

# PUBLIC

**THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS MET IN COMMITTEE ROOM 1, PARLIAMENT HOUSE, HOBART, ON WEDNESDAY, 4 NOVEMBER 2020**

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## **SORELL EMERGENCY SERVICES HUB**

**Mr TODD CRAWFORD**, DIRECTOR BUSINESS SERVICES, DEPARTMENT OF POLICE, FIRE AND EMERGENCY MANAGEMENT (PROJECT SPONSOR), **Mr JONATHAN HIGGINS**, DEPUTY COMMISSIONER, DEPARTMENT OF POLICE, FIRE AND EMERGENCY MANAGEMENT, **Mr ROBERT HIGGINS**, GENERAL MANAGER, SORELL COUNCIL, **Mr IAN KIRK**, SENIOR PROJECT ARCHITECT, ARTAS ARCHITECTS, and **Mr ALAN COOTE**, GENERAL MANAGER, COORDINATED ENGINEERING SERVICES, WERE CALLED, MADE THE STATUTORY DECLARATION AND WERE EXAMINED.

**CHAIR** - Welcome to the Parliamentary Standing Committee on Public Works, which is a joint standing committee of parliament charged with the examination of particular public works such as we have referred to us today. I welcome members of the public to today's hearing, should they be listening in across the web.

Although we have all met, for the *Hansard* record I will introduce the members of the committee. We have Tania Rattray MLC, Jacquie Petrusma MP, Jen Butler MP, and Felix Ellis MP. I am Rob Valentine MLC, chair of the committee.

May I commence by first of all thanking you for your earlier hospitality and showing us across the site before appearing before us today to provide evidence for our deliberations, and thank you for appearing before the committee. We are pleased to hear your evidence today.

Before you begin giving your evidence I would like to inform you of some important aspects of committee proceedings. A committee hearing is a proceeding in parliament and this means it receives the protection of parliamentary privilege. This is an important legal protection that allows individuals giving evidence to a parliamentary committee to speak with complete freedom, without the fear of being sued or questioned in any court or place out of parliament. It applies to ensure that parliament receives the very best information when conducting its inquiries. It is important to be aware that this protection is not accorded to you if statements that may be defamatory are repeated or referred to by you outside the confines of the parliamentary proceedings.

This is a public hearing, members of the public and journalists may be present and this means your evidence may be reported. Do you understand

**Messrs Kirk, Coote, Crawford, Robert Higgins and Jonathan Higgins** - Yes.

**CHAIR** - I believe you have a video to show us, but first I invite you to make an opening statement if you care to do that.

**Mr CRAWFORD** - Thank you for the opportunity to appear before the committee today. The Department of Police, Fire and Emergency Management (DPFEM) is presenting this submission to the committee seeking approval to construct the emergency services hub at

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47 Cole Street, Sorell. The Tasmanian government has allocated \$12 million over the four years from 2018-19 to 2021-22 to establish the emergency services hub.

At present, the Sorell township has an existing police station. It does not have a fire station or a dedicated State Emergency Service (SES) facility. Volunteer fire brigades are located in nearby townships, with the nearest SES unit being the SES Southern Regional Unit located in Mornington, some 20 kilometres away.

The south-east geographic region is one of the fastest growing regions in Tasmania and the Sorell community is one of the fastest growing municipalities, with current growth rates exceeding the state average by between five to six times. As a result of the predicted growth rates, the timely provision of emergency services and associated infrastructure will become increasingly significant in the area.

The site itself is ideal for shared emergency services purposes, as it is centrally located and provides plenty of space and ease of access for emergency response vehicles, the marine police vessel, and personnel, thus potentially improving critical response times, enhancing community safety in the south-east region.

The establishment of a fire station in Sorell will provide additional road crash rescue capability in the region, as well as improving fire services within the Sorell municipality. The hub design caters for a road crash rescue response capability, being a possible combination of both SES and Tasmania Fire Service members.

Accommodating each emergency service within the one complex will improve response performance times to incidents in the south-east; provide a modern and efficient operating environment contained within the building's functional lay out, including state-of-the-art information technology; reduce maintenance and operating costs resulting from a shared facility and building efficiencies; increase the capacity to deliver emergency service functions and to meet the demands of rapid growth in the south-east region both now and importantly into the future; create an ideal location for incident management and incident staging, due to the inclusion of a major incident room or incident control centre in the facility; improve work health and safety of employees and volunteers through the provision of state-of-the art, purpose-built facilities; and improve access, safety and security for the local community.

If the committee wishes to accept, we would like to play a video which has a 3D representation of the current proposed design.

**CHAIR** - Thank you, we will look at that video now. Before we go any further something that I often miss is to introduce our secretary. The secretary is Scott Hennessy; we have Rosemary Johnson from Hansard and Fiona Murphy, who is also part of the secretariat, so you are aware of who is in the room.

**(video playing now of site - in 3D, silent).**

**CHAIR** - Thank you for that. It's always good to get an impression of what a project might look like at the end of its construction, so we really appreciate that. Is there anything further you wish to add?

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**Mr CRAWFORD** - Thank you, Mr Valentine. We thought it was useful to provide some context following the site visit today and the discussions around the plans, giving committee members a way to visualise what we're proposing, in terms of the design and the functional layout for the site. As we discussed at a site visit this morning, there was a question around detailed specifics of potential interior layouts of that site. We've brought some recently updated plans for the committee's consideration, which if I can table now.

**CHAIR** - Most definitely. Secretary, if you could distribute those.

**Mr CRAWFORD** - If I may note that they are still very much a work in progress, and we can talk through those as the committee sees fit.

**CHAIR** - Thank you for that. You are saying that they are subject to slight change, or major change?

**Mr CRAWFORD** - I will speak to the issue broadly. I suppose the key issue for the site at the moment, or for the proposed layout, largely relates to the Tasmania Fire Service component and ensuring that within the facility we build the capability for future expansion and for future growth. I know that was a concern that was raised clearly with me this morning, around future-proofing this facility. I am very much of the opinion that this facility is future-proofed, well beyond my lifetime, that's for sure. The way we have designed the functional layout at this point, does include a provision within the footprint for a potential future career allocation of staff to that location to meet the community needs, as they emerge.

There have been no decisions around resourcing or allocating career staff to that facility at this point in time. However, we believe it's prudent to design the facility with that in mind, noting the growth in the area. There may be potential in future to have a requirement for career staff, particularly during business hours. We find that with municipalities like Sorell, as they grow, the population growth is often growth that's not traditional farming communities that remain in the area. People live there and commute to the city. There are potential difficulties in securing volunteer response during business hours. Our view is that at some point in the future it may require the allocation of career fire resources, and there is planning for that included within the footprint.

**CHAIR** - Thank you for that. Now we provide members the opportunity to raise any questions or queries that they might have in relation to the project. What we normally do is work our way through the submission, page by page. I offer the members an opportunity for any overview questions if there are any. It may be sufficient to go through page by page, but if a member has a burning overview question, more than happy to see that.

**Ms RATTRAY** - Thank you very much, Chair. I would like to add my appreciation to the opportunity for the site visit this morning, and also, where we commenced at the police station, and certainly got a feel for the fact that the Sorell Police Station, like a number of others I have seen - particularly the St Helens station in my electorate - needs significant upgrades. I place that on the record.

In regard to the \$12 million allocation; I know we will get to the specifics of dollars, but this was the same amount, am I correct, as what was proposed in 2016? And there has been some refinement? Can I have some sort of response to that? Am I wrong in assuming that from the documents, or where are we with that?

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**Mr CRAWFORD** - That is correct. The \$12 million allocation was based upon a broad quantity surveyor's estimate of a concept plan that was prepared initially in 2016, and the funding allocation followed that concept. We have now been working within that funding allocation to design the facility that you see before you.

**Ms RATTRAY** - Right. Are there any significant changes to what we have in front of us today as a committee, to what the concept plan is from 2016?

**Mr CRAWFORD** - The most significant change that you see before you today is the inclusion of the provision for career personnel.

**Ms RATTRAY** - So we have an addition rather than a subtraction?

**Mr CRAWFORD** - Yes, we have.

**Ms RATTRAY** - For the same amount of money, potentially?

**Mr CRAWFORD** - Yes.

**Ms RATTRAY** - Good value.

**CHAIR** - An overview question I have, and I raised it a little on the inspection tour this morning, is that ambulance is obviously very much a part of emergency services, and I would like you to explain why it is not in this particular proposal that has been put to us this morning. Is it simply a Departmental issue that ambulance is in a different Department - in Health, as opposed to Department of Police, Fire and Emergency Management? Perhaps you would like to cover that for us?

**Mr CRAWFORD** - Yes, certainly. The lack of inclusion of ambulance isn't due to its location or that function's location within another Department. Both the Department of Health and the Department of Police, Fire and Emergency Management work actively to identify opportunities across the state for co-located services. However, when this was initially scoped and the funding was provided, ambulance wasn't included. I understand their facility in Sorell at that time wasn't necessarily in need of an upgrade, or wasn't high on the priority list. Our funding allocation was for a fire, SES and police facility.

**CHAIR** - Is there a lot of collaboration between the two, when it comes to road crash rescue and those sorts of things? Clearly there are the radio rooms which would interact, but in terms of the training of personnel or joint exercises, can you describe to me whether any of that takes place in the operational environment that both are working in? How is it coordinated?

**Mr CRAWFORD** - At a coordination level, yes, the radio rooms are now interoperable. The recent implementation of the ESCAD despatch system across the three services -

**CHAIR** - ESCAD is?

**Mr CRAWFORD** - ESCAD is Emergency Services Computer Aided Despatch. It was a project that was completed approximately 18 months to two years ago. It sees the same despatch system used in fire, police and ambulance radio rooms and they are interoperable.

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Staff can move between those facilities and have visibility over activities occurring in the other spaces. For example, ambulance officers can understand now if they are attending a residence that has a warning for a violent person at that residence. The situational awareness information from the other services is now available across all three services. There are other service delivery examples where at least two of the services, particularly police and ambulance, work closely together - the rescue helicopter being a prime example of that interoperability.

At a volunteer level, I understand there are members within the volunteer cohorts of each organisation that are 'multi-coloured' volunteers, I think they are referred to. They are volunteers for ambulance and/or SES or TFS in their local communities. The level of interoperability that occurs at the moment across those services, yes, it is relatively high. Whether there is structured training or activities or exercising, I am not necessarily aware, but I could refer to one of our operational members in the gallery to respond to that question in more detail.

**Mr HIGGINS** - Perhaps I should answer that.

**Mr CRAWFORD** - To respond to that question in more detail.

**Mr JONATHAN HIGGINS** - Perhaps I might better answer that. Tasmania Fire Service, Tasmania Ambulance Service and SES do conduct some training together. An example, not of training but interoperability was a recent Road Safety Advisory Council launch of the 25-second clips we did towards reducing our road toll. In that we demonstrated how Tasmania Fire Service, the SES and ambulance work together in cutting a person out of a car and those arrangements. That only comes about by those operational work areas actually understanding what each area is responsible for and doing that. So this does happen.

**CHAIR** - In relation to this particular development, you don't see any disadvantage at the moment by them being apart?

**Mr JONATHAN HIGGINS** - No, that side of -

**CHAIR** - Is that basically it.

**Mr JONATHAN HIGGINS** - Yes, that type of training would happen at the main training complexes not in an ad hoc outer area.

**CHAIR** - So fire would take place, training would be up at Cambridge for instance and others in other locations.

**Mr JONATHAN HIGGINS** - Yes.

**CHAIR** - Thank you very much for that. I wanted to clarify that for the record.

**Ms BUTLER** - I'm seeking some clarification around the steps. I can see here that there's the SES volunteer section and then the career section here with the fires. You were saying before that the career section at the moment won't be part of the initial project. Can I get some confirmation on that?

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**Mr CRAWFORD** - No, it is part of the initial project. There isn't an allocation of career staff to that facility at the moment. The Fire Service Act tasks the State Fire Commission with allocating resources across the state for firefighting purposes. There's been no decision or submission to the commission around allocating career staff to that area, or classifying it as a career brigade. That's a process that would have to occur over time to allocate those resources.

**Ms BUTLER** - Have there been resources allocated for police, for equipment and allocation of resource staffing as well? Has that allocation been budgeted for?

**Mr CRAWFORD** - Yes, that has been.

**Ms BUTLER** - A decision hasn't been made yet with the career section, whether or not that will be a day capacity and a day capacity will be a 24/7 station? We do not have those decisions at this stage.

**Mr CRAWFORD** - No, there is no decision.

**CHAIR** - Perhaps we go to the report unless there are other questions? We will go to the report and work our way through. Can I suggest that we don't look at the executive summary because it will all be covered in the detail? If we go to page 5 for an introduction. Any questions under 2.1?

**Ms BUTLER** - I have a question under the purpose of the submission. Do you know if there's been an allocation of equipment and staffing for SES at all and their component in that?

**Mr CRAWFORD** - No, there hasn't at this stage.

**Ms BUTLER** - The \$12 million is for the build and site cost and the equipment inside.

**Mr CRAWFORD** - Yes, the build, the site costs and effectively operationalising that from a building perspective. The information technology infrastructure, all of those sorts of things. Not for specific equipment that goes with running those services in that facility.

**Ms BUTLER** - Is that being budgeted for soon otherwise this could be a white elephant?

**Mr CRAWFORD** - Yes, it is.

**Mrs PETRUSMA** - Thank you for your submission and for the site visit today. Why is this an exciting development? Because for the first time in Tasmania we will have the three different services together. Can you just explain to us why this is necessary, why it's ideal and why this is a good model?

**Mr CRAWFORD** - Thank you. I think you've hit the nail on the head. It is a really exciting development for exactly those reasons. This is the first time in a large, purpose-built facility like this that the emergency services have been co-located. A large number of operational responses are co-agency or multi-agency responses. This facility will provide for an increased level of inter-operability to manage those responses.

A very important inclusion in the site design is the incident control centre or major incident room, which will be capable of managing emergencies whether they be fire, bushfire,

flood or police emergencies. The facility will enable staffing of those emergencies from across all of those agencies. This is a real step forward, for inter-operability across the emergency services.

It follows on from the significant investment of the Government in things like the ESCAD project, an \$18 million project inter-operability around despatch systems. We are seeing this as a natural progression in the investment landscape around inter-operability.

In a state the size of Tasmania, our view is that inter-operability across the emergency services is not only desirable but it is almost essential. This goes a long way to support that.

**Mr JONATHAN HIGGINS** - From a Tasmanian police perspective, we recreated the old Sorell division and it is now called the East Coast Division. That was done with an increase in staffing that we were able to put with the increase in police numbers. With the capability review that was undertaken alongside that we identified the need to put an inspector back in that area and make that a division. An inspector becomes the senior member for emergency service in that area, so in the south-east, right up through to Bicheno and down through the Peninsula.

The incident room there allows greater ability now to coordinate emergency management, whether it is the lead agency in TasFire for the bushfires or otherwise. It now provides a staging area, incident rooms and something in the south-east we have not had.

You would have seen from the site visit at the old police station, the current police station, that it is very difficult to undertake it from their current facility. This gives us the ability to be able to really coordinate across the services.

**Mrs PETRUSMA** - Could you outline for us what would happen in the incident room? Give an example of an incident and how this would benefit the people on the south-east coast in a serious incident. How the inter-operability would occur.

**Mr JONATHAN HIGGINS** - If we talk about bushfires, it has been topical in that area in the last decade. The impact is still felt in the south-east. Under a structure like that, the fire would be managed more centrally back in Hobart with the State Operations Centre and the police would have a police forward command post. The command post could be run out of that purpose-built facility now where it would have been probably an inspector's room, in our Sorell station, which you saw was no bigger than a tiny office.

From that, the coordination can be for resource for police for traffic management, evacuation centres and so forth. It also becomes a staging area, and that is what it would become, for the fire service. Whether it is people who may be there in the future or whether it is resources that could be moved from other areas, depending on the fire services needs, police needs or SES needs, that could become the focal point for the community for that staging area to respond to any one of those incidences, whether it is bushfire, flood or otherwise.

**Mrs PETRUSMA** - Because it is topical today with regard to road crash rescue, I see throughout the submission it is mentioned quite a few times, how would that be better managed from a facility like this?

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**Mr JONATHAN HIGGINS** - On the Arthur Highway and Tasman Highway, particularly between Orford and Sorell and Sorell and the Peninsula, we see a lot of crashes. This year, we have seen the loss of life on those roads. We have the capacity to go up to 21 police at that station. There will be 13 to begin with.

If SES and fire have a capability as well, which is also enhanced by the capability they already have it there at outer stations, they are better able to respond to a crash and get there quickly. The helicopter is able to respond from Cambridge. Police, fire and SES are able to respond from Sorell. They can get to the people who need it most and potentially save lives.

**CHAIR** -A quick question. The statement 'building design and framework ensures the hub is fit for purpose and will cater for the individual and combined needs of each emergency service'. It seems to have gone from a three-bay down to a two-bay. Why that has been the case?

**Mr CRAWFORD** - Mr Valentine, the reduction in a number of engine bays has broadly been driven by the project working to remain within its budget. We have not reduced the capacity of those engine bays, as we have actually extended one slightly and added an additional vehicle capacity in that larger bay now. It has increased the turning space for large vehicles in between the two bays by having two. Really, we think it's probably functionally improved, compared to the three-bay initial model which we had first put to quantity surveyors' estimates.

**Ms BUTLER** - In relation to that question, was there much consultation around coming up with this design - community consultation, but also consultation with TFS, SES and police as well? Could you run through that process with us?

**Mr CRAWFORD** - Yes, there was. Later in the document, it explains the working group that was brought together across the three services. That consultation did include members from relevant industrial associations, the workforces themselves. I'm not sure we had a structured process of community consultation around this initial phase of development. I suppose when we get to the development application there's a process there where we can seek responses to this submission.

That's been relatively well received, and it's fair to say each of the organisations has had good input and had their input recognised into the design process. Where the consultation piece needs to progress now is around the service delivery models that we've talked about before. There hasn't been consultation, for example, broadly within TFS around is this going to be a career station, or a volunteer station, or a combination of the two, and how would that work; or what would be the impacts potentially from a service response model on those surrounding stations that we've identified there: Orielson, Wattle Hill, Midway Point and Dodges Ferry. I think at a very high level we see those as still critical parts of the response model for different reasons for the different locations.

This hub, as we've talked about and tried to relay through the submission, is a hub in the truer sense of the word. We actually see people coming in to it for particular functions - training would be one of those - and then still being members of their ancillary brigades, and responding locally. I suppose those local brigades are a critical part of the community fabric, particularly in smaller communities in Tasmania, and we don't have any desire to remove that or pull that apart by building a facility and trying to suck people into that.

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As the minister and the Premier made clear a couple of weeks ago, there's no desire to be closing stations around this development. Those two are not in the same conversation at all.

**Ms BUTLER** - Midway Point is the callout brigade at the moment for Sorell, is that correct? The callout would naturally become Sorell if a fire was in Sorell, so it could place them in a position of relevance, I suppose, once this is complete.

**Mr CRAWFORD** - To some degree yes; but it also provides us with a level of redundancy that we think is necessary in that space, particularly given the causeway between the two. An issue, anything that blocks that may then prevent our response, or delay our response. We see this, I suppose, as a value add to that response model.

**Ms BUTLER** - Yes. It's my understanding that Clarence and Midway Point look after the causeway between Midway and Sorell, where Clarence look after the causeway between Midway Point and Hobart. Again, that could question their relevance as well. Do you know whether any of the Wattle Hill, or Orielson, or Dodges, or Midway Point volunteers have been consulted at all about the design, seeing the volunteers are to work in the area at the moment in relation to this?

**Mr CRAWFORD** - I'm not sure whether they've been consulted specifically about the design. I think in the design group there is a representative from the volunteer association from one of those brigades; I think it was Dodges Ferry, but I can confirm that for you.

**Ms BUTLER** - Okay, that would be good. Thank you.

**Mr ELLIS** - Mr Crawford, thank you for your time. My understanding from my electorate in the north-west, is that a lot of the training is done at a hub at Three Mile Line, and it pools volunteers from all over the north-west, including, say, brigades like mine at Sassafras. Would you say that that hub model actually facilitates better access to training for a lot of those more outlying, smaller rural brigades?

**Mr CRAWFORD** - Yes, most definitely, and that's very much the model that we're envisaging with the Sorell hub, the facility there. I keep referring to the incident control centre; really it's a multi-purpose room. It's got capacity, from memory, for 80 people in that room; walls that fold out in the middle and expand the facility. The capacity to provide structured training in a facility like that, is something that we don't have other than at Cambridge. This would even surpass the Cambridge training facility from a building and meeting room facility. Yes, that's definitely the model.

**CHAIR** - That's interesting. It's providing a greater deal of coherence then, is that what you're saying, across the region?

**Mr CRAWFORD** - Yes, very much so.

**CHAIR** - That's fair enough. Other questions on 2.1? Moving onto 3.1, page 5?

**Mrs PETRUSMA** - Todd, you did touch on a little bit in your introduction but it says in the submission that KPMG estimated in 2015 the population could go from 20 000 to 90 000

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extra people over 10 to 15 years. In regard to future proofing for the site, you said that the footprint could expand in the future if need be. Could you expand on that, please?

**Mr CRAWFORD** - The population projections that we've used in this report and, I suppose, the support material that's been provided through the Sorell Council has informed our design. The facility, at the moment - and reference further into the document that it does definitely have capacity for, as we said before, 21 police - we currently have an allocation of 13 police at the Sorell station. So, it's a significant increase in capacity there that would be able to be accommodated over time.

If a career crew is put in there, we will have developed the capacity for both a day-crew, which would perhaps be the initial model, and the 24-hour crew so the facility would accommodate that without any changes, as well as a significant number of volunteers; without being able to reference exactly in the document, I think it was 50 TFS volunteers and 40 SES. That would be a very significant number and probably one of the largest in the state.

**CHAIR** - Other questions on page 5? Moving onto page 6. What interested me was the population levels between Sorell, Midway Point and Dodges Ferry. I was quite surprised to find that Midway Point has 2900 people and Sorell has the same number, roughly. It's really quite deceiving when you think about it. As you travel through both of those places, there is a lot of development that happens out the back. That is quite interesting.

You have here that the Sorell Council approached the Department to discuss the future of emergency services in the Sorell municipality and surrounding areas. Perhaps Mr Higgins, the general manager of Sorell Council, might like to comment on council's interaction and how they see this whole development impacting on them.

**Mr ROBERT HIGGINS** - Thank you, Chair. The council, I think, has been taken a bit by surprise with the amount of growth that we're experiencing - that the whole south-east is experiencing. We always knew the potential was there but the growth rates that we've had over the last few years have been really surprising.

The South-East Region Development Association (SEARD), back in 2015, commissioned a report through KPMG looking at some infrastructure requirements for the south-east. A key need was around emergency services provision, not only based on the population growth but also the tourism movements up the east coast and down the peninsula.

With the climate behaving the way it is, the incidence of these more severe weather events and disasters are pretty obvious now. We've been agitating for a while with my good mayor for this so we're incredibly happy that it's hopefully going to come to fruition.

**CHAIR** - This will appear before you as a DA too, won't it? Is it this month that it goes to the council for a development application approval?

**Mr CRAWFORD** - We've held the development application off, pending the outcome of this committee hearing. We would hope to have it to council as soon as possible after this process.

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**CHAIR** - I suppose, apropos the issue of consultation and the like, people will have the opportunity to, for anyone watching in, make representations through that development application process?

**Mr ROBERT HIGGINS** - Yes, it requires statutory notification, so that will be all surrounding landowners, of which there are many by virtue of the unusual shape of the land. It's general knowledge, I'd say, within the immediate community that the project is going to be a reality and will be happening soon. We haven't had anybody be anything but positive around the likelihood of this happening.

**CHAIR** - Will it be a discretionary project or is it likely to fit the scheme?

**Mr ROBERT HIGGINS** - There will be some discretions by virtue of some of the current provisions of the planning scheme. Nothing significant at all.

**CHAIR** - We will see what happens during the process no doubt.

**Ms BUTLER** - On the last line of the second paragraph, it says, 'this project is subject to the review of the Southern Tasmanian Regional Land Use Strategy'. Can you run through that process with us and whether that could be a hiccup?

**Mr ROBERT HIGGINS** - No, the project referenced here is the fact that we have identified an eastern growth corridor east of Sorell, the township itself, but that requires a fairly significant amendment to the planning scheme and until we get the Southern Tasmania Regional Land Use Strategy - STRLUS - revised; that particular project is but a dream at the moment.

**CHAIR** - It is not this project. It was a good question with regard to that. If you are going to wait around for the STRLUS to be revised or reviewed, you might be waiting a little longer than a few months. It is all part of the process, making sure we do proper planning.

Moving to page 7 - any questions there?

**Ms RATTRAY** - Concerning 3.2 - I have a question in regard to the purchase, or the transaction, between government and the council. On the face of it, so far, it seems a very good outcome for the proposed facilities. Does the \$100 000 that the Government will contribute to the Sorell Council towards the completion of the right-of-way link road from the council chambers to Dubs & Co Drive come out of the \$12 million? Does it pull that back to \$11.9 million? Or is that an additional \$100 000 that the Government or the Departments collectively will find elsewhere?

**Mr CRAWFORD** - Effectively that will be coming out of the \$12 million.

**Ms RATTRAY** - That pulls it back to \$11.9 million. I support the greenfield site. It is a useful way to go forward, because then there is no disruption to the current facilities that the police are in so I think it is useful.

**Mr ELLIS** - Chair, can I add to that? Mr Higgins, as deputy commissioner, would you be able to give the committee a brief understanding of what being able to maintain the current police station would mean during the construction phase of the hub?

**Mr JONATHAN HIGGINS** - What it will mean to keep it?

**Mr ELLIS** - Yes, as in the process of building on a greenfield site, but maintaining the existing facility.

**Mr JONATHAN HIGGINS** - I can't overstate the level of excitement with the staff there. You probably saw that with the acting inspector today. The thought of going to something custom-built for them as opposed to put together, including an old flat they have office space in as well. For the area there and for the police in particular, it will assist in the greater morale of the police there which would then flow into the community. Most of the police in that area live in that community as well. It becomes a focal point. It is significant, and having the ability to have a purpose-built area where they can run major incidents as well from that area for the south-east is significant.

The area we took you to the back of, which I will call their crib room, is probably the area they are using now. It is the old kitchen for the flat at Sorell station. While they have been in that space for many years - and it has had one refurbishment during that time - to have a properly built police station will be significant in attracting members into the future as well.

**Mr ELLIS** - Logistically, as far as being able to maintain that current capacity and not having police tripping over plumbers and carpenters and that kind of thing?

**Mr JONATHAN HIGGINS** - We have been in that space before, yes. It is incredibly difficult to maintain business. The police stations, as you can appreciate, have a greater level of security for the information we hold in there about members of the public. Therefore, to have tradespeople in and out of a station where you can't lock down areas causes considerable disruption, and it becomes very problematic. To be able to maintain the station, and then move into the new station, is a far better process from our point of view.

**Ms RATTRAY** - The refurbishment was about a quarter of century ago.

**Mr JONATHAN HIGGINS** - Yes, it was.

**CHAIR** - You think it's time has come?

**Ms RATTRAY** - I think it has.

**Mr CRAWFORD** - If I may, in relation to that point as well, it is a significant cost saving for us being able to do that. We have the reverse in another project at New Norfolk, where we've had to find alternate facility in order to demolish the current police station to rebuild. That comes at a cost to the project that comes out of the project budget, so this is a win-win for all of us.

**Mr JONATHAN HIGGINS** - There will be no decanting required. Literally, it is built and the police move to it.

**Ms RATTRAY** - The same as would happen at St Helens with the greenfield site, should that be next on the agenda.

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**CHAIR** - I think the member might have an interest there, just a slight interest. It's something that she's been pushing for, for some time. Nevertheless, it is not dependent on whether we pass or fail this, just for the record.

With respect to the project site, quite clearly there are a lot of dwellings that are around it. You also have Sorell Council Chambers, the health centre, the community service centre, the RSL, the Lions Club and the Men's Shed - so there is a lot of activity happening around this site, and this is an emergency services centre.

Do you see them complementing each other, or do you see them as presenting an issue or a problem in terms of emergency vehicle movements in and through that site. How has that been taken into account, in the way the site plan has been structured. It might be a good thing to touch on here.

**Mr JONATHAN HIGGINS** - Yes, perhaps from the movement area and where it actually is, to be close to the local council is a significant advantage for the police there - particularly for the inspector. Inspectors in the regions tend to have close relationships with the various mayors, whether there's one in their division or where there are multiples, as there can be, because they're the ones that actually join forces towards the greater emergency management function and they have those responsibilities.

The movement of the police vehicles, the fire vehicles if need be, and the SES vehicles - there'll be designated areas where they're going. So, if they go out - let's call it in anger - towards an incident, they're not going past the council chambers through where members of the public would be going to. They're going through designated corridors to the main road and out.

**CHAIR** - Okay, so their movements are separate to those main other avenues for those other services or other activities.

**Ms BUTLER** - I'm not exactly sure that I'm asking this question in the right section.

**CHAIR** - We're under 3.2 at the moment.

**Ms BUTLER** - Yes, I am just not quite sure if it fits in this section.

**CHAIR** - Go for it, and then we'll worry about it later.

**Ms BUTLER** - I am wondering whether there's a good space for the public to be able to access the sites, especially for police, to just walk in off the street, which a lot of people in communities like Sorell and places like St Helens really enjoy. Is there a way that they can access SES or fire as well, and has that been considered?

**CHAIR** - Members of the public coming in off the street?

**Ms BUTLER** - Yes. If you have a member of the public dropping in to talk to fire, if they're there, with queries; or if a member of the public wanted to drop in and talk to volunteers or SES, can they access them?

**Ms RATTRAY** - Is there a reception centre.

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**Ms BUTLER** - Yes.

**Mr JONATHAN HIGGINS** - Essentially the police are the only ones that will actually have a dedicated person. I only met her today, as one of our State Service members as front of house. Generally, the fire stations - apart from the headquarters - there isn't that capacity for just a front of house drop in, so it tends to be only police stations that have that capacity, much the same as St Helens. We're talking a lot about St Helens. Certainly, in Sorell we saw that in action today where a person came in with an inquiry.

**Mrs PETRUSMA** - Most people would be encouraged to just pick up the phone and call head office

**Mr JONATHAN HIGGINS** - Yes, and whether at some stage in the future it becomes a career fire station, and so forth. Certainly there are other pathways they need to go. It is not a drop-in.

**Ms BUTLER** - It might be operational, once it is up and running.

**CHAIR** - A further question on the project site. I was mentioning before about dwellings being on the periphery. Obviously a site like this might generate certain levels of noise, or otherwise - you tell me. How have you taken that into account in terms of the design of the centre, and whether there have been any issues in that regard. I suppose it is not immediately close, where some of that activity might happen, because there is a car park between the facility and many of the dwellings. Can you talk me through how that might have been considered, with how this site was designed?

**Mr JONATHAN HIGGINS** - I might ask Ian to answer that question from a design perspective.

**Mr KIRK** - Thank you Chair and members. One of the items we have considered is obviously acoustic, so we engaged an acoustic consultant. We are in a fortunate position to have those results so that it fits within the determination of the planning scheme requirements.

One of the things they have been mindful of is setback from the boundary. With the police use, it is on that side; it is a relatively quiet internal use, so the expected noise and disturbance from that is minimised.

The more active section - probably the more noise section - is to the southern side. That is where the fire trucks and so on come out, and so it has been deliberately planned so that noise is away from residents. In a planning sense and also a building sense, we have tried to reduce any interference to potential residents.

**CHAIR** - Somebody was raising the question with regard to sirens and things like that - just the protocols of truck usage. Could you describe how that has been addressed? Anyone living close to this facility would not want to be hearing sirens go off every half an hour because someone is going off to an emergency of some sort.

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**Mr JONATHAN HIGGINS** - Protocols will be similar across the operational arms in this respect. Generally, lights are used going to an emergency, and certainly we will make consideration to sirens as well, but they are not turned on until they get to the main road.

That will depend on - take the Tasman Highway, which cuts through Cole Street. For an area like that, if it is the middle of the night, it may not be leaving the station for any of the services, and it is straight into lights and sirens. Friday afternoon or a Sunday, it may be the case that they need to clear the road, so it is lights and sirens definitely used. The consideration is made by the members actually responding. Each service will have their own protocols around that. We have the Tasmania Police Manual; our requirements on lights and sirens and when they are to be used - but it is certainly not as they leave the car park.

**CHAIR** - Being in a residential area, that is something that will be considered by members of each of the services, is it fair to say?

**Mr JONATHAN HIGGINS** - Yes.

**CHAIR** - Thank you. With respect again to the fall on that site, considering the fact that you have heavy trucks and the like using that site, there is a possibility of oil spillage on the site. With those sorts of hardstand areas, with the flow of water possibly polluted by oil and the like, how might that be dealt with in your systems? Perhaps Mr Higgins from Sorell Council might inform us?

**Mr ROBERT HIGGINS** - Through the plumbing design stage, each of the stormwater discharge points from the site will have a bioretention system, or a gross pollutant trap as well, not only to capture the solids before they go into our system, but also some of the hydrocarbons as well. That will be a requirement of the plumbing permit.

**CHAIR** - You'll be dealing with that through the DA process, I guess?

**Mr ROBERT HIGGINS** - Yes.

**CHAIR** - I think that's all the questions on that section. Does anyone else have any other questions on 3.2? No. Moving on to 3.3.

**Ms RATTRAY** - If the redundant facility is approved, what are the plans for the former Sorell Police Station property - the 8 Somerville Street site?

**Mr CRAWFORD** - It's likely that will be disposed of once the project is completed. There hasn't been any formal approval to do that at this point, or any discussion around it, but my assumption is that it would be disposed of.

**Ms RATTRAY** - There's no intention that the funds that might be gained from the sale of that property might be needed to go into the project, given that there may be, and often can be, an overrunning budget?

**Mr CRAWFORD** - Yes, that's very much a potential outcome. The Department has been successful over the last few years in securing approval from the Department of Treasury and Finance to retain 100 per cent of the proceeds of asset sales within the Department for reinvesting in its asset portfolio. I think it's safe to say we're a fairly asset intensive Department.

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We have 60-odd houses and multiple facilities throughout the state, ranging from a small station, up to a large facility, and there's a constant need for us to invest. So, that reinvestment through disposal of surplus assets is definitely a possibility.

At this point, though, we are still working within our budget and haven't flagged a need. But if it did eventuate, as part of the project outcomes, that we needed to find additional funding to finish this project, or to do others, we would use those proceeds for that purpose.

**Ms RATTRAY** - I expect, given that it's so close to the centre of Sorell, it'd be a much sought-after site in itself?

**Mr CRAWFORD** - Yes, I would assume so as well.

**CHAIR** - Any further questions on 3.3?

**Ms BUTLER** - I was wondering if you could run through, for the record, the reasoning behind whether there is actually a need for career firefighters coming out of that hub. You've already mentioned the road crash rescue and the assistance there. Is there any current need for there to be a career firefighter station down there? Is there any evidence to support that?

**Mr CRAWFORD** - As you've said, we've mentioned road crash rescue throughout this process and that is a key area of focus for the organisations.

The Tasmania Fire Service is undertaking a resource-to-risk analysis at present, looking to confirm and/or adapt its resource allocation model to meet current and emerging needs within the organisation. While that process is still ongoing, it will ultimately determine what the resourcing need is in Sorell, and what it looks like in terms of volunteer, or career, or a combination of the two.

I can't speak in detail on the outcomes of that, but that process is effectively what will drive it. From that there would be a submission to the State Fire Commission, for example if it was to become a career station.

**Ms BUTLER** - But there's no evidence, or data, or anything at the moment that states there is a need for career firefighters in Sorell, as opposed to having them, say, in Kingston or other areas that are populating quickly?

**Mr CRAWFORD** - No. What we're foreshadowing is that the growth in population, as I mentioned earlier, will actually cause a change in the demographic mix of the population. Our capacity to sustain a 24-hour, seven-day a week volunteer response may be impacted by that, which would be one of the considerations in deploying career staff to that area, at least during business hours.

**CHAIR** - Are you considering whether the facilities being provided here will be sufficient for a career firefighter?

**Ms BUTLER** - Potentially, or is there is an actual demand at the moment for money to be spent on the facility for career firefighters? Has there been an increase in fires, or was this a recommendation from the Dunalley fire? Is there any evidence to support that this investment is needed?

**Mr CRAWFORD** - Concerning specific recommendations, no, I do not believe any have been referenced as career in that area. It is more internal considerations around service delivery within that broader south-eastern region, and how to best meet those needs.

**Ms BUTLER** - The same question applies with SES as well - that there is not effective representation by SES in the area at the moment so that states there is a need. Is that correct?

**Mr CRAWFORD** - Yes, that is correct.

**Mr ELLIS** - Mr Crawford, in relation to the capacity for volunteers to meet the requirements of population centres - in my area in the north-west towns larger than Sorell - for example, Latrobe and Wynyard - are actually able to meet their current response needs with volunteers. Do we have a sense of how big a town needs to become before you might start employing full-time firefighters?

**Mr CRAWFORD** - That is a really difficult question to answer. We have some quite large towns, if you want to call them that, which are still serviced predominantly by volunteer brigades. The Kingston municipality has a volunteer brigade that provides support there. It is a very active brigade. One could argue that potentially that is of a scale that would warrant a career deployment at some point in time.

A range of factors influence that, and it is very hard to say a particular size of town meets the criteria- the factors around size, nature of the population, what they are doing during the day and during the night, and the level of volunteering within that community.

**CHAIR** - Further questions on 3.3? A question of the other stations in the surrounding areas - Midway Point, Dodges Ferry, Orielson, Wattle Hill. There is no intention to close those because this is opening up? Just to reiterate that: you mentioned that earlier. Can you put that on the record?

**Mr CRAWFORD** - That is correct. No intention to close any of those surrounding stations.

**CHAIR** - They are seen as still necessary.

**Mr CRAWFORD** - Yes, they are.

**Ms RATTRAY** - It is good to know you are going to be offering a cadet and junior program as well, so that is encouraging for our young people.

**CHAIR** - On 3.3.1, page 9, any questions there? You talk about, in the middle paragraph, that the facility has a lack of adequate parking and storage, particularly the lack of secure storage for the marine vessel and associated marine equipment. That indicates there is going to be a special area for marine equipment in this building. Is that what is envisaged?

**Mr CRAWFORD** - Yes, there is, and that is correct. I will hand to Ian again to talk through the plan. There is a specific provision for the storage of marine vessel on the plan.

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**CHAIR** - I was not sure; I did not see that. Oh yes, it is in the new plans we have. Given its location and the number of southern beaches not that far away, is it enough room for the vessels needed? It shows one vessel, but would there not be a need for multiple vessels in a development like this?

**Mr JONATHAN HIGGINS** - Chair, the vessel there is not a large vessel, it is not one of the state's marine vessels. It is a capacity for the east coast division, more in the inland sort of area, the greater Dodges Ferry area. It is not a seagoing vessel beyond that. It provides an initial rescue capability, but the main vessels are back in Hobart.

**CHAIR** - Is it a large rubber duckie?

**Mr JONATHAN HIGGINS** - It's a bit bigger than that.

**CHAIR** - No, I mean one of the larger ones.

**Ms RATTRAY** - It's not a bar crusher?

**Mr JONATHAN HIGGINS** - No.

**CHAIR** - Rob Pennicott has rubber duckies, but they're a bit bigger. I wondered how big it might be?

**Mr JONATHAN HIGGINS** - It's not one of the state marine vessels.

**Mrs PETRUSMA** - In regards to that, in that area they have an extensive volunteer marine rescue and surf lifesaving at Clifton and Dodges Ferry. They have boats that they take out as well, so that's utilised as well.

**Mr JONATHAN HIGGINS** - It complements that, absolutely.

**CHAIR** - So it's complementary?

**Mrs PETRUSMA** - Yes.

**CHAIR** - That's a good point, thank you. Moving onto 3.3.2, TFS - any questions? Moving over to page 10?

I suppose this is in relation to Midway Point. The station is also in need of a major upgrade replacement as it's been added onto over the years, incorporating a communal toilet block as part of the facilities. However, the site has limited capacity to redevelop. The station also has responsibility of response on either side of the two causeways. The reason for putting that sort of detail in there, is that simply to reinforce the fact that this particular development is needed because this one can't be expanded that much?

**Mr CRAWFORD** - Yes, very much so, Mr Valentine. The location is in Midway Point. If members are aware of where its location is, it is pretty much landlocked. It's not on a huge block of land, and really no capacity to expand on that site, so this site will supplement that in a very positive way.

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**CHAIR** - Okay, and Orielton is in the same situation.

**Ms BUTLER** - Can I ask the architect why the SES and the volunteer fire turn-out area is so much smaller than the career turn-out area? Is that because there's going to be more police and SES than career, or is that just mapping?

**Mr KIRK** - The potential is for the career firefighters to stay overnight, so that means bedrooms and infrastructure for that. They have their own turn-out area and equipment, whereas I guess the main difference is that the volunteers and SES are literally in and out. They don't stay, apart from training, on the building site.

**CHAIR** - This is not a 24-hour situation for any of the services?

**Mr KIRK** - It is potentially, for the career fire fighters.

**CHAIR** - Potentially, but at the moment there's not a 24-hour operation.

**Ms BUTLER** - Was that done in consultation with the Volunteer Association at all? The career people have bedrooms. It's markedly smaller but it might not come out like that in real life, maybe? It's a lot less turn-out area for the volunteers and the SES than it is for the careers. I'm certainly not wanting to take anything away from the careers.

**Mr KIRK** - The turn-out area so far is a required area between TFS and volunteers. It serves this area here. For the career fire, it's this area. The career fire tends to have different equipment and so they have more kit, and that's just the nature of it. That is part of it; but essentially the larger area is that you have a kitchen facility, bedrooms and an associated lounge area which is intended for longer term stays than the SES or volunteers, which are predominantly attending emergency events, in and out.

**Ms BUTLER** - Can you quickly run through the bays, themselves. There's capacity for one, two -

**Mr KIRK** - In the first bay you have three engine bays, and then you have these two areas here that are jockey park, which are smaller vehicles. There are five potential vehicles. In the front bay you have three larger pieces of equipment. That was a break up of potential requirements.

**Ms BUTLER** - What will the sally port for the police hold?

**Mr KIRK** - The sally port is a means of delivering offenders in a secure environment. They go straight in so they are not seen, and so they are secure within that area. That is a fairly typical model of how you put offenders within the police station.

**Ms BUTLER** - There is adequate space for the different range of police vehicles that you would be requiring? That is for the record, built to current and top standards at the moment?

**Mr KIRK** - Yes, I think it's all being consulted and designed around those standards.

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**Mrs PETRUSMA** - Because we have a designated Tasmania Fire Service area and Tasmanian Volunteer Fire Service and SES areas, the Fire Service would be able to utilise both the purple and the yellow areas, wouldn't they, if they were all volunteer and career firefighter sections?

**Mr CRAWFORD** - Yes, most definitely.

**Mrs PETRUSMA** - In reality, even though we mightn't have career fire servicemen initially, they would be able to use both areas and then if they need to use a bigger space they will be able to use the whole lot?

**Mr CRAWFORD** - Yes, that is absolutely correct.

**Ms RATTRAY** - Are we looking at the plan now then?

**CHAIR** -In conjunction with 3.3.3. We are on 3.3.3 but if you want to ask questions about the plan in relation to State Emergency Services at this particular time, we could.

**Ms RATTRAY** - I'll wait till we get to it.

**CHAIR** - I think there may have been a mistake made. This is the last paragraph on page 10: at present, State Emergency Services Southern Regional Unit services the greater Hobart area and goes all the way down and it says, 'The residential zone of Clarence and as such can face issues with resource allocation and traffic congestion on all roads exiting Hobart, particularly during peak periods. This can reduce callout times when the State Emergency Service responds'. I would have thought that was 'increase callout times', unless you're saying this project will decrease or reduce. Am I reading that incorrectly?

**Mr CRAWFORD** - I think you've picked up an error there. It is 'increased called out times'. It can have an impact on callout times. It is not a positive impact.

**CHAIR** - That's cool. I read it and it didn't sound right unless they are saying that this project will reduce callout times.

Moving to 3.4 - Existing Emergency Service Response Capability - any questions in that section? No. Project Objectives - we covered that on my question about ambulance. Going over the page to the top of page 12?

**Ms RATTRAY** - We've got a little ahead of ourselves, Chair. We have asked a lot of these questions already.

**CHAIR** -I think we have. 3.6 - Value for money statement.

**Mrs PETRUSMA** - Chair, I saw at the top of page 12. It does say at the top 'reduce maintenance and operating costs resulting from facilities sharing in building efficiency'? Is there any estimate on what sort of savings this would generate?

**Mr CRAWFORD** - I don't have those numbers to hand.

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**Mrs PETRUSMA** - Just an example, I suppose, for the record. What is the benefit of having all these onsite? How will facility sharing help?

**Mr CRAWFORD** - I suppose we are paying effectively one set of bills, although it is a larger site or a combined site. We have shared infrastructure throughout that site. In terms of design we've shared those fixed connections as much as possible. The plumbing connections, all those sorts of things for shared areas, reduces the cost of one facility as opposed to building three separate facilities. We very much see that there is a potential cost saving in that space.

**CHAIR** - We'll deal with value for money statement at the end. It's one of our questions to you so you will get a chance to spruik that.

Consultation and design brief. Working group, key stakeholders and governance. You covered that a little. Do you wish to expand on the activities of that working group? You have already covered it but is there anything else you wish to say about how significant or otherwise it was?

**Mr CRAWFORD** - Probably only to comment and to reinforce the previous statement that the working groups focus was on the design elements of the facility and future proofing that facility for a range of potential service delivery models that may eventuate over a long period of time. The input from that group was overwhelmingly positive. It hasn't moved to a point of what will that service delivery model potentially look like. That's the next phase of this process from our perspective.

**CHAIR** - Okay. Moving over to design brief. Are there any other questions?

**Ms RATTRAY** - Ian, what's the rationale for having for the purple section, which is the career firefighters, they have a kitchen and the police get a kitchenette. I am interested in what's behind that. I know there wouldn't be 21 police officers all on shift together. Is that because of the number of people moving in and out of those facilities, why one's a kitchen and ones a kitchenette, which I expect is a reduced area for preparation of meals and the like.

**Mr KIRK** - The main difference is the turn up. Obviously career firefighters are likely to do long shifts when they're stationed there. It's on and off. It's pretty much living within the building whereas with the kitchenette you do have a shift but you're not living there like a normal household or resident might be. Essentially it becomes a residence for them.

**Ms RATTRAY** - Police are often required if there's an emergency situation or significant event to hang around. Would that be fair to say?

**Mr JONATHAN HIGGINS** - Yes, it is. I could probably answer why the police side is small. The kitchenette's appropriate for the police because of the very reason that they're not living onsite but also because police on a general shift get a 20- minute break so it is literally warming up, getting something out of the fridge, and going. Because of the different functions we serve, say, police were patrolling they're mobile now with their tablets so they're doing paperwork on the road as well, whereas firies are not patrolling.

**Ms RATTRAY** - They are waiting around.

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**Mr JONATHAN HIGGINS** - Yes, but staging ready for the call as opposed to providing police functions.

**Ms RATTRAY** - Just an observation.

**CHAIR** - A question with regard to the holding areas, the armoury, those sorts of higher security areas, is there a reason for placement where they are that we ought to know about? I know it's difficult to talk about security, but measures that might have been taken to protect them?

**Mr KIRK** - You try to put these locations away from the other general movement but the area within that is likely to be solid construction so you can't break in through the walls or the ceiling and so forth. It's sensible to put within one core. So areas like the discharge will obviously be secure so that if you are discharging a weapon that it can fire through walls or vice versa. Obviously the armoury has to be secured. Within that area, that rectangle, that whole area will be a secure compound.

**CHAIR** - When you say 'discharge', are you saying there is a discharge area, or this in the case of a discharge?

**Mr KIRK** - No, I should clarify that. Police when they surrender their weapons unload them but there is the potential to accidentally discharge. That has to be done in a safe environment where if it does discharge it does not go through the ceiling or the wall or so forth.

**CHAIR** - It is not going to endanger anyone, that is fair enough.

**Mr ELLIS** - Mr Kirk, would you be able to give the committee a sense of your firm's experience in terms of doing similar work of this nature in Tasmania.

**Mr KIRK** - I think this is a great opportunity. One of the exciting things for this is when you bring agencies together in a working environment you form a working relationship with others which you do not get easily. By combining the agencies within one building, and there are common spaces within this, there is common recreational spaces, you are developing a relationship. That relationship, when it comes to an emergency event, will be a really useful thing.

Our understanding is that there is - maybe Todd can comment on this more - a changing demographic in volunteers. You have a group of baby boomers who are more likely to volunteer where the new demographic is more likely to be required to maybe be paid. In the future these are things which are challenges for agencies in regard to finding people to volunteer for things. Not something I can definitively say. I think that what we are doing here seems to really benefit the state and Sorell.

**Ms BUTLER** - Could you outline for the record the disability access standards that are in place, what that looks like and some examples of that?

**Mr KIRK** - When we look at buildings like this we apply templates. Those templates are designed around doorways, access and so forth. It is something that we have a handle on from the beginning. It is important that ramps and access doorways are all compliant. When we put a ramp in or a door or an access to something, we are continually checking within our

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own quality systems that it is correct. That is something that we are aware of. The building is on one level. We did consider early in the piece if that should be a smaller footprint but a single level allows for much better access.

**CHAIR** - Regarding the amount of area you have allocated in the design per person, I was asking on the walk around the different sites what the space was. For instance with the police station, six officers, 344 square metres, that is around about 57.33 square metres per person. What sort of area would we be talking about here per office.

**Mr KIRK** - The police area is just under 900 square metres. What you looked at today and the previous police station is around about 530 square metres. It is obviously a larger area. I think that the working area, the muster area, is well spaced, with particular consideration to COVID-19, spacing people for appropriate distances.

**CHAIR** - I was talking about the basic working area. There are other areas that are included. General space is not for working officers. It is good to know it is about three times by the sound of it.

**Mr KIRK** - It is probably about 40 per cent bigger than the other one.

**Ms RATTRAY** - With regard to the police officer's workstation, I have counted them and there are 21 desks, is there any natural light coming off that alcove, the walkway?

**Mr KIRK** - Yes. This will be quite a nice space because there will be a garden out there. There is potential for the mess area, the muster area and also the potential career fire areas to share a common courtyard. The idea is to have natural light.

**Ms RATTRAY** - So there will be plenty of windows looking into there?

**Mr KIRK** - Yes.

**Ms RATTRAY** - It won't be only four walls?

**Mr KIRK** - No.

**CHAIR** - With respect to the cells for holding individuals, we were told that they are not expected to be overnight?

**Mr JONATHAN HIGGINS** - They are not watch house cells. They are not holding for court, overnight or anything like that. There might be occasions where they need to hold people, whether it is for a family violence matter or something like that while they are going through that process, but when that happens, then someone needs to be there to watch.

It is probably not unlike what we are doing with cells we are creating at Queenstown. It gives that function because where they are out of the city, they actually have holding areas so they can still have all of the requirements they need for a cell but they are able to complete tasks without having to walk around with the person they are holding.

**CHAIR** - So they are well and truly very secure rooms?

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**Mr JONATHAN HIGGINS** - Yes, that fully comply with requirements.

**CHAIR** - That includes reduced hanging space and those sorts of things. I am sorry to have to go there.

**Mr JONATHAN HIGGINS** - Absolutely, yes. We could not make cells without meeting those requirements.

**CHAIR** - It is important we know that it is part of the design that is needed. Thank you.

**Ms BUTLER** - Could you talk us through the potential cost creep? Some cost creep was expected initially. Are you still expecting some cost creep in this design?

**Mr CRAWFORD** - That is a good question but a very difficult question to answer. How long is a piece of string?

**CHAIR** - We know the answer, twice half its length.

**Mr CRAWFORD** - A range of factors influence the potential cost of the project. We have talked about the timing between when the budget was formulated and natural inflation that may occur. The other key factor that we would all be aware of is the COVID-19 environment and any impacts that may come from that and flow through the construction sector.

We have had some pleasant recent experiences going to tender on major construction projects where we have had quite positive results returned from the market. We are hoping and expecting that the timing of this, all other things being equal, will get to the market within that same window and provide us with a tender that is actually well within our budget.

There are contingencies within that budget forecast. There is a general 5 per cent contingency, a 2 per cent COVID-19 contingency built-in and a 3 per cent built in around indexation. I will not say fat, as that is not the right word, but there is reasonable contingency built into that \$12 million above what we have as a quantity surveyor's estimate at the moment and we are within that budget.

**CHAIR** - Did I read that it's expected that as you move forward with this, and structures become more confirmed, that the contingency will reduce and the overall project cost won't necessarily increase with it? It will just simply go into structures? Is that what I read in here? I'm sure it is.

**Mr CRAWFORD** - Yes, that's correct. Yes, very much so. Perhaps Ian might speak to that. It's a constant process of refinement. I think we're at quantity surveyor estimate number four or five, at this point in time. We're always refining our design to stay within our budget and to provide, I suppose, the most capacity within our design that we can, for the budget that we've got allocated.

**CHAIR** - I notice the - correct me, if I'm wrong - but the contingency was only around 5 per cent, is that right?

**Mr CRAWFORD** - Yes. That's the construction contingency, yes.

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**CHAIR** - Quite a number have a bit more than that. You didn't see any need for that to be greater than 5 per cent?

**Mr CRAWFORD** - No. I think we're pretty confident at 5 per cent at the moment.

**Ms RATTRAY** - With the expectation that it will come in possibly under budget - I was going to say I think you're very optimistic, but good luck. In regard to the quality of the products that are used, is there any reduction in the quality of product to be used to bring it under or within budget, if you like? It has to meet standards, obviously, but are you looking to buy cheaper brick and a cheaper clad? Does it still have double glazing on the windows? That sort of thing.

**Mr KIRK** - If I can answer that. It's correct in that it's a constant requirement. We're always looking at where we can save money, and our dollars are applied appropriately. There are sometimes things that can be swapped out in regard to saving. There are items that we're currently not sure whether we'll do or not, and some of the discussion has been about the electrical power lines. We're looking at the costing of that as a fairly big-ticket item. It's a constant requirement. We're informed by the QS of where that money is, and they're constantly refining that.

One of the things they do, is they look at the market conditions at the time. As the project gets closer to the construction end of it, they refine their cost estimates and become more accurate because they're pricing actual, rather than making assumptions. As we get closer that gets more accurate. As it gets more accurate then we refine the budget.

**Ms RATTRAY** - Yes, but we won't be building a second-rate facility in any way, shape or form to meet a budget?

**Mr KIRK** - No. There's limits on where you can go with all that. We're required to meet certain standards on items. Everything that we're doing is sensible application of a restrained response.

**Ms RATTRAY** - Given particularly this facility that's going to be housing these key emergency services, it might be another quarter of a century before they get an upgrade.

**Mr KIRK** - Yes.

**CHAIR** - It's not gold-plated, I believe, which is normally the question you ask.

**Ms RATTRAY** - No, we don't need gold-plated but we certainly need a decent quality of fittings and building products.

**CHAIR** - Given the fact that we have just been through this significant COVID-19 period, heaven forbid, but it may stay with us for some period of time. Have there been any considerations in the designing of these areas to make sure that operationally, moving in and through this development is COVID-19 safe? Can you make any comment on that? It might not be that there are any design features that need to be built in, but it's just a question I ask?

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**Mr KIRK** - One of the key things, and this is probably a question in general terms, is having sufficient space. Part of that is adapting. It may be that the roster of shifts changes. Social distancing within the building is about having sufficient space to achieve that.

**CHAIR** - In the change rooms and those sorts of things?

**Mr KIRK** - Yes, that's right. It may be that every second locker is used rather than every single one. These are items that would need to be adjusted with individual rosters and circumstance at the time. The building is sufficiently large to accommodate some adaptation and change. That probably needs to be addressed now.

**CHAIR** - Some of the desk spaces I see on the plan, they're not cheek-by-jowl.

**Mr KIRK** - It might be that instead of 21 officers that are functional that they may have to be reduced.

**CHAIR** - To 15 or something.

**Mr KIRK** - Yes, that's right. It's something that all businesses are facing currently.

**CHAIR** - It is. I thought if we're starting off with a design that has to cater for a certain number of people right from the get-go that we could be trying to shoehorn people in, and the chances of being able to keep separations and the like might be more difficult.

**Mrs PETRUSMA** - Chair, earlier on that, and it's more a question for the Deputy Commissioner - if there is the full complement of 21 officers, how many would be coming and going at the one time? You're going to have 21 that will be spread out over a week's roster, I assume, a few in the morning shift, a few in the afternoon?

**Mr JONATHAN HIGGINS** - If it went right to 21, we're probably looking at seven or eight at the most at the station at any one time then, for the crossover shift, that might be double, so it's certainly not going to be that full complement.

In the COVID-19 space, emergency services operationally don't need to comply with those restrictions. We can't do our emergency service jobs with those restrictions. This is a divisional headquarters, so this caters for the whole south-eastern and half way up the east coast so any staff, from the police perspective, that may need to come there for training or briefings or whatever it might be, can all go into that space, so it caters for that number if need be.

In a general case, it is going to be less than 10 in the station at any one time.

**CHAIR** - Okay. 4.4 Tasmanian Government Arts Scheme.

**Ms RATTRAY** - I always have an interest in this area. It tells us from the information that DPFEM and ARTAS Architects have met with Arts Tasmania to discuss suitable ideas for the hub's art component. Can we have some indication of what that might look like?

**Mr KIRK** - One of the challenges, I guess, is forming art that is relevant to the project. You could just have art which is art placed on walls, but we're trying to form a solution which has some connection, maybe, to history, or culture or heritage and so forth.

We've put that out to the arts program to come back with a potential solution which can be incorporated into the building. Some of the ideas that we've talked about are maybe required berms, which are sort of venting vehicles, I guess, ramming the building. That might be a sculptural berm - in other words, a functional artistic form. We've tried not to limit these ideas. We've taken it one step further, in that we are trying to work with the landscape architects and Arts Tasmania to potentially come back with a solution which combines each of their talents. We're trying to open it up in a fairly lateral sense, rather than something which is simply placed on a wall as a piece of art. We're trying to relate it to the context of the building and having some meaningful understanding of art within that.

**Ms RATTRAY** - Given that the arts sector has been very severely impacted in a negative way by COVID-19 and what we have been experiencing, it would be useful to have that initiative out there early.

**Mr KIRK** - We contacted them months back. They have had this on the drawing board for quite some time, and have been very supportive of that approach. We hadn't mandated any approach, but we have made some suggestions that this could be a good thing.

**Ms RATTRAY** - And keep it local.

**CHAIR** - There are some arts groups, or there used to be the regional South East Arts in this area, but I don't know if that still operates. There are some significant artists in your municipality, or maybe neighbouring, down near Moonah way.

**Mr ROBERT HIGGINS** - Excuse me, Chair. I've grossly underestimated how much time was involved. I have a meeting at 3.30 p.m. If there aren't any further questions about council, would it be okay to excuse myself?

**CHAIR** - I will give members a minute to have a look forward into their report to see if there is anything for Mr Higgins to answer.

**Ms RATTRAY** - Chair, in number 5.1 it talks about the site planning and the community market. Has the community market found a new home?

**Mr ROBERT HIGGINS** - Not as yet. They haven't operated since COVID-19, and have made the decision to not recommence until at least next calendar year, but they have been advised well in advance that a portion of the site would no longer be available.

**Ms RATTRAY** - But the council will facilitate the market into the future, if they so desire?

**Mr ROBERT HIGGINS** - Correct.

**Ms RATTRAY** - A question in regard to the proposed new title for the easement. There is going to be a very large concrete stormwater drain, so it would be really useful to have that on the public record before you leave us.

**Mr ROBERT HIGGINS** - Yes. Each council was required to do, by November 2019, a stormwater system management plan that took into account flooding hazards for all built-up

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areas. We completed ours and identified a large catchment ground, including this part of Sorell. Part of the solution to deal with that risk was to provide better drainage through this site. We didn't want to have the development occur and then go in and try to retrofit a large prefab drain through it, so we brought it forward by about two years to get it done, and not impinge on the development itself. We have tendered for it, and will be commencing in early 2020.

**Ms RATTRAY** - And the council is very comfortable with what has been put forward, and the working relationship with the architect and engineers and the Departments?

**Mr ROBERT HIGGINS** - To date it has worked well. We have been upfront with each other and explained the various statutory requirements of the scheme standards, plus some operational considerations, so it has been easy.

**Ms RATTRAY** - I believe council even provided a receipt to the minister for \$1.

**Mr ROBERT HIGGINS** - We have invested that wisely. All jokes aside, we would have preferred to have both outcomes, the facility and the money for the site, but as a council we have to make good decisions for the whole region, and it was an easy decision to make. Not a problem.

**Ms RATTRAY** - Thank you. It was terrific to meet you today.

**CHAIR** - Thank you for your time, we appreciate it.

**Ms BUTLER** - Is council happy with the traffic management plan for the site?

**Mr ROBERT HIGGINS** - The councillors have been, I guess, informed informally about this. Certainly at the staff level, we have had some discussions about circulation within the site, to the site, and passed our viewing as well. We have also connected with the Department of State Growth regarding the fact that it is their highway, and how best to service the site. We are reasonably comfortable with what is proposed.

**CHAIR** - Obviously you still have the DA process to go?

**Mr ROBERT HIGGINS** - Yes.

**Ms RATTRAY** - You said you underestimated the time the committee takes. It has worked very seriously, and we don't rush it, even though I have a four-hour drive.

**Mr ROBERT HIGGINS** - I am sorry about that.

**Ms RATTRAY** - It is not your fault. I wanted to be on this committee. It is my choice.

**CHAIR** - The message will get out there that we do have a good, detailed look at these things. Thank you for coming and for your presence this morning during the walkaround. It is appreciated.

**Mr ROBERT HIGGINS** - Thank you, all.

**Ms RATTRAY** - You almost had me as your member. This close.

**Mr ROBERT HIGGINS** - We'll talk later about that.

**THE WITNESS WITHDREW.**

**CHAIR** - Moving onto section 5 - proposed works, site planning. During the walkaround I mentioned the issue of heavy metals and treatment. Earlier we heard the council has various facilities to take care of the gross pollutants and those sorts of things between it and when it gets discharged into Pittwater. From an engineering perspective and about the storage of firefighting chemicals and possible spillage on site, have those sorts of things been taken into account? Perhaps you're happy for Mr Kirk to answer; it's up to you.

**Mr KIRK** - I might answer that. Just to clarify we do have other engineers who work on this, who are working on the hydraulics. On the storage of chemicals, the easiest way of doing that is to buy things that are Australian Standard approved, and the bunded cabinets, so they comply with the necessary standards. A bunded cabinet is one that allows for spillage. It has a false bottom, so if anything spills within that, it doesn't contaminate the surroundings.

**CHAIR** - It doesn't go into the surrounding area.

**Mr KIRK** - And that's true for our chemicals or fuel and so forth. So that's the easy solution to that. With regard to vehicle washdowns, we are required to have a decontamination filter between that and the stormwater, so that's something we'd look at.

**CHAIR** - In the drawings, I notice that below each of the bays you have a drainage site. Well, certainly on the yellow one on the left.

**Mr KIRK** - There's a specific washdown area here, which is where vehicles will be brought on to -

**CHAIR** - Sorry, I couldn't see where the cursor was.

**Mr KIRK** - Sorry, just here. If, for example, a vehicle has gone out and is covered with soot and stuff like that, it would be washed down at that point, and then the washdown would be filtered from that area. It is not intended that the other areas become a washdown area.

**CHAIR** - Is there a process for disposal of anything that's caught there? It may not just be gross pollutants, it may well be contaminated water.

**Mr KIRK** - There are Australian Standards, which the use of these filters had to comply with.

**CHAIR** - So it all goes into the filter, and the filter is disposed of. Is that what you're saying?

**Mr KIRK** - It is captured before it goes into the stormwater, and that's a general requirement now. Once upon a time it wasn't a requirement, but we have moved on from that and it is now a requirement.

**CHAIR** - And would that be taken to a type C facility, or whatever it is called?

**Mr KIRK** - Yes, and disposed of, if required.

**CHAIR** - Keep it out of the general environment. Thank you. Any further questions on 5.1 site planning, 5.2 architectural statement? Page 17 - defensible personal space between users. That's an interesting term.

**Mr KIRK** - It is something that is not clearly understood in office design, but it's important and it is a psychological thing. If someone is looking over your shoulder you feel less comfortable, so people make defensible space around them - and often that is consciously or subconsciously. For example, if you were working in a space where someone can see over and look over your shoulder, you feel less secure, so it's important in a psychological sense to have spaces which are defensible space.

**CHAIR** - I wanted to know what that meant.

**Mr KIRK** - Next time you are setting up your office, think of it.

**Mrs PETRUSMA** - It says the pallet of materials has been selected based on cost effectiveness and offering extended life cycle and low maintenance properties. Can we have some examples of what materials are being used that have extended life cycle and low maintenance properties?

**Mr KIRK** - We have used quite a bit of brick. Obviously you do not need to paint brick. It is something that is locally and readily available. With any building you are wanting to use the pallet of materials that is easily obtainable, locally sourced and durable within the context of the building. There is, for example, a steel roof which is locally available. There is the use of some timber components where we can use timber, so we're looking at using locally sourced material there. There is cement sheet, which is basically a cladding, which is a long-life durable product. The building is designed to be low level so it can be maintained from ground level. Our experience is in producing buildings that are low maintenance but also cost efficient in regard to being able to obtain materials locally and to apply them, and within the pallet of materials that builders are used to using and understand. This adds quality to the construction.

**Mrs PETRUSMA** - You see this as benefiting the local economy through using locally made products and supplies?

**Mr KIRK** - It is of a scale which allows for a lot of sub-contractors to be brought in. For example a local bricklayer could lay the bricks or a local carpenter could put together the wall framing and so forth. In its design it is not quite a house but it is not overly complicated in the sense that it gives a greater option of potential builders.

**CHAIR** - You say the form and design of the building is driven in part by the prerequisites of budget cost and function of a shared emergency services hub. What other aspects might be drivers? It might be a form of words that you have used there. What other aspects you are looking at rather than budget cost and function?

**Mr KIRK** - One of the things that we think is important is how the building reads from the street. The form of the building at the front is broken into sections. If you are driving along Cole Street I guess you read it almost like a pattern.

**CHAIR** - Domestic.

**Mr KIRK** - Yes, domestic. It does not read as one large façade. If you were to drive past that at 50 kilometres per hour, it does not say it is a big singular monolith. It is a building which has the same sort of rhythm or pattern as the other buildings next to it. I guess from an architectural point there is a hidden aspect.

**CHAIR** - Reducing its impact on the general community.

**Mr KIRK** - Yes, it is a deliberate response contextually to the site.

**CHAIR** - That is good. So 5.3 building services and engineering and mechanical services. HPAC systems will be provided to all areas deemed habitable, with the majority of areas being serviced from three dedicated roof-mounted plant areas. Roof-mounted brings to mind questions of noise. Is there any attempt to mitigate the noise that is coming from those? The way you have faced them to minimise the impact on neighbours?

**Mr COOTE** - I can perhaps answer part of that. The units selected will be vertical discharge units. So they won't be like your standard air-conditioning unit with the noise coming out the front.

**CHAIR** - So it's a fan pointing upwards, is it?

**Mr COOTE** - Yes. Also that allows us to use acoustic screens around plant as well, because you are drawing air in through the screen and then discharging it vertically up.

**CHAIR** - Those drawings which look like two wagon wheels on the bottom?

**Mr COOTE** - No, they're water tanks.

**CHAIR** - Oh, they're water tanks. I thought that might have been on the roof. I know they're not wagon wheels, I'm just saying they look like wagon wheels.

**Mr COOTE** - In the initial 3D walkaround you could see the three black things on the roof, if you recall that?

**CHAIR** - Yes.

**Ms RATTRAY** - And a few skylights.

**CHAIR** - They will be baffled?

**Ms RATTRAY** - Are they skylights?

**Mr KIRK** - There are skylights within the building.

**CHAIR** - Is it there, the square boxes?

**Mr KIRK** - Yes.

**CHAIR** - They will be baffles basically around the mechanical structures?

**Mr KIRK** - Yes. These will be screens. What Alan was talking about is the vertical discharge. We did consider putting the plant inside, but then there's a cost because then you need a larger footprint. It's an economical way of doing it. If we had more budget we'd have it within the building and it would be all confined. I think that sometimes an honest exposure of your services isn't a bad thing.

**CHAIR** - Yes. With those two buildings that have a sort of rounded edge to them with a horizontal element halfway down the side walls, are they dispersal points for water coming off the roof, and then it all falls into rock at the base or something?

**Mr KIRK** - Yes. At this point it would fall into drainage. It's, I guess, what you would understand as a sort of a rock garden. This end is drained as well. There's not going to be a lot of water coming off that, but there's going to be some. It's really a way of capturing that water, but also ensuring that the truck doesn't cut the corner too much.

**CHAIR** - But the horizontal element halfway down the wall, can you describe that?

**Mr KIRK** - It's an error in the way that this is rendered, so it doesn't exist.

**CHAIR** - It's not there.

**Mr KIRK** - It is an artistic impression.

**CHAIR** - I thought it might be some fancy dispersal mechanism?

**Mr KIRK** - No. It's an error in the rendering. It's actually a wall popping through where it hasn't been cut off properly.

**CHAIR** - Okay. You're capturing the water through that stone mechanism at the bottom?

**Mr KIRK** - Yes.

**CHAIR** - Aggregate, and then that goes off to holding tanks?

**Mr KIRK** - Yes. It would go back eventually to the stormwater through the system.

**CHAIR** - But aren't you having a holding area for reuse of water for toilets and the like?

**Mr KIRK** - That wouldn't be recycled per se, but all the water coming off these roofs is going back to this point here.

**CHAIR** - Okay. That goes back to the tanks and the tanks are using it from there. Thanks for that. So there is not an issue with noise that you're aware of at this point in time?

**Ms BUTLER** - Where's the recreation area for the volunteer and SES people?

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**Mr KIRK** - If we could just hold it there. This is the outdoor area. We're going to put a partial green wall, timber fence, and this will be an openable roof within this space.

**Ms BUTLER** - Will it be sealed off or will it be open?

**Mr KIRK** - At the moment it has a timber screen, so it is partly hard space, partly grass space. It is that area there. The intention is a screen, a grassed area, a sort of covered roofed area, and the intention is that families can have barbeques and get together and so forth. There will be a fence between that and the police.

It is north-facing, and so the intent is to be able to open up the roof, so on some nice sunny days there will be a nice outdoor space.

**Mrs PETRUSMA** - In regard to that, the whole white roof area, that will retract back, is that what you are saying?

**Mr KIRK** - Yes.

**Mrs PETRUSMA** - So that whole space could be opened if you need it.

**Ms RATTRAY** - It is not a pergola, it is a vergola.

**Mr KIRK** - Yes, that's the exact terminology

**Mrs PETRUSMA** - It is quite a big space when you look at it.

**Ms RATTRAY** - My constituents in Longford actually build those structures. I could give you their name.

**Mr KIRK** - I have used a few of them.

**CHAIR** - Third dot point down on page 18, you are talking about ducted or local exhausts will be supplied to specific rooms, such as drying rooms, as required. It seems that has not been set in stone, but one expects, it is a set part of the quantity surveyor's costs.

**Mr COOTE** - It is set in stone by the National Construction Code of the BCA as to which areas need to be exhausted.

**CHAIR** - Okay

**Mr COOTE** - There are certain areas that we have allowed to go beyond that, most notably the armoury, where there will be a humidification system so we don't get rusting and so on.

**CHAIR** - Thank you. Any further questions on that? On 5.3.2 - electrical services, current and future cabling access including skirting ducts, services, poles, floor boxes et cetera, dual cable trays and ceiling for wiring access, light and power and data. Is there any need for fire separation there for any of those different types of cables?

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**Mr COOTE** - Again, that is set down by the National Construction Code and that would most likely be if you had a large UPS system, which we won't have.

**CHAIR** -Not on this site, uninterruptable power supply.

**Mr COOTE** - Again, one of the savings is to have only the one IT room to service the whole facility.

**CHAIR** -That has good security?

**Mr COOTE** - Good security. It will have CCTV and access control on the doors as such, so that police know who has been into that facility at any time.

**CHAIR** -Mind you, there are more incursions from outside a building like this than there are from inside, I expect.

**Mr COOTE** - It is central at least, in the core. So to answer your question, there is no need for fire rating as such, due to the size of the building.

**CHAIR** -So, NCC/BCA is National Construction Code and Building Code of Australia?

**Mr COOTE** - Correct.

**CHAIR** -What's the difference - National Construction Code, Building Code of Australia almost sounds like the same thing. One is replacing the other, is it, at some point?

**Mr COOTE** - It is basically the same thing. The actual code itself comes in three volumes and a guide.

**CHAIR** - Moving to page 19.

**Ms RATTRAY** - Chair, a question with regard to the coordination for the new site mains with TasNetworks. Anyone who has done any construction or any works anywhere in Tasmania seems often to have had a hold-up with TasNetworks. I want to place on the record that they are on board and should this receive the approval of the committee, moving forward, there will be no significant delays in getting the new site mains connected

**Mr COOTE** - There is, of course, an extended design process they need to go through, but at this stage we put in the application some time ago. Last week we were appointed a designer whom we can then talk to. They are coming back next week with rough order of costs on potential solutions. Obviously, the optimum solution is to try to underground all those cables out the front, but they are a mixture of high voltage and low voltage. You notice there is a T-off pole that goes up Arthur Street, which is also high voltage, so we are expecting that it is going to be quite an expensive exercise. Then there is the fall-back position of having a local substation just for this building. They are coming back with rough costs on that next week, so we progress that as far we can and then make decisions as to what the budget will allow as such. They are on board at least.

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**CHAIR** -Are there any fail-safe mechanisms you designed into this to reduce the likelihood of outage, because obviously it is an emergency services area? It may well be quite a significant hub.

**Mr COOTE** - We have just received some information on the outage information for this site. It isn't as great as we would like it to be. Basically, over the last nine years there have been about 24 hours of unplanned outages on the pole we saw today, the transformer beside this one. In the last two years there has only been one hour of unplanned outage which I'm sure everyone can live with. At this stage we are making an allocation on the main switchboard to have a changeover switch and a connection point for a generator that police will wheel in if needed.

**CHAIR** - When I asked a question earlier, did you say it doesn't have a UPS or it does have a UPS?

**Mr COOTE** - It doesn't have a major UPS. At this stage in our discussions with police communications and IT, they are happy to have a diversity of supplies and they can run things over the wireless.

**Mr KIRK** - One thing we have allowed for is a plug-in generator on the site so that can be brought in via a trailer. We thought about having a dedicated generator, but the cost of that is another \$100 000, so the alternative is to have something that can plug into the site. There is going to be UPS on the comms side of things.

**CHAIR** - There is?

**Mr KIRK** - The communications, as I understand.

**Mr COOTE** - There's only a very small rack-mounted UPS to keep things running until they shutdown.

**CHAIR** -So that you don't lose data?

**Mr COOTE** - Yes.

**Mr KIRK** - We are also looking at the reasons these outages were out, whether it is equipment-related and whether that was upgraded at the time. There is a little more investigation on our side to see why these outages did occur. That is part of the further information we are trying to get.

**CHAIR** - One expects you are not going to lose telephone coverage and you are not going to lose radio coverage.

**Mr COOTE** - Correct.

**CHAIR** - At the top of page 19, you mentioned levels of lighting across a proposed training area. You will have control systems in place to ensure they are not utilised during the curfew period between 11 p.m. and 6 a.m. I commented on the fact that if there are young families bordering the site, that is pretty late. Have you any comment on that? You are going into basically a residential area so it likely that people - and it might even be shiftworkers or

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whatever - might be disturbed. Can you give any comfort in regard to the level of disturbance that might be expected? Have you minimised light spill through blinkers?

**Mr COOTE** - With the widespread usage of LED floodlighting now, we can get very good cut-offs, and so there will be virtually no light spill over the boundary. If you're doing a training exercise, we have additional lights on the training area on the top-left corner, which will give us effectively 300 lux for training purposes if you were doing something at night.

At least we'll have that so that it can be controllable. I'm not quite sure whether others might comment about the exercises that might go on. If there were a bushfire or something, whether those lights would need to be on all night or whatever.

**CHAIR** - I think most people appreciate in an emergency situation that it's in their own interests.

**Mr COOTE** - Otherwise, they are controllable by timed clock and whatever so they can be adjusted if the curfew hours are not acceptable.

**CHAIR** - If there are complaints or whatever. I guess the development application will touch on those sorts of things from people who are concerned about it.

Section 5.3.3, Communications and security services. What about access? If somebody tries to get in by going through the roof or whatever?

**Mr COOTE** - Once the area is armed, it will be covered by motion detectors, break glass alarm detectors et cetera. If it's not being used 24/7, it will be zoned between the different areas. The different areas will have a lot of CCTV and access control. The cards can be programmed to give different staff different levels of access. For example, the people in the yellow area can't go in the blue area et cetera and that type of thing.

**Ms BUTLER** - On that, is there a capacity in the design to shut off certain areas from other areas in an emergency situation? Can you shut off the dedicated police area from, say, the dedicated firefighter areas? Is there a capacity for that?

**Mr COOTE** - They're shut off now effectively by use of your access control system so it depends on who gets the access privileges to move between the building.

**CHAIR** - Like the swipe cards here.

**Mr COOTE** - Yes.

**Ms BUTLER** - You don't just have people wandering through.

**Mr COOTE** - Correct.

**CHAIR** - Section 5.3.4, Fire services - Facility to be provided with an addressable fire detection alarm system. 'Addressable'? It automatically indicates the location of the incident, is that what you're saying?

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**Mr COOTE** - Yes, it will be a full smoke detection system. It won't be a sprinkler system.

**CHAIR** - Addressable seems like an interesting term.

**Mr COOTE** - Addressable means each smoke detector head, which you can see here on the ceiling, has a unique address so it can up on the attending fire brigade, depending where they come from.

**CHAIR** - No doubt they'll be coming from inside the building?

**Mr COOTE** - They may be, yes.

**CHAIR** - Unless it's in the middle of the night and they're not there.

**Mr COOTE** - Or they come from Midway Point or whatever.

**CHAIR** - It indicates where the event is happening.

**Mr COOTE** - Correct.

**CHAIR** - EWIS panel - is that Early Warning something Panel?

**Mr COOTE** - Intercommunication system.

**CHAIR** - Sorry, EWIS?

**Mr COOTE** - Emergency Warning and Intercommunication System.

**CHAIR** - Sorry, I don't quite know the jargon. Any other questions on that?

Section 5.3.5, Hydraulics civil engineering structure?

**Ms BUTLER** - I always ask the engineer whether ACP with a polyethylene core will be used on the building at all. It's a kind of aluminium cladding.

**Mr KIRK** - No, to answer that.

**CHAIR** - For obvious reasons.

**Mr KIRK** - It could be used in the signage out the front but on the buildings.

**Mr ELLIS** - On a single storey, it would be low risk anyway, wouldn't it?

**Mr KIRK** - Yes. Obviously we have the heads-up on that with regard to its use. We see the effects of it, so we are very wary about using it.

**CHAIR** - Section 5.3.6 - we talked about acoustic engineering. Any other questions on that? Section 5.3.7 - building materials and interior design? Section 5.3.8 - sustainable design?

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**Ms RATTRAY** - That's a given in this day and age.

**CHAIR** - We've covered a fair bit of that, except for the last dot point, where you mention employing energy-saving devices such as low-energy efficient appliances, equipment, building energy management systems, and using renewable energy sources where possible.

What are you envisaging there?

**Mr COOTE** - I think we are really talking about solar if the budget allows. It's probably the most obvious sustainability thing and it's a good look. People can see it, but -

**CHAIR** - I often ask this question, as members will know, going through these sorts of things with schools in particular. I don't know whether it's because the Government has a generation system through the Hydro, and it might work out cheaper in the long run to be getting it from hydro power than from solar power, but I was just interested in that statement, and whether solar had been considered.

**Mr KIRK** - It's something we looked at, and we did cost it, so again the cost-benefit analysis -

**CHAIR** - Would have to be done, but at this point in time it's not happening?

**Mr KIRK** - No. If the budget were greater, it would probably happen, but again it's a shopping list item, so at this point it's not on the list.

**Ms RATTRAY** - The federal government hasn't organised enough rebate yet, has it? Simple as that. I can say that. Perhaps you can't.

**Mr KIRK** - I think for every household it's a good idea, but given that the Hydro has a very good water generation system, it probably makes sense.

**Mrs PETRUSMA** - Ian, further to that, is it something that could be retrofitted in the future, if need be?

**Mr KIRK** - Absolutely. It's not something we've ruled out, and it's something we're looking closely at.

**CHAIR** - You have functionality - 'functionally this street zone offers security protection, with vehicle berms designed to restrict unauthorised vehicle access'. You're just talking about general curb and gutter there?

**Mr KIRK** - You could use bollards, but the berm is raised earth, which means that if a vehicle drives towards it, it would be a difficult thing to drive over so they would stop. It's designed to protect the building from cars -

**CHAIR** - Incursion.

**Mr KIRK** - Yes. Cars ramming into it.

**CHAIR** - Someone who gets upset with one of the services.

**Mr KIRK** - Yes.

**CHAIR** - Thank you. Section 5.3.10, happy with that.

At the bottom of page 23, the changes include the following - conversion of the existing BAR treatment at Cole Street. What's BAR? It's an acronym of some sort, and I just wondered what that was.

**Ms RATTRAY** - We have been known to take questions on notice.

**CHAIR** - It's not going to be a show stopper, but I am just curious.

**Mr COOTE** - Basic right turn treatment?

**CHAIR** - Anyway, Cole and Arthur streets are to include a new short channelised right-turn lane treatment.

**Mr KIRK** - Yes. What happens there is that is because we have got parking -

**CHAIR** - You are on the right-hand side of the diagram there?

**Mr KIRK** - Yes. Visiting parking are these sections here. To facilitate that, we have potentially modified the traffic so you can turn onto the parking area. That is part of the traffic engineering recommendation.

**CHAIR** - Sloping treatment, so you can put a wheel up over it if need be? Is that what you are saying?

**Mr KIRK** - No, it is sort of like a traffic island. It allows the traffic to turn at that point. It is the altering of the middle island. The idea is that you can turn back onto this parking area.

**CHAIR** - So you do not have your back end sticking out in the traffic flow?

**Mr KIRK** - Yes, that is it.

**Mr ELLIS** - Chair, for the sake of *Hansard*, the Department has BA for basic intersection; then BAR, right turn; and BAL, left turn.

**CHAIR** - Thank you, that was good scrutiny there. I have talked about a number of vehicle movements and all those sorts of things. Project management, page 25. We have covered most of that. Risks and potential project constraints - any questions there? You talk about a one-in-100-year flood event, future site flooding and stormwater management. Any comments on what we need to know about that which is different from the general idea of a 100-year flood event? Have there been known to be any floods in this area?

**Mr CRAWFORD** - That was modelled by Entura, a division of Hydro. It came up with the potential for flooding in one in 100 years. It was mainly localised to the rear of the site but it also covers the potential to flood this general area. That is why the large swale is going into mitigate that potential.

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It is probably unlikely on a regular basis but once in every 100 years, they are going to get floods.

**CHAIR** - We have been having some rather weird weather events, so it is best to be prepared. This takes us to the conclusion. Are there any other questions?

**Ms RATTRAY** - No, thank you, Chair.

**CHAIR** - Do you have any other statements that you wish to make, Mr Crawford, in relation to the submission you have provided to us?

**Mr CRAWFORD** - Thank you, Chair. Really just need to reiterate our thanks to the committee for giving us the time to present in relation to what we see as a very exciting development.

As we have said before, this is the first of this kind in this state. We hope it is the first of many. We see it as a model that suits the service delivery provided by the Department of Police, Fire and Emergency Management. It aids integration, it builds interoperability through the design of a facility such as this. On that basis, it is why we think we are delivering a value-for-money project in a holistic sense.

**CHAIR** - Which takes me to the final questions I have to ask you. They are very important questions because they are standard Public Works Committee questions and are based on the provisions of the Public Works Committee Act 1914, so they go back a way.

Does the proposed works meet an identified need or needs or solve a recognised problem?

**Mr CRAWFORD** - Most definitely, yes.

**CHAIR** - Are the proposed works the best solution to meet identified needs or solve a recognised problem within the allocated budget?

**Mr CRAWFORD** - Yes, we believe they are.

**CHAIR** - Are the proposed works fit for purpose?

**Mr CRAWFORD** - Most definitely.

**CHAIR** - Do the proposed works provide value for money?

**Mr CRAWFORD** - Yes they do.

**CHAIR** - Are the proposed works a good use of public funds?

**Mr CRAWFORD** - Most definitely.

**CHAIR** - Thank you. I remind witnesses that anything you say outside this hearing is not covered by parliamentary privilege. Whatever you've said today here is. Thank you for providing the evidence you have today. It has been very much appreciated.

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**Mr CRAWFORD** - Thank you.

**THE WITNESSES WITHDREW.**