



# SUBMISSION

BRIDGEWATER POLICE STATION  
20-22 GREEN POINT ROAD,  
BRIDGEWATER, TAS 7030


13 NOVEMBER 2023

SUBMISSION TO THE PARLIAMENTARY STANDING COMMITTEE  
ON PUBLIC WORKS



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## 1. EXECUTIVE SUMMARY

The Department of Police, Fire and Emergency Management (DPFEM) is presenting this submission to the Parliamentary Standing Committee on Public Works (PSCPW), for approval to construct a new police station on the existing Bridgewater Police Station site at 20-22 Green Point Road, Bridgewater.

The existing police station is the Bridgewater Divisional Station. The parcel of land the station is sited on includes a disused police residence and the Police Citizens Youth Club (PCYC). Geographically, Bridgewater Division is one of the largest Tasmania Police divisions and covers four municipalities, Brighton, Derwent Valley, Central Highlands and Southern Midlands. These four municipalities collectively form the South-Central Sub Region (SCS) of Councils. The station itself is located in the Brighton Municipality, one of Tasmania's fastest growing communities, with an annual growth rate exceeding state averages and reported to be well in excess of 2 per cent.

Bridgewater Division includes the following stations:

- New Norfolk, a sub-divisional station, incorporating the one person police stations located in Bushy Park, Hamilton and Maydena; and
- Oatlands, a sub-divisional station, incorporating the one person police stations at Liaweenee, Bothwell and Kempton.

The Bridgewater Police Station was built in 1981 and has been upgraded several times to meet the demands of policing in the Division. In the 2021-22 Tasmanian Budget, funding of \$12.5 million was allocated to upgrade the Bridgewater Police Station, in order to accommodate the growing number of police officers assigned to the station.

Initial scoping of the upgrade to the Bridgewater Police Station identified that the current building is no longer suitable to be further upgraded or expanded to cater for the area's future policing requirements. Funds committed will be used to demolish the existing station and vacant residence (which is run down), to enable the construction of a new purpose-built facility on the existing site.

The proposed new police station has been designed to ensure that public funds are efficiently apportioned, to create a facility that will support the needs of Tasmania Police now and well into the future.

The \$12.5 million funding covers both the construction and non-construction costs, which includes architectural fees, decant costs, furniture and IT, plus an \$80,000 public art works component. Funding has been allocated across 2022-23 through 2025-26.

Whilst the new station is being built, police officers will operate from an allocated vacant space within the Glenorchy Police Station. To accommodate Bridgewater personnel, in March 2022 project funds were approved by the former Minister for Police, Fire and Emergency Management, the Honourable Jacquie Petrusma to be used to perform minor works to the space in readiness for the necessary decant from Bridgewater.

It is also essential that a police presence is maintained in Bridgewater and surrounding municipalities throughout the build. With limited commercial premises available in Bridgewater, at a Council meeting held in April 2023, Brighton Council approved the lease of a dedicated space within the Brighton Civic Centre for use as a shopfront. The Brighton Civic Centre is the ideal location as it is directly across the road from the Bridgewater Police Station.

In summary, the proposed development will ensure that Tasmania Police can continue to effectively respond to the community, in line with current and future requirements of the dispersed and rapidly growing local community. The new facility will achieve this by providing a contemporary and efficient state-of-the-art building, including conference facilities, a major incident room (MIR) and a modern vulnerable witness interview room.

## 2. INTRODUCTION

### 2.1. Purpose of this submission

The Tasmanian Government has committed \$12.5 million to the upgrade of the Bridgewater Police Station. Initial scoping identified that the existing station can no longer be refurbished or upgraded to accommodate future policing needs.

The purpose of this submission is to seek approval from the PSCPW for the construction of a new contemporary, fit for purpose Bridgewater Police Station on the existing site, located at 20-22 Green Point Road, Bridgewater.

The development will allow for an anticipated growth in policing requirements well into the future, particularly as the station is located in the Brighton Municipality, one of the fastest growing municipal populations.

The submission is presented at the design development phase and illustrates how the functional layout has taken full advantage of the existing site. The expectation is the Request for Tender (RFT) will be advertised prior to the end of the 2023 calendar year, with the new police station expected to be operational by August 2025.

## 3. PROJECT OVERVIEW

### 3.1. Project Background

Bridgewater Police Station is a divisional police station and located in the suburb of Bridgewater, one of nine suburbs located in the Brighton Municipality. Bridgewater, Brighton, Gagebrook, Herdsmans Cove, Old Beach and Pontville are predominantly urban suburbs in the municipality, whilst Dromedary, Honeywood and Tea Tree are predominantly rural.

The Brighton Council's *Annual Report 2021-2022* identified Brighton as Tasmania's fastest growing community, with a population exceeding 18,000 and a current annual growth rate in excess of 2% per cent. The report stated that projected annual growth of 1.2% is expected annually from 2019 to 2041, with current growth exceeding state averages. The Department of

Treasury and Finance's 2022 Interim Rebased Population Projection Outputs also indicates the Brighton Municipality's population will continue to grow (Refer figure 1).

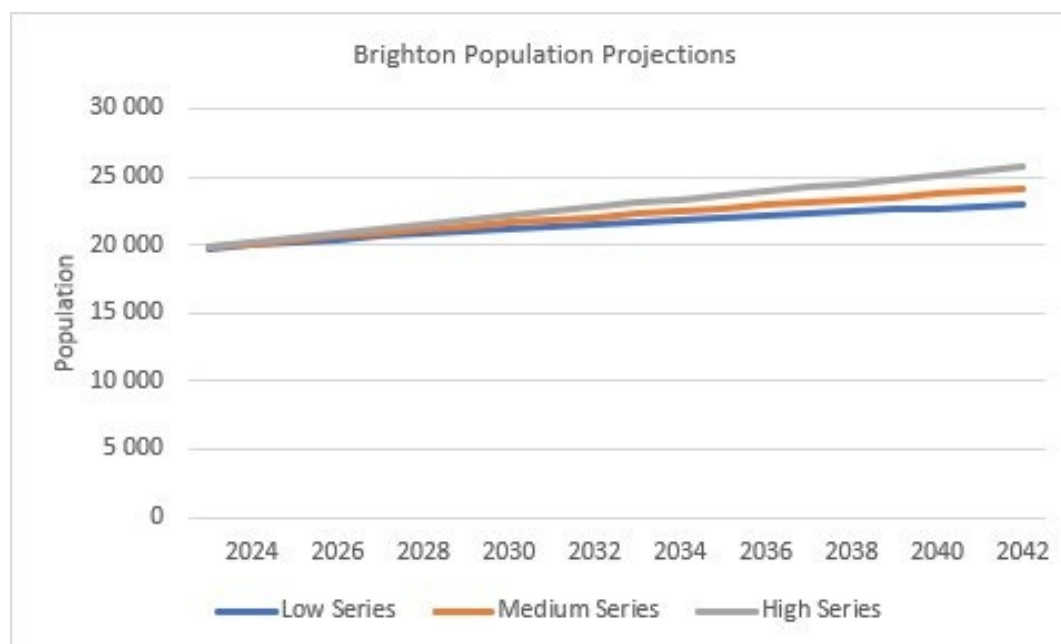


Figure 1- Data taken from the Department of Treasury and Finance- 2022 Interim Rebased Population Projection Outputs-accessed 6 Sept 2023

The growth in the population numbers in the area has been recognised by the state government, with construction of a new high school in Brighton currently underway and scheduled to be completed in 2024.

Early in 2022, the SCS engaged KPMG to undertake an *Infrastructure Planning Report*. The report states the region will continue to experience significant growth, which is driven by the supply of land for affordable housing. Brighton has the strongest growth in building approvals followed by the Derwent Valley, with both these municipalities expanding in residential and commercial developments. Examples are 500 lots in the Tivoli Green subdivision at Old Beach and land releases in the Derwent Valley including The Mills, comprising of 700 residential lots.

In June 2023, the Honourable Guy Barnett, the Minister for State Development, Construction and Housing announced that Homes Tasmania has plans for a new sub-division in Brighton, that will release 100 new lots in Elderslie Road next to the new Brighton High School. St Joseph's Affordable Homes (an initiative of the Archdiocese of Hobart) is also building affordable homes on behalf of CatholicCare Tasmania and Centacare Evolve Housing. At present 225 new homes have been or are in various stages of being built in the Brighton Municipality and 42 in the Derwent Valley.

In addition to residential development, the KPMG report states the SCS region is being influenced by a number of key economic drivers, with infrastructure projects being the main one. Projects include, but are not limited to, the Brighton High School, Bridgewater Bridge, Mangalore/Bagdad bypass and the Brighton Industrial Estate.

With the number of land releases and infrastructure projects that have, or are about to commence in the region, it is evident that to improve policing services and coverage across the



Bridgewater Division, the existing Bridgewater Police Station is no longer fit for purpose and a new divisional police station is required.

### 3.2. Project Site

The new police station will be built on the existing police station site, which is 1.008 hectares and includes the police station (620m<sup>2</sup>), the police residence (126m<sup>2</sup>) and the PCYC (1158m<sup>2</sup>). The site is also owned by DPFEM and has existing services connected. An easement is located on the East Derwent Highway boundary that is unusable as it includes both a water main and gas main pipe. The easement will not impact on the development.

The police residence is run down (requires substantial costly renovations) and will also be demolished to allow for a larger police station footprint (Refer Figure 2).



Figure 2: Proposed Station Site Plan – Green Point Rd to the South (bottom), housing West, PCYC & Woolworths east, East Derwent Highway North

The development of a new divisional police station on the existing site, would lead to minimal disruption to the staff over the construction period, as station personnel will decant into an outfitted space within the Glenorchy Police Station, and a shopfront will be set up in the Brighton Civic Centre across the road. This approach will minimise any disruption to policing service delivery in Bridgewater.

### 3.3. Short History of Policing in Bridgewater

Information obtained from the Tasmania Police Museum advised there has been a continual police presence at Bridgewater since the earliest days of European settlement, as the area was the site of a crossing point of the Derwent River on the journey between Hobart and Launceston. Police constable huts were sited on both sides of the river, one in Bridgewater

(located in the vicinity of the current McDonalds Restaurant) and the other at South Bridgewater (now known as Granton). Over a period of 150 years, 'one-man stations' were built on Old Main Road, in a number of cottages with detached single lock-up cells. The last of these residences was recently demolished during construction works for the new Bridgewater Bridge. Figure 3 below shows the Bridgewater Police Station that was previously in operation and closed when the current station became operational in 1981. That station was a two-man station located on Old Main Road. Bridgewater Police Station personnel at that time reported to the New Norfolk inspector, as New Norfolk was the divisional headquarters for the Derwent Valley and included Bridgewater in its territory.



*Figure 3 – Former Bridgewater Police Station, Main Road Bridgewater – Closed in 1981*

### 3.4. Existing Police Station

The existing police station located at 20-22 Green Point Road, Bridgewater was built in 1981 and includes a residence, also built in 1981. The station is the headquarters of the Bridgewater Division (Refer figure 4). Figure 5 shows the four municipalities the Division covers.



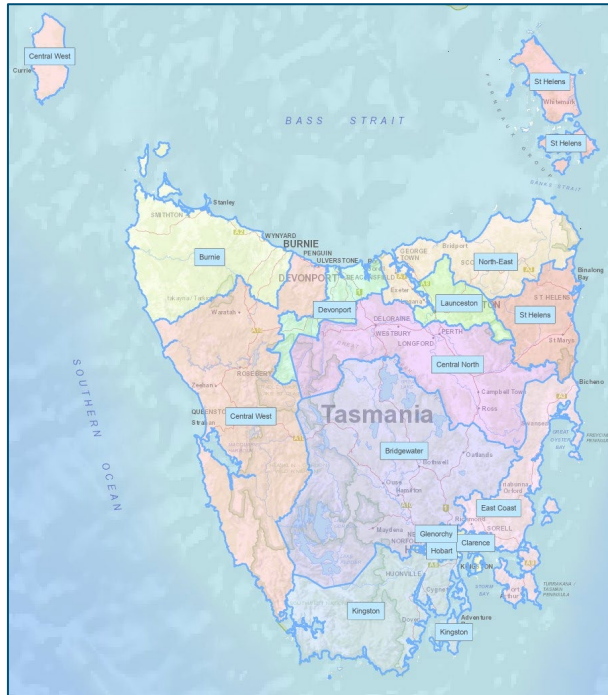


Figure 4- Tasmania Police Divisional Boundaries

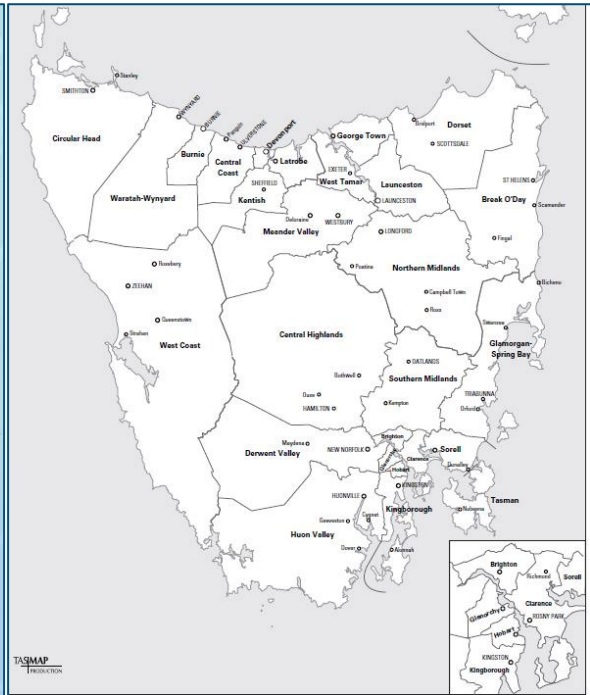


Figure 5- Local Government Boundaries

The current station is a 24/7 station, with a public enquiries office open from 8:40am until 4:30pm Monday-Friday. The Bridgewater Police Station provides policing services to the Brighton municipality. Being a divisional station, it also services the needs of and provides backup to both the New Norfolk and Oatlands sub-divisions, and other Southern District Divisions (Hobart, Glenorchy, Clarence, Kingston and East Coast) when required. The station was originally built to house 15 to 20 police officers and presently accommodates 62 personnel including eight CIB and three state employees.

In 2010, Tasmania Police recognised the need to accommodate detectives in the Bridgewater Police Station to service the local community. A satellite Criminal Investigation Branch (CIB) was established, with detectives currently sharing the existing facilities with uniformed officers, as the station does not have the capacity for CIB to operate from a dedicated space.

The station no longer has the appropriate space, layout nor supporting infrastructure to adequately allow police operations to effectively continue and doesn't have capacity to accommodate an expected further increase in police numbers. For example, lockers are located in the corridors as there is no space in the change rooms and meetings are conducted in the small, shared lunchroom, as there are no separate meeting spaces.

DPFEM's 2017 Property Assessment Survey (PAS) assessed the overall condition of the station as "average". Enhancements have been made over the years to accommodate the growing staff numbers, including critical maintenance works recently completed under the Public Buildings Maintenance Fund (2021-22). The station has now reached a point where further refurbishment and upgrades will not be the best use of public funds, as the building is too small to cater for the area's future policing requirements. Any further alteration or extension to the existing building has the potential to deliver a mishmash and would likely be a costly option and unlikely to provide the best design to suit future policing needs.

The deterioration of the building also impacts on the efficiency, security and safety of police officers and public servants working in the station.

### 3.5. Project Objectives

Overall, the Department aims for facilities that:

- are contemporary and fit-for-purpose;
- are of enduring quality;
- are adaptable to changing operation or functional needs;
- minimise costs to building maintenance budgets;
- minimise energy consumption and impact on the environment;
- are ready for electric vehicle charging and solar panel installation;
- will be integrated with the site, including any existing infrastructure and buildings; and
- promote the local identity of the area and provide civic pride.

Based on the above objectives, the new Bridgewater Police Station will deliver a police facility with capacity, and security requirements to respond to the rapidly growing community's needs, which will include, but not be limited to:

- providing a fit for purpose station to meet the workflow and functionality required for the demands of a modern policing environment;
- building a facility that is designed to meet future police numbers;
- improving the Work Health and Safety of employees through the provision of state of the art, purpose-built facilities;
- providing a modern facility to interface and interact with the public and anyone visiting the facility;
- creating an additional location for incident management and incident staging, due to the inclusion of a MIR and conference facilities;
- providing disability access throughout that meets current standards;
- creating a facility with enhanced and introduced ecologically sustainable design initiatives;
- providing suitable secure parking and storage;
- providing parking areas for visitor and other personnel, or the broader public in general; and
- present as a prominent and important urban building within the existing civic precinct.

### 3.6. Value for Money Statement

The new Bridgewater Police Station has been designed to ensure that public funds are well spent on the facility from the project's inception. The facility's design has considered the rapidly growing population, caters for growth in police numbers and will support the needs of Tasmania Police well into the future. The materials selected for the building have been chosen for their cost effectiveness, sound life cycle and low maintenance properties, which have been balanced against good sustainability principles.

The building considers that the station is a Divisional station, (including CIB) and incorporates CCTV, telecommunications, IT services, conference facilities and a MIR. It will also include a modern vulnerable witness interview room designed to meet best practice for victim survivors.

## 4. CONSULTATION AND DESIGN BRIEF

### 4.1. Working Group, Key Stakeholders and Governance

A project working group (PWG) was established consisting of nominated representatives from Tasmania Police, along with the DPFEM Project Manager, other appropriate consultants and personnel invited to attend where a need for their expertise arose.

Participants on the working group were chosen to not only provide input into the functional needs of the facility, but they also represent the requirements of the following key stakeholders:

- Police Association of Tasmania; and
- DPFEM Staff.

Brighton Council is also a key stakeholder and has been extremely co-operative in ensuring that a police presence is maintained in Bridgewater during the construction, by providing a suitable space to lease as a shopfront within the Brighton Civic Centre.

The internal Tasmania Police Capital and Accommodation Committee (CAAC) provides governance. It consists of senior representatives from Tasmania Police, including the Deputy Commissioner and Deputy Secretary. The CAAC's role is to provide strategic oversight of the major police infrastructure capital investment projects, and is responsible for approving budgetary strategy, defining and realising benefits, and monitoring risks, quality and timeliness.

### 4.2. Design Brief

The new Bridgewater Police Station will initially accommodate approximately:

- (44) constables;
- (6) sergeants;
- (1) divisional sergeant;
- (1) inspector;
- (3) State Service Employees;
- (1) CIB sergeant; and
- (7) CIB constables.

It is anticipated that these numbers will increase into the future and growth of police numbers has been considered in the new police station design, with the new station able to accommodate 83 personnel including CIB and three state employees.

The functional design brief was developed based on the service delivery model above and formed the starting point for the design. It includes both operational and administration areas.

Additionally, whilst the new station is being constructed, staff are to be decanted into the 830m<sup>2</sup> void at the Glenorchy police station, a building owned by DPFEM. The design brief included minimally fitting out the void to accommodate current staff numbers and includes some office accommodation and any mandatory items that may be required. The space will be furnished utilising existing furniture from the current Bridgewater Police Station.

In line with the State Government's procurement guidelines, a procurement process for architectural services was conducted. In August 2022, Philp Lighton Architects Pty Ltd (PLA) was awarded the contract to design a new contemporary, fit for purpose police station where the current police station is located, as well as the fit out design of the Glenorchy Police Station void.

The PWG has met with PLA regularly. Plans have been presented, comments incorporated, and the draft schematic design developed.

During early PWG meetings, it became apparent that whilst decanting Bridgewater police personnel into the Glenorchy Police Station is ideal on a practical level, it would leave Bridgewater without a public enquiries office, which is not ideal for the local community. It was agreed that a police shopfront would be sourced in Bridgewater for the duration of the build. The Brighton Civic Centre was considered as the perfect location, as this building is sited directly across the road from the Bridgewater police station.

At a council meeting held in April 2023, the Brighton Council approved the lease of a dedicated space within the Brighton Civic Centre for use as a police station shopfront during the build. The hours of operation for the public enquiries office will remain as 8:40am until 4:30pm, Monday to Friday and the shopfront will mean the local community will not be required to travel to the Glenorchy Police Station to seek police assistance.

Inside the current hours of operation, the Bridgewater Station's Customer Service Officers (CSOs) will be based within the temporary shopfront police station. Once a police officer's shift commences, they will also operate from the Civic Centre site, ensuring that service delivery and police response times within the local community are not impacted.

#### 4.3. Tasmanian Government Art Scheme

The development creates an opportunity for significant artwork to be incorporated into either the building's fabric, or landscape. The artist's brief has not yet been developed, however representatives from DPFEM and PLA Architects have met with Arts Tasmania to discuss and progress suitable ideas for the new station's art component.

## 5. PROPOSED WORKS

### 5.1. Architectural Statement

Building on the requirements of the functional brief, the new Bridgewater Police Station's presence and materiality references its context and the core values of Tasmania Police in

building form, including strength, safety, approachability and visibility within the community. Simple solid forms give reference to the importance of functions within.

The public interface to the street is treated with extensive glazing, alluding to the approachable intent of this space, whereas the operational function of the building spaces to the rear receive light and connection to the sky via an internal courtyard. The intrinsic nature of the planning to the work areas allows for a staff work environment that is light filled and vibrant, while still secure and discrete.

The new facility is planned as an urban police station that is reflective of contemporary policing practices, whilst maintaining a dignified streetscape presence in keeping with its function. The new station is designed as a fit for purpose contemporary building to accommodate current and future police operations.

To meet the perceived need and service delivery methodologies, the new station is considerably larger than the current. The floor area of the existing station, house and outbuildings is 847m<sup>2</sup> whereas the floor area of the proposed station and outbuildings is 1889m<sup>2</sup>.

## 5.2. Site Planning

A key factor in site planning the new station on the existing brown field site, was to design a station that is single story, eliminating the need for lifts and stairs, thus reducing future ongoing maintenance costs.

The existing gradient of the site has been worked so that front entry is gained via stairs and an access compliant ramp, whereas the rear (staff) access is level. This additionally provides for safety and security of the occupants, by providing visual and physical opacity to Green Point Road.

Accounting for the scale of the neighbouring properties, the station's height and form is complimentary to its immediate and community context. A delicate balance has been achieved between prominence to the street and discretion for users, who are welcomed off the street by the landscaped forecourt and guided to the illuminated, open and transparent customer service interface in this single story building.

Whilst addressing the street frontage, the station is set back from Green Point Road to provide for:

- ease of access for pedestrians;
- visitor parking, including accessible spaces with good vision view lines to the road for safe egress; and
- secure staff parking behind the building with a separate entry point and driveway plus an emergency access road way on the western side.

The western boundary is bordered by residential properties, with the East Derwent Highway on the northern boundary, and the local Woolworths' car park on the eastern boundary.

The existing trees on the western corner of the property will need to be removed as they will obscure vision from the new station. New trees and shrubs will be planted to compensate, as well as substantial planting on the western boundary to provide privacy to the private residences.

### 5.3. Building Services and Engineering

#### 5.3.1. Mechanical Services

The heating, ventilation and air conditioning (HVAC) system design provides for an efficient and comfortable working environment for all building occupants.

The HVAC system will emphasise energy efficiency and cost effectiveness and will be a combination of new ducted and individual split system air conditioning systems. Ducted exhaust systems will be provided to all amenity areas and all units will be designed in line with relevant Australian Standards.

To the offices and staff accommodation areas these will be to a contemporary integrated design, with secure systems installed in the charge area.

The HVAC plant equipment will be housed on anti-vibration fittings to the mezzanine slab area created over the internal store area. External air and exhaust will be provided via wall louvres. There will be minimal roof top exposed plant or equipment visible.

#### 5.3.2. Electrical Services

Initial electrical services plans have been developed through consultation with key stakeholder groups to ensure installations are energy and cost efficient and fit for purpose, with the required security structure also integrated. Key features incorporated into the build design include:

- main power supply will be both single and three phase;
- general power and USB outlets provided throughout the station;
- internal lighting with suitable LED fittings of the same specification as other recently built southern police stations (New Norfolk / Sorell);
- lighting controls will operate via toggle switches, or presence detection and timed overrun;
- Zone switching will also be deployed so that areas can be switched off from a common point;
- Dedicated audio visual and conferencing devices for the MIR and conference facilities;
- provision for future EV charging capability, supplied by a suitably sized switchboard; and
- provision for future solar panels and batteries, supplied by a suitably sized switchboard.



External light fittings will be LED pole or building mounted area flood lights, with minimal light spill onto neighbouring properties. External lighting will be on a light sensor control with manual/keyed override.

#### 5.3.3. Communication & Security Services:

Consultation with key stakeholders determined the Department's specific communication, integrated access control and security requirements. This includes location of the station's CCTV as well as the types of cameras chosen. The Departmental standard integrated access control and intruder security system will be installed in the new station.

As a key stakeholder, the Department's Technology and Innovation area has been extensively consulted and will continue to be involved during the detailed design phase as well as during construction, to ensure final installations meet the Department's operational requirements.

Whilst there is an existing NBN connection at the site, this will need to be relocated to another location. NBNCo. has been engaged and notified of the project's timeline.

#### 5.3.4. Fire Services:

As required under Australian Standard AS1670, the station will be provided with a monitored Fire Detection Alarm System (FDAS). There will be a perimeter fire service main with dual headed hydrants to locations confirmed by the Tasmania Fire Services Chief Officer.

#### 5.3.5. Hydraulics, Civil Engineering & Structure

The hydraulic, civil engineering and structural design will be designed and certified by local engineering firm JMG Engineers and Planners and informed by the architectural design. It comprises:

- concrete footings and a reinforced concrete slab;
- concrete panel or braced steel wall framing with stud and brick / block infill; and
- steel primary roof framing with timber trusses where required.

Stronger structural components will be installed in areas that required a more robust security element, including the armoury, holding cells and the sallyport.

Sanitary drainage shall be through sub-service wastes, traps and drains to Taswater site connection points. Suitable robust quality commercial fittings will be installed with specialised detention standard fittings to the holding / charge area.

Domestic water reticulation shall be from the Taswater mains supply from Green Point Road, through perimeter back flow (RPZD), valves and metered to a ring main throughout the building. Hot and tempered water shall be from a combination of a hot water loop from the central plant reverse cycle heat pump heating units and localised perimeter remote units.

The proposed carpark will utilise most of the existing car park, with additional earthworks undertaken as required.

Stormwater drainage will be provided to the carpark through falls to pits and then to a detention tank and on to Brighton Council mains. Roof drainage will be through gutters and downpipes sized and specified by the engineers to fall to the stormwater water mains.

#### 5.3.6. Acoustic Engineering

The station's general acoustic engineering will be to a workplace standard, including wall and ceiling insulation, acoustic ceiling tiles and door seals etc.

Specific areas in the station have been nominated to have a higher level of acoustic attenuation to:

- minimise noise spread throughout the facility, containing the noise source to the room or to the area it is generated;
- include baffles and acoustic linings to absorb sound and prevent echo;
- prevent sound transfer between rooms for security and confidentiality reasons; and
- maintain the highest level of audio quality where recordings or transcripts are required.

This high level of acoustic attenuation will include:

- double leaf walls providing for discontinuous construction (air cavity
- robust doors and seals;
- multiple layers of plasterboard linings;
- internal batt insulation to walls and over common walls; and
- acoustic panelling and linings.

#### 5.3.7. Building Materials and Interior Design

Building materials have been chosen for their suitability for a modern police station, with a key focus on sustainability, low maintenance and longevity.

The building's material palette includes:

##### **External**

- stretcher bond face brickwork – similar to Austral Bricks Metallix Graphite with dark grey mortar;
- precast concrete panels – light grey high build roller-stippled paint colour similar to Colorbond Shale Grey;
- ribbed steel sheet cladding over panels – colour Colorbond Dover White;
- metal screening battens – finished in a timber / ochre colour;
- powder coated aluminium window frames and hood surrounds – colour dark grey green similar to Colorbond Monument; and
- steel powder coated roller doors – colour Colorbond Shale Grey.

##### **Roof:**

- ribbed steel sheet cladding and flashings – colour Colorbond Dover White; and
- gutters and downpipes – colour Colorbond Shale Grey.

## **Floors**

- suspended reinforced and insulated concrete slab, generally on engineered fill, with Bondek areas as required;
- commercial carpet tiles generally throughout passages, offices and staff work areas;
- non-slip commercial sheet vinyl to “wet areas”; and
- commercial timber look vinyl plank to the kitchen.

## **Internal Fit-out**

- The contemporary office accommodation will be standard painted plasterboard wall linings, with acoustic tile or flush plasterboard painted ceilings;
- commercial quality and detailed laminate and where required stainless steel joinery fixtures;
- robust hardwearing low maintenance materials;
- a light court is provided to enable natural light to enter deep into the building; and
- high level perimeter windows with suitable window furnishings.

### **5.3.8. Sustainable Design**

Sustainability at its core, places equal value on the importance of people, prosperity and the natural environment. Sustainable design is ingrained in the station, with techniques such as integrated recycled materials, maximisation of natural ventilation and lighting, all reducing the energy needs and operating costs of the facility.

The key sustainable strategy categories the design aims to achieve include:

- minimalisation of the building’s impact on physical resources by designing an efficient structure and form;
- building ecology - designed for flexibility, adapt to place (diversity, form fits function);
- energy optimisation - reducing reliance on mechanical systems;
- creating a liveable environment (protect, support, restore natural systems);
- waste prevention and reclamation - waste nothing, encourage resource reuse, recycling;
- environmental - reduce consumption, lock in carbon through using decorative and structural timber elements;
- social - responsible sourcing of materials, design for the local market, choose local products, and consider the downstream effects;
- economic - review cradle to re-use impacts, future proof and provide an adaptable robust design, using lasting material selections; and
- healthy work environments – consider indoor environment quality, light, well ventilated, utilise low volatile organic compounds, spatially comfortable, acoustically comfortable, technology rich and highly connected.

Consumption of materials is inevitable during construction. It is however possible to specify ‘local’ during the design process with less embodied energy than international options/suppliers and producers. This creates the added benefit of up skilling our local industries and building capability in the Tasmanian design and construction industry. The flow

on effect to the end users is the potential for future uptake of some of the ideas embodied in the station.

#### 5.3.9. Landscape Design

The site's landscape design is an integral part of softening the building's facade, particularly the public facing border that adjoins Green Point Road. The street frontage landscape will incorporate natural rock features, that will provide security protection, designed to restrict unauthorised vehicle access.

Landscape on the western side that borders residences, will be planted with screening shrubs in addition to the perimeter security fence.

The outdoor recreation area to the rear of the station will incorporate greenery to provide a welcoming space.

As mentioned in section 5.2 the existing foliage at the front of the site will be removed and replaced with suitable planting that compliments the landscape design and does not impede vision to Green Point Road.

Automatic irrigation systems to all garden beds will be installed.

The courtyard and light court will be built using low or no maintenance materials, such as artificial grass, decorative concrete finishes or similar. Any planting to these areas will be agreed to and low maintenance.

#### 5.3.10. Traffic Management

A *Traffic Management Assessment Report* was commissioned as part of the schematic design process and provided to the Brighton Council as part of the planning process.

The existing station has one ingress/egress accessed by both visitors and station personnel. The new station is designed to have two separate entry/exit points onto Green Point Road:

- A separate entry/exit point to the sallyport and rear secure staff parking; and
- Access to visitor parking at the front of the station, including an emergency access from the rear car park.

Due to operational safety requirements, carparking is in excess of statutory requirements. Currently there are 20 staff carparks and 4 visitor parks. The new station shall have 50 staff parks, including two accessible spaces and 7 visitor parks including one accessible space. This will provide for safe and secure access to station personnel's private vehicles at shift's end.

The existing traffic island on Green Point Road will be removed to allow police vehicles to egress both ways. This work will be undertaken in conjunction with the civil works required for stormwater management.

### 5.3.11. Accessibility

The station's design meets or exceeds all NCC Building Code of Australia requirements for accessibility. The entire station has been designed to AS1428.1- Accessible Standard Requirements. All corridors are wide with good turning circles and view lines. The building is single storey with level access to all points of entry. All doors throughout the station have compliant latch and hinge side clearances, door hardware and door swings.

The public entrance is fully wheelchair accessible from the road via a manageable ramp and a universal accessible toilet is located within the station's foyer. An ambulant toilet is included in each of the staff change rooms, as well as an accessible shower. A hearing loop will be installed in the conference room.

As mentioned in section 5.3.10, the visitor's car park includes one accessible car park, and the secure staff carpark two, which meets statutory requirements.

## 6. PROJECT MANAGEMENT

### 6.1. Funding and Budget Estimates

The allocated funding for the Bridgewater Police Station provided by the Tasmanian State Government is \$12.5 million. This funding covers both the construction and non-construction costs, which includes architectural fees, furniture, decant fit out, police shopfront fit-out, IT plus an \$80,000 public art works component. Funding has been allocated across 2022-23 through 2025-26.

The project working group provided the industry knowledge PLA needed to prepare the approved schematic Bridgewater Police Station design. An estimate of likely construction cost was ordered in April 2023, and indicated at the early design stage the project would exceed the \$12.5 million allocated budget. As the initial overall station footprint (excluding outbuildings) was quite large (1745m<sup>2</sup>), this was reduced by over 220m<sup>2</sup> to realign the costs with the budget, without altering the overall functional layout (Refer section 5.1). As a cost saving measure, the existing Shed A in Figure 2 will partially be retained as the structure is still sound.

It should be noted that the estimate of likely construction cost included a number of assumptions and subsequent estimates for the new build and decant fit out. Several are likely not to eventuate as the detailed design progresses. One small example is the inclusion of \$30K to purchase furniture for the decant, when existing furniture will be used, and only furniture purchased for the new build.

As is best practice, a contingency amount is included in the quantity estimate to allow for any cost creep, as well as design variations and unforeseen construction costs. The initial cost estimate allowed for a six monthly percentage escalation of 5.2%, with a 10% design and contingency allowance.

Throughout the detailed design phase, further work will be undertaken with key stakeholders to refine the scope and identify further cost savings as the details of the Bridgewater Police Station's design are developed. A pre-tender quantity surveyor's estimate will also be prepared prior to advertising the construction RFT.

## 6.2. Risks and Potential Project Constraints

Noting the existing station's inability to be further upgraded as outlined in section 3.4, the station will not be able to meet current and future policing demands (including CIB), created as a result of an increasing population base. There is also a risk to the wellbeing of the police and public service personnel based at Bridgewater, due to the cramped retro fitted spaces and the station's average condition as noted in the PAS, if the existing Bridgewater Police Station is not replaced.

Additionally, there are several external factors that have the potential to affect the budget, timeline and scope. These will include but are not limited to those outlined in the table below:

| Identified Risk   | Risk Mitigation Strategy  |
|---|---|
| Pre-tender estimate will exceed the total available budget.   | Cost reviews will be undertaken throughout the detailed design phase and key stakeholder meetings held regarding scope refinement.  |
| Limited availability of large scale skilled contractors and sub-contractors. It is likely the construction will be competing against several medium to large scale construction projects occurring simultaneously from State and Commonwealth budgeted initiatives. | Adopt pre-procurement strategies to allow potential contractors to have sufficient notice to prepare for the construction period. Including advertising the project as a future opportunity on the Tasmanian Government's Tenders Website.            |
| Delays occurring during construction.   | Fortnightly site meetings will be conducted throughout the construction phase, to allow for continued review of progress against the construction program and to allow for appropriate forward planning in relation to any identified issues on site. |
| Design does not meet operational requirements.  | Regular project working group meetings with key representatives from all stakeholder groups will continue to be held throughout the detailed design phase and during construction.  |

## 7. CONCLUSION

The construction of a new police station in Bridgewater, will have significant benefits for the Bridgewater Division and the four local municipalities it covers. This investment will ensure that



Tasmania Police personnel can continue to conduct effective policing consistent with current and future requirements of the rapidly growing municipalities of particularly Brighton and the Derwent Valley. The facility will achieve this by providing a modern and efficient state of the art building including, conference facilities, a MIR and a vulnerable witness interview room, all of which do not currently exist in the present station.

Whilst the need to proceed with this development is high, it should also be noted that the construction phase will generate significant employment with flow-on benefits to the local and the broader Tasmanian community.

It is therefore recommended to the Parliamentary Standing Committee on Public Works that approval be granted for the major development works proposed for a new Bridgewater Divisional Police Station to proceed as detailed in this submission.

## 8. ATTACHMENTS

- 8.1 Attachment 1: View from Street (a)
- 8.2 Attachment 2: View from Street (b)
- 8.3 Attachment 3: Birdseye View
- 8.4 Attachment 4: Site Plan
- 8.5 Attachment 5: View – South/East Elevations
- 8.6 Attachment 6: View – North/West Elevations

8.1 Attachment 1: View from Street (a)











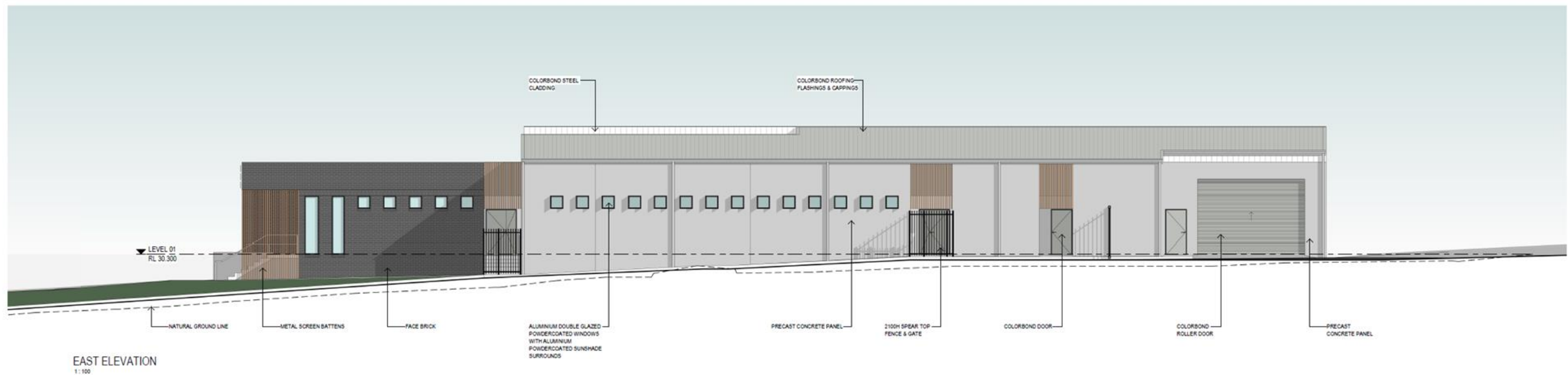
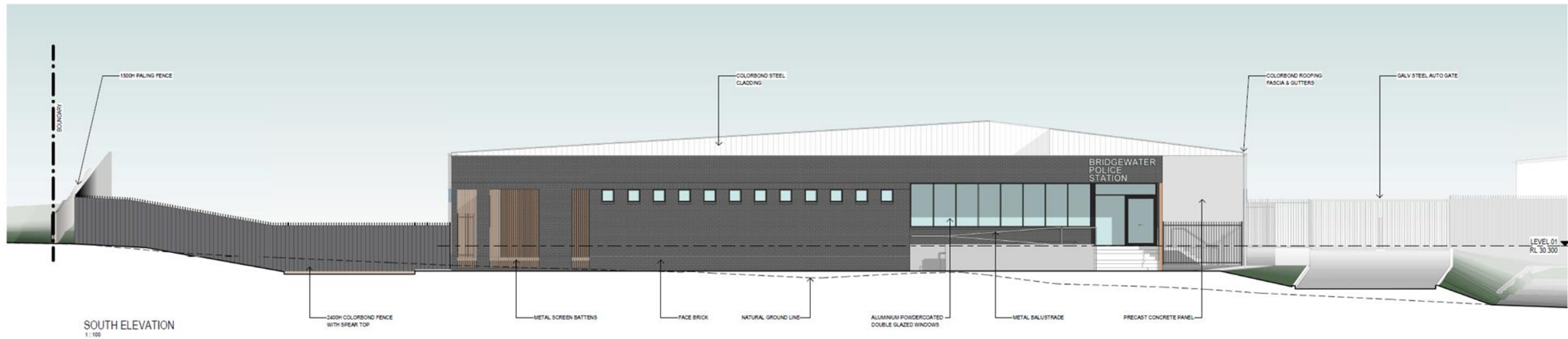


8.4 Attachment 4: Site Plan





8.5 Attachment 5: View – South/East Elevations



8.6 Attachment 6: View – North/West Elevations

