is certainly needed and you only have to look at the current police station to realise that. I think it has only been the patience and goodwill of the officers there at the moment. Because there is a shining light there in the future, they are putting up with the present situation and have been able to manage it. If you look at the existing land plan and the dispute with council over the land at the back, you will see that there is no prospect of our doing anything with that particular site.

Mr WILSON-HAFFENDEN - One of the points which we probably haven't brought out previously, is that our experience with Bellerive shows us that that capacity to have officers off-site while we are actually constructing is a true advantage.

Mr HALL - I am just looking at the remand centre concept. We have 12 remand cells - is that number of cells totally adequate, in your opinion?

Mr WILKINSON - That was consistent with our early discussions with Justice - that is what it is based on.

Mr HALL - For example - and I am just looking at comparisons - what has Launceston got at the moment?

Mr WILKINSON - Fifteen comes to mind, but I am not sure.

Mr LATHAM - It wouldn't be anymore than 15.

Mr HALL - Okay. I think Commissioner Wilkinson said it was from Justice. Was it their highest priority or -

Mr WILKINSON - No, it is not.

Mr HALL - It is not their highest?

Mr WILKINSON - No. They told us very recently that they consider Launceston to be a higher priority.

Mr HALL - In the redevelopment of the remand centre before they do anything with Devonport?

Mr WILKINSON - Yes.

Mr HALL - Okay, I was just clarifying that. That is all I have at the moment.

CHAIR - If I could now move to the fact that you have indicated that Justice has been provided with a copy of the revised plans and the estimated cost. Can you give us an indication of what that estimated cost is?

Mr LATHAM - I think it is \$1.845 million - it is on page 4. That, I should say, is our estimate from our understanding of what would be required to construct it. Obviously, more work would need to be done with Justice as far as the final details et cetera are concerned. I think that would be the low-cost figure in that exercise.

Mr GAGGIN - That estimate is based on those plans.

CHAIR - I am contemplating whether to revisit matters raised by Phil last year in the fact that - and these aren't your words, they are mine - good policing is compromised by the lack of a remand facility in this city. That was the clear message that we got at the last hearing. I presume nothing has changed as to that. Clearly it would be the department's preference if funds were available.

Mr WILKINSON - I think I put it like this - that policing in the north-west is conducted differently from policing in the north and south because of the absence of the remand centre. I would not want to criticise the way policing is conducted in the north-west in any way, but the different way of policing certainly does impact on their business. Again, in an ideal world, we would have the same scenario existing in each of those policing centres so that there was consistency in reception prisons, in the way the courts are managed and in the way escorts are managed - that would be the ideal scenario. That obviously involves considerable cost and other agencies.

CHAIR - Okay, that is fine, thanks.

Mr BROOKS - Just on the time frame - obviously it was a matter of wanting to get it up and running as early as possible previously when the Government tried to cheapskate the whole project. Now it has been rehashed with a cheap job, but still a good one. What is the time frame? I know it says it in the book, but does that still apply?

Mr LATHAM - We have amended the proposed schedule that we had the first time round, and for a completion date we are looking at April-May 2013.

Mr WILSON-HAFFENDEN - Essentially we are in a position where the documentation for the project is well under way and we are in a position to go to tender subject to any approvals. We have had a lot of discussions with council, who have been supportive all through, we have planning permission and there is no reason for any significant delays.

Mr LATHAM - We estimate it to be a 15- to 18-month build once we have a contractor on site.

Mr BROOKS - Okay. Obviously I would be keen to see local contractors used where possible, while sticking with current government guidelines and legislation. With a project like that, how many tenders would you expect to receive?

Mr LATHAM - With the Bellerive project we had seven tenders. Given what is being talked about in the industry at the moment, we would expect a lot more than that.

Mr GAGGIN - I would find, Mr Brooks, that you would get Hobart builders tendering for the job; you would definitely get Launceston builders - obviously you will get the Fairbrothers, the Stubbs, the BOSSes and so on, but the tender market has tightened up considerably in the last year or so since the schoolworks finished, and builders are definitely looking for work, especially for a job of this size.

Mr BROOKS - Is the heating and airconditioning within the building adequately provided?

Mr GAGGIN - I believe so, yes. There has been a fair bit of consultation on that about the balance between natural ventilation and make-up air and energy boosting and cost-savings through those sorts of things. We have had a fairly decent session with the mechanical engineers involved in that process and they have briefed the police on what is proposed. The main issue at the current station is that it is too hot - especially upstairs - but obviously this building will be well insulated, double-glazed and those sorts of things.

Mr BROOKS - That leads me on to the next question about energy-efficient use of technology or power generation -

Mr GAGGIN - Once again, we have a section in the report on this. Basically we are aiming for a minimum for a 4-1/2- to 5-star rating. That would be self-assessed because there are cost implications of assessment otherwise. A lot of work has been done on exactly that sort of stuff and I think the report spells it out clearly. There has been consultation throughout the station with basically everyone from sergeant up on this project.

CHAIR - That would appear to be all the questions. Thank you, gentlemen, we appreciate your time today. We will take some time now to consider the evidence on the project and, as is the practice of which you are well aware, as soon as we have a report that will be communicated to you, once it has been tabled in the House or presented to the Government. We will move to a decision as quickly as possible. We understand the sensitivity of the project and the matters associated with it.

THE WITNESSES WITHDREW.