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THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS MET AT PARLIAMENT HOUSE, HOBART, ON MONDAY 13 NOVEMBER 2023, AT 2.00 P.M.

NEW BRIDGEWATER POLICE STATION

CHAIR (Mr Valentine) - Welcome to the Public Works Committee hearing for the new Bridgewater Police Station. For the record, on the panel today, we have Jen Butler, MP; and myself - Rob Valentine MLC; and Simon Wood MP. We have apologies from Mr Tucker MP and Ms Rattray MLC. Scott Hennessy is the secretary to the committee. From Hansard we have Gaye Mitchell - without Gaye it is very difficult for us to get a true and accurate record of what is spoken. We appreciate that effort.

I ask that the secretary read the message from Her Excellency the Governor in Council.

Mr SECRETARY - Pursuant to section 16(2) of the Public Work Committee Act 1914, the Governor refers the undermentioned proposed public work through this Parliamentary Standing Committee on Public Works to consider and report thereon. Pursuant to section 16(3) of the act, the estimated cost of such work when completed is \$12.5 million. Design and construction of a new police station to be located on the existing station site at 20-22 Greenpoint Road, Bridgewater.

CHAIR - Thank you. We are in receipt of a submission, the Bridgewater Police Station, 20-22 Greenpoint Road, to the Parliamentary Standing Committee of Public Works, Department of Police, Fire and Emergency Management, 13 November 2023. Can I have a member move that submission be received, taken into evidence and published?

Ms BUTLER - Yes.

CHAIR - And seconded?

Ms WOOD - Yes.

CHAIR - All those in favour?

Motion agreed to.

Mr Secretary, please swear in the witnesses.

Mr MACIEK SALACINSKI, PROJECT ARCHITECT, PHILP LIGHTON ARCHITECTS; **Mr PETER GAGGIN**, PROJECT DIRECTOR, PHILP LIGHTON ARCHITECTS; **Mr JONOTHAN HIGGINS**, DEPUTY COMMISSIONER, TASMANIA POLICE; **Ms LISA KAVANAGH**, DPFEM PROJECT MANAGER, DEPARTMENT OF POLICE, FIRE AND EMERGENCY MANAGEMENT; **Ms MANDY CLARK**, DEPUTY SECRETARY, DEPARTMENT OF POLICE, FIRE AND EMERGENCY MANAGEMENT; **Mr JARROD BURTON** SENIOR ELECTRICAL ENGINEER, JMG ENGINEERS AND PLANNERS - WERE CALLED, MADE THE STATUTORY DECLARATION AND WERE EXAMINED

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CHAIR - Thank you and welcome to the hearing and thank you for providing us with the tour this morning. It is important for us to see on site, where we can, the works that are proposed in the submission before us. I need to inform you of the important aspects of committee proceedings.

It is a hearing, a proceeding in parliament. That means it receives the protection of parliamentary privilege because it is a formal hearing. It 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. It is a public hearing. Members of the public and journalists may be present. This means your evidence may be reported. Do you understand? I need a clear recognition of that.

WITNESSES - Yes.

CHAIR - Thank you. We welcome those who may be listening or viewing this online. Before we commence proceedings, there is an opportunity for you to provide an opening statement. Would you like to do that?

Mr HIGGINS - Thank you, yes. The Tasmanian Government has allocated \$12.5 million over four years from 2022-23 to the 2025-26 financial year to upgrade the existing Bridgewater Police Station. Initial scoping identified that the current building is no longer suitable to be further upgraded or expanded. Funds committed will be used to demolish the existing station and vacant residence to enable the construction of a new, contemporary, fit-for-purpose police station. The funding covers the construction and the non-construction costs, which include architectural fees, furniture and IT infrastructure plus \$80 000 for public artwork.

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

In March 2022, project funds were approved by the former minister of Police, Fire and Emergency Management, the honourable Jacquie Petrusma, to be used to perform minor works to the Glenorchy Police Station void to accommodate Bridgewater personnel during construction. To ensure a police presence in Bridgewater during the build, a space within the Brighton Civic Centre across the road from the existing station, will be leased in order to establish a police shopfront.

Geographically, Bridgewater Division is one of the largest Tasmanian Police Divisions in the state and covers four municipalities - Brighton, Derwent Valley, Central Highlands and Southern Midlands. Bridgewater Division includes the subdivisional stations at New Norfolk, which incorporates the one-person police stations at Bushy Park, Hamilton and Maydena, and Oatlands, which incorporates the one-person police stations at Liawenee, Bothwell and Kempton.

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The need for a new station is consistent with the predicted population growth in the Brighton municipality, driven by the supply of land for affordable housing, as well as infrastructure projects such as the new Brighton High School and Brighton Industrial Estate.

As a result of predicted growth rates, the timely provision of a new police station and associated infrastructure will become increasingly significant for the area and caters for a future growth in police numbers. Additionally, the new police station will provide a modern and efficient operating environment contained within the building's functional layout, including state-of-the-art IT technologies, a major incident room, conference room and a vulnerable witness room.

It will reduce maintenance costs as the existing police station is rundown and cannot be further upgraded or expanded. It will reduce operating costs, resulting from building efficiency, including provision of solar panels and electrical vehicle charging to be installed. It will improve the work health safety of employees. It will improve access, safety and security for the local community.

I thank the three of you coming out and having a look at the three sites.

CHAIR - Thank you. Can you reiterate the stations this covers. New Norfolk - and the sub-divisional stations to that are Bushy Park, Hamilton and Maydena. Is that correct?

Mr HIGGINS - Yes, that is correct.

CHAIR - Then you said -

Mr HIGGINS - Oatlands subdivision.

CHAIR - Oatlands.

Mr HIGGINS - Oatlands has the one-person stations of Liawenee, Bothwell and Kempton.

CHAIR - Yes. That is a significant catchment, isn't it?

Mr HIGGINS - It goes through the plateau, the top of Poatina Road as it comes on to the top of the mountain, through to Liawenee at the other end, where Central North's division at Deloraine kicks in for the northern district. Part of the Overland Track is encompassed into that and much of the south-west into the Derwent Bridge area and above. The Maydena bike paths are included in that.

CHAIR - Yes, it is a very significant area. I asked for that expansion because it is important we understand we not only talking about Bridgewater. In fact, you have expanded that further out. It is a significant area of Tasmania that it covers.

From what we have been told this morning, it encompasses three aspects to the work, not only the police station at Bridgewater itself, but also work at the Civic Centre and work at the Glenorchy Police Station.

Mr HIGGINS - That is correct.

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CHAIR - That is all covered in the overall budget we have before us of \$12.5 million?

Mr HIGGINS - Yes.

CHAIR - Okay, what we normally do is we go through the submission, page by page, and have the opportunity for members to raise any questions or queries. We will probably have more towards the back end of it than the front end of it, nevertheless, we will commence the questioning.

Ms BUTLER - For the *Hansard*, it might be positive to explain the overall logistical plan with the build and the use of the Civic Centre and Glenorchy Station and also the New Norfolk Station. For the record, it would be good to have an explanation of what that is going to look like over the next 18 months while this project is initiated and to fruition.

Mr HIGGINS - Certainly, it is important you and the greater community understand that service delivery will continue. The first part of work that will need to be done will be to fit out a void at Glenorchy Police Station where we can decant the staff at Bridgewater station. The Bridgewater station has gone from a staff of 25 only three years ago to a number of CIB people as well up - so up to about 30 people - to 62 staff. It is considerable.

CHAIR - Is that combining shifts?

Mr HIGGINS - Yes, combining all the shifts at Bridgewater. That does not include New Norfolk and the outer subdivisions. We need a home for them, not necessarily to deploy from during their shift but from the start of their shift. The Glenorchy Station will be that. There is a void within that building with nothing in it at all. We will fit that out - a basic fit-out where staff can keep their equipment and have personal space to be able to start. The Civic Centre across the road from the current police station will then also be fitted out to be a shopfront. The community will not lose a shopfront. It is still within a very close proximity to where the current station is and familiar with the area and will be able to still maintain that without having to look for the station and where it might be.

In that, we will have a public inquiries area. It will also have a charging suite. Our charging suite will probably be to a lesser degree than a formal station but able to function. Also, it will have space where staff on shift can go back to during their taskings, whether it is completing paperwork or coming back to speak to a member of the public or otherwise. They can do that without going outside their area. They will commence, though, from Glenorchy Station.

New Norfolk station is less than 15 minutes up the Lyle Highway and will be used for probably the more complex charging. That can also go back to Glenorchy and Hobart as another option. Part of that subdivision, still keeping staff within their greater division and being able to service that entire community, as they do at New Norfolk after their operating hours at the current New Norfolk station. That won't change at all. Bridgewater does respond to that now. It is essentially within their response area now. Does that cover enough?

Ms BUTLER - It does. A subsequent question: there is concern within the New Norfolk community or the Derwent Valley about the response time when the station is not operational. If police officers are coming from Glenorchy to the Derwent Valley instead of from

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Bridgewater to the Derwent Valley, there may be a greater response time? Will they be coming from Glenorchy or from the Civic Centre? Is there going to be a further delay in response time in those hours between 1 a.m. and 6 a.m.?

Mr HIGGINS - I can certainly allay the figures there. The staff on shift will be working from Bridgewater from that Civic Centre area. They will commence at Glenorchy but there are crossovers of our shifts. They will be working essentially across the road from where they are working now so the response time will be the same. Bear in mind that our sworn members do not sit at the station. They are only there when they are doing work and outside that they are responding to jobs or are proactively patrolling the community.

CHAIR - On the beat.

Ms BUTLER - There is also a police presence in the Derwent Valley in those early morning hours with bail checks and so forth. Could you talk us through that for the record?

MR HIGGINS - As in from Bridgewater or New Norfolk?

Ms BUTLER - From Bridgewater or New Norfolk - there is that presence there while those checks are being undertaken.

Mr HIGGINS - The Bridgewater 24-hour station supplements the staffing across that division. If, say Derwent Valley or the Oatlands subdivision needs assistance, that can be deployed very easily in the first instance from the Bridgewater 24-hour station, where there will be three vehicles on with multiple-member response.

In those smaller stations in the Derwent Valley or the Oatlands subdivision, they are either working a shift or they are on an on day. They generally work an eight-hour day within a full 24-hour day. They are available during that time. It won't change the response time or the service to those communities. Whether it's bail checks in the early hours of the morning, up through the greater New Norfolk area, that may be done through the Bridgewater staff as well.

Ms BUTLER - Excellent.

CHAIR - Given you are operating out of the Civic Centre at Bridgewater, what are the operating hours of the Civic Centre?

Mr HIGGINS - The public inquiries will be only during the day but the staffing for a sworn deployment will be 24 hours a day.

CHAIR - Still 24 hours?

Mr HIGGINS - Yes.

CHAIR - In effect, for any major aspects of your operations, it just serves as a staging point?

Mr HIGGINS - That is exactly right. If there was a major incident for example, when we have moved to the Civic Centre -having knocked down the current Bridgewater station to

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build it, if there was something that was required outside of that, there is a fully functional major incident room in the New Norfolk police station. That could service that.

There was an example used almost out of the blue by one of our detective sergeants, when they described an incident last year where it was used for a major incident at the New Norfolk station to respond to something in that Bridgewater area where we also had specialist units; having the space to be briefed properly, not in a cramped environment as you experienced out there in the current station; to be able to do it to ensure they are getting all the taskings they need and all safety requirements adhered to.

CHAIR - While the Civic Centre is virtually a staging centre or serving public inquiries, is it a secure location?

Mr HIGGINS - Yes, the Civic Centre will be and there will be security added to that. The council has security measures, but having essentially a pseudo-police station within will require a little bit more. We will ensure that is the case and it is suitably upgraded to ensure the safety of the staff is paramount.

Ms BUTLER - Could it also be viewed as an opportunity for TasPolice to engage on a community level with the Bridgewater, Gagebrook and Herdsmans Cove community by having that shopfront in that Civic Centre. Could you run through what that might look like for the record?

Mr HIGGINS - There is a coffee shop inside. We had a number of community members in there enjoying a morning coffee. They are very close to the staff who are working.

CHAIR - They might expect that over at the police station.

Mr HIGGINS - No doubt there will be many coffees purchased by the staff and engagement with the community. It will be positive engagement during that time. Anything that is done to the area there will be considered with the council in mind for the future.

Ms BUTLER - For the conspiracy theory that's racing through the community at the moment that Tasmania Police are packing up and leaving Bridgewater -

Mr HIGGINS - Absolutely not. We want to build a bigger and better station for the future.

Ms BUTLER - Fantastic, thank you.

CHAIR - Are you expecting to hold offenders at the Civic Centre or would you be doing that at Glenorchy or New Norfolk?

Mr HIGGINS - Any offenders who present a greater risk will not be at the Civic Centre. They will be taken to Glenorchy and Hobart. This tends to be the case now. If somebody is held for court, they are not held at Bridgewater now. I did show you there is a decontamination site at the back of the Bridgewater station. I noted the surprise at the time. That is what they have to deal with. We still need something that is close by. We have requirements to make sure that someone who is taken into custody is tended to as well, if capsicum spray or something

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is used on them. There will still be things that can mitigate that for them and decontaminate. But no, the civic centre is not an area with any cells or lockup facilities.

CHAIR - Are you improving external access, such as windows and those sorts of things? As a civic centre, it is not something that people would be concerned about incursion too much but a police station they might.

Mr HIGGINS - Bear in mind that there will not be any equipment stored there that presents a risk to the public. There will be upgrades to the security and windows to make it safe. Being a civic centre in a public space, it is not an area we want to bring people who present a risk to the community, particularly with how close the coffee shop is there.

Mr WOOD - I presume the coffee shop has been consulted and they are content and happy?

Mr HIGGINS - Yes, they have been spoken to.

Ms KAVANAGH - We secured the lease before they secured their lease so they came in knowing that we were going to be there.

Ms BUTLER - I spoke with them this morning. I can confirm they are happy with it. The police officers drink a lot coffee so they are very pleased to have the police close.

CHAIR - The number that new facility is going to cater for, 62 altogether?

Mr HIGGINS - We have to go back in time. It was a station that was built to cater for between 15 and 20 people. It went to a 24-hour station in the 1990s, when the staffing was about 25. That went on for the next 20 years until it has changed now. So, 62 is the current number. With the build that is being proposed, it can go up to 82 to 83 -future-proofing.

CHAIR - In your submission you talk about 500 lots being available, at the Tivoli Green subdivision, and 700 lots at The Mills. On page 5 of the submission, 100 new lots in Elderslie Road next to the Brighton High School. It is quite clear that Brighton is an expanding suburb, and also New Norfolk.

Mr HIGGINS - Yes.

CHAIR -Do you think the number that the new station will be able to cater for will be sufficient even though this is pretty heavy growth?

Mr HIGGINS - Yes, it's going to 83. I put it in perspective with the larger city stations like Launceston. Obviously, Launceston has more than just uniform members. It is a city of over 90 000 people and has 107 uniform members. We won't need to go to that extent. But 83, which is vastly more than the current 62, is a reasonable future prospect if needed, as opposed to 1981 where I do not think it would have been envisaged that there would be 62 people working out of a space for 15 to 20 as originally planned.

Ms BUTLER - It might be opportune for the record if you could run through in your own words the current station and why that is not fit for purpose and provide some examples. It states it is not fit for purpose but some examples might be good for the record.

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Mr HIGGINS - I used the example, or the reality of the decontamination area out the back, which was the hose and the hook on the wall. Going into the charge room, not an all-weather type entry, not a sally port in what we would see on the fantastic site at New Norfolk, which is very large, indoors and able to cope with it; a very similar climate, similar temperatures in the winter. That is just an example of that.

So being able to safely move people who may be in custody in and out of that charge area is particularly important. Also splitting up, I used this as an example in the charge area where someone might be brought in for a breathalyser, as opposed to a crime going straight to the charge area. At the moment, they both come through the same door. So being able to look at how that is done to ensure that we are appropriately dealing with - I will call them 'clients' - at the time, I think it is important.

In the uniform area and I guess, the amenities that are there for the members when they are having their meal breaks and down time, it's extremely dated. It's small, it's only designed for a small number of people as opposed to the reality now where they can have crossover shifts of anything up to 20 plus people who might be using that area.

The CIB area, as I described at the time, is like being in a corridor, and it was. We can see that they have covered up the windows that come from the corridor inside and the corridor is probably less than a metre or so across, not very wide, and it will be two metres in the new station to be able to move around. So having that purpose-built area there.

Having an area in a new station where they've actually got more facilities, amenities, toilets, changerooms. I showed you there are two showers. Two showers for the 60-odd people who work there, not all at the same time, but imagine needing to have a shower on shift for whatever reason, being contaminated or something, it's challenging if the entire shift needs to do that in a reasonable time.

The toilet areas. There were two female toilets. In the men's there was literally a couple of urinals and a toilet. Not fit for purpose for now, not modern, not what you would expect for our members and the facilities they should have from now and into the next few decades that we expect a station to ask for.

I showed you where the property is currently stored. I probably won't spell out exactly what is in there, but whilst it's secure, the area is not designed for property to go into it. For instance, it had another purpose when it was originally built. That changes that situation there.

We went to the back of the car park and in the middle of the back car park area, you have to understand that had big trees in it as well, so it was landscaped but with the age, they have been cut down. Even that, with the number of police vehicles and private vehicles, they are essentially racked and stacked. They don't have their own car spots necessarily. They are parked wherever they can find a spot, including when I walked outside the charge room, the divisional van was literally right there and they make do. We have incredible staff who make do with things to get the job done.

Ms BUTLER - And disability access is also an issue as well with the current station, is that correct?

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Mr HIGGINS - In the front, in the public inquiries, the access is fine. In the back though, and the charge area was a good example of that, or even into the rear door where staff were coming out, yes, it's not.

CHAIR - We noted on our way through the current cells that are there being used for anything other than their purpose. I'm assuming that this new facility will have appropriate cells for being able to hold people for shorter periods of time.

Mr HIGGINS - That's correct. It will have modern state-of-the-art compliant custody areas where people can be held. We are not talking about overnight or anything like that. It is not that type of station. They come into the city, into Hobart, for that but when someone may need to be held while other processes are happening or otherwise, at the moment, that facility doesn't exist.

CHAIR - You say state-of-the-art, so I'm assuming that things like hanging points and those sorts of things are absolutely non-existent in those new cells?

Mr HIGGINS - In new cells they would have to be fully compliant with our current requirements.

CHAIR - Okay.

Mr WOOD - On the current site, there's the standalone accommodation, the residence there. That's going?

Mr HIGGINS - Yes.

Mr WOOD - And going to be amalgamated within the whole footprint of the new - for the record, could we have an explanation as to why that dwelling is being removed?

Mr HIGGINS - Essentially the site, the station itself, the footprint is doubling in size. It is moving forward as well, so it will be closer to the road. There will be more car parking in the back and then encroaching onto the site of the current residence, which hasn't been renovated for many years. Sporadically, it has had members living in it. From your tour, it would probably be reasonable to say that it is not a modern house to live in and would need considerable money to upgrade it.

We did consider it as a site to use as a temporary station area, but the cost was going to be too great to warrant that, to just knock it down, and not a good use of public money to do that, in our mind. In this case, the house would be demolished as well. The footprint of the station will be increased for the new station, but also the road to the side there on that boundary to go into the car park, making it secure and functional. Does that answer your question?

CHAIR - We also saw this morning the area where officers have their lunch and also the fact that it is used as a presentation area from time to time. Or as a sort of incident area?

Mr HIGGINS - Yes, a briefing area. Yes.

CHAIR - Can you explain how that is going to change?

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Mr HIGGINS - Yes, so they will have separate areas. There will be a separate incident room where briefings can occur and a separate area where the staff can have a break, without having operational things around them and having tables in an incident room. They will have a space where they have functional kitchen facilities to have meals, to have that break, to be at a gathering with their shift, or otherwise to be able to unwind and have that break that they deserve.

CHAIR - I note in the submission - I assume it might be what we have just been talking about - it says 'a MIR and conference facilities'.

Mr HIGGINS - That is the major incident room.

CHAIR - Major incident room, that is what that stands for, okay. I was looking for where that is. Given the area you're covering, it could be a significant set of incidents that you might have to deal with on an annual basis. Are there any special facilities that are being incorporated into the new build that increase the equipment and the like that is going to help cope with incidents like that?

Ms KAVANAGH - The MIR will have TV and computer setup a bit like the Sorell setup. There will be lots of TVs on the wall, which allows them to manage a major incident from that room.

CHAIR - So, you would expect other emergency services to be utilising that space in a circumstance like that, or would that be likely to be somewhere else, if it was involving multiple emergency services like SES?

Mr HIGGINS - Not necessarily. It could be an area which is multipurpose. As a general rule, it is a police facility; but if an incident required a greater, multi-agency response, it certainly could. It might have Fire, it might have SES and police all working in the same area.

Bearing in mind that Fire do have facilities in other parts of the division there as well, but this would probably be the most modern one, with New Norfolk as well.

CHAIR - I am presuming that there is a statewide plan for handling incidents. I was wondering if Bridgewater as the new build was factored into that, or if this is for incidents in the general area as opposed to more widespread incidents?

Mr HIGGINS - No; it certainly could be used for a multi-agency response with our partner agencies. We work very closely together and, if required, it could do it.

The beauty of being one department is we have the same computer system, access to things. It is not like the Sorell hub, which is a multi-agency station. This would be one that we work in collaboration at Bridgewater Police.

CHAIR - CIB - you did mention that and we saw where they are operating from. How much extra space are they getting and the number of officers it can cope with?

Mr HIGGINS - There are currently eight detectives working out of Bridgewater. As far as the space going, how much bigger -

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Ms KAVANAGH - Just trying to think with the CIB; we know about the others.

CHAIR - Is the answer 'ample'?

Mr HIGGINS - Yes. More than ample.

Mr SALACINSKI - We can fit 8 to 10 detectives in the main area plus separate offices for the sergeants. There is also going to be a surveillance office, which can be utilised for whatever.

Mr GAGGIN - Specialist areas.

CHAIR - Do they need any specialist equipment? Most of it is electronic, I suppose, but anything else?

Mr HIGGINS - No, nothing in this build. Any - I call it plumbing - that needs to go in, IT, will be sufficient for requirements for any of the specialist areas.

Mr GAGGIN - A high acoustic rating.

CHAIR - What about external incursion on the new build?

Mr HIGGINS - I showed you the reality currently.

CHAIR - The reality of somebody being able to walk up to the building and just look through the window and eyeball the person that is being interviewed. That is pretty sub-par. What is the circumstance with the new build and protection of the witnesses, as much as the officers that might be there?

Mr GAGGIN - We have placed the windows to all the offices about 2.1 metres above the floor level of the station. With the slope of the ground, by the time you get down to the front it is 3 metres above.

Mr SALACINSKI - Unless you are high in the ground somewhere; and you would have to have binoculars or something.

Mr GAGGIN - The other side of that is, because the ground slopes from the back to the front towards Green Point Road, the front is accessed by stairs and an accessible ramp. We have made that quite glazed so it is welcoming and that is where the lights will be on and those sorts of things; but once again it is 1.5 to 2 metres above ground level so you won't be able to drive a vehicle in there.

The other thing we have put in is basically a line in the sand around the building about what is secure and insecure. The front with the public car park is come and go, public access; then up the driveway which is separated from the driveway for the public vehicles, you have the police driveway - that is controlled by a big boom gate on a swipe card. The other thing we have put in is, if for some reason the driveway into the back of the station is blocked, either accidentally or maliciously, we have another emergency exit built to the uphill side as you look at it. That will be a locked gate and a carpark. So, there is alternate egress out of the station.

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Another thing we have done is in the more sociable areas, for example, the inspector and the vulnerable witness person, we have built a light court around the outside that is secured from the side. What we have worked on is restricting vision in, so you have to be standing right outside to see in. Again, it is at quite a height. We are planning a garden outside that, so the view out from the vulnerable person room, there will be a window out into that garden.

CHAIR - Needless to say, there is plenty of natural light?

Mr GAGGIN - Plenty of natural light into the spaces. In the middle of the building we have put in a big light court, open to the natural light to get natural light into the core of the building. Occasionally, with a big building with a big footplate like that it can get quite dark and gloomy inside. We have a substantial light court in there to bring light in.

CHAIR - In what I am looking at here, the front façade of the building, there is quite a lot of glass. Presumably that glass is pretty heavy duty?

Mr GAGGIN - Yes, indeed. You can see from that picture, the level of the floor is considerably above the ground.

CHAIR - Yes, and these windows are higher. The plantings next to the building - I am assuming you wouldn't be having lots of bushes right up next to the building?

Mr GAGGIN - We are planning on basically having a low-maintenance rock garden - but not throwable rocks, more of a pebble garden. The other concern raised was the trees in the south-west corner fronting onto Green Point Road being a concealment spot for comings and goings so we are removing those. The other concern raised by operational staff at the station was the boundary, where you notice the houses above the station look down; and quite a few of them take a keen interest in, not so much the coming and going of police, but the comings and goings of people out of the front door, community members. We are planning on planting a screening hedge or something along those lines.

CHAIR - In effect there is a term for it when I was in local government - 'designing out crime'.

Mr GAGGIN - That is right, it is called Crime Prevention Through Environmental Design. The aim is to eliminate any hidey-holes, work out a path of travel, keep it well lit, keep it under surveillance, which is what we have planned in here. It has been designed under CPTED conditions, even to the extent where someone is charged and bailed to appear in the charge suite, they are not led back out of the secure zone. They are exited out into the public area, but not through the station. We have planned for all those sorts of things. There is a definite public presence and then through technology and locks, basically, there is a limit to how far you can go into the building once that happens.

Ms BUTLER - How will the East Derwent Highway side of the complex be protected?

Mr GAGGIN - A secure fence similar to the Glenorchy station that backs onto the bike path. Spear-topped aluminium pole fence.

Ms BUTLER - During the build will it have an impact on the day-to-day operation of the Bridgewater PCYC right next door?

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Mr GAGGIN - Around the back of Woolworths.

Ms BUTLER - Yes.

Mr GAGGIN - The front door for that is almost entirely separate and where they park their vehicles is outside the property boundary. That little car park we were parked in is the Woolworths car park.

Ms BUTLER - Is there still going to be a connection between the PCYC and the Bridgewater Police Station? At the moment there is a bit of a thoroughfare.

Mr HIGGINS - That car park is not actually part of our land. That is Woolworths' land, well on the Eastern Highway side.

Ms BUTLER - You have Greenpoint Shopping Centre, the PCYC behind that and then the station over to the left. At the moment you can access through there from the PCYC through to the police station through a thoroughfare. Will PCYC have to come all the way around to be able to access the police station, or will they be able to come through that car park area? Will that be cut off?

Mr SALACINSKI - There is an alley between the new storage buildings and the PCYC. There is an existing alley, which in our plans is to be kept. If someone wants to access the station, I am not sure about the access here, but they can go through that alley or around the shopping centre. We are not getting rid of this alley or the access at all.

Mr GAGGIN - That car park on the map is the Woolworths one, which we are not touching at all.

Mr SALACINSKI - Because PCYC also has a car park here facing the highway. Those cars can access through the shopping centre.

CHAIR - They get to that through the shopping centre.

Ms BUTLER - If the alleyway is there it would be quick for them to nick across here.

Mr GAGGIN - The new buildings will be backing onto that alleyway. That will be the secure line I talked about before.

Mr WOOD - Presumably a larger car park therefore in the darker months you will have more lighting and more security for staff and members of the public, and the impact on the dozen or so residences in proximity there has been considered?

Mr BURTON - The external lighting we are looking at using has got a fair degree of control and it will throw in directions we specify. There will also be screening between the housing and the car parks. All of our lights will be mounted towards the building and that throws away from the building, so you do not get backwards spill light or any spill light that will hit the face of the station.

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Ms BUTLER - Subsequent to Mr Wood's question, will the surrounding properties be protected from that glare of overhead lights and so forth in that carparking area? Could you run us through what that will look like?

Mr BURTON - The expected glare would be no higher than what we have at the moment with street lighting. The way we will mount them and the mounting height, we will try to tilt the bodies away from the buildings and throw them directly down. The optics on the new LED fittings we have specified have really tight optical controls. They are not like the old high-pressure sodium or that sort of stuff where it throws light everywhere.

CHAIR - Not a lot of spill.

Mr BURTON - There is a lot of spill on the old ones. These new ones are very tight and they are designed as what is called dark skies. They are designed to not throw light anywhere you don't want them - including to the point where some of the light fittings you can change individual lenses on the LEDs. If you don't want it here, you move that lens around and you don't get light in that direction. The light fittings we have specified are only mounted at about 5 metres. They will be likely at or below the window level and the chances of light spilling back up into a window is minimised in that way. The additional planting that's been planned should remove any further light spill.

CHAIR - With respect to vulnerable witnesses, you are catering for them when they are in the building. Those sorts of witnesses need to get to the building and if they are vulnerable they are not going to be wanting to walk up to the front door. Are these sorts of people likely to be brought in a police car and then taken out the back and enter through a sally port or what?

Mr HIGGINS - Good question. With our new Family Sexual Violence Command, which predominately are now the ones that service vulnerable witnesses and interview and take statements and so forth, the idea with Bridgewater Station is to have a site where they can take witnesses like that to a safe environment. An option might be coming in the front door if that is what they are comfortable doing, but it might be coming with one of the specialist investigators into the actual station itself and not going through the front door and having a far better experience than they have now.

I did show you what I would class as an old-style vulnerable witness room. It would be fair to say that it is not what is expected today and it is not used for that purpose any more, especially with our new Arch centres. They are operating in Launceston and Hobart where the witnesses are going now. Bridgewater is an alternate site to use because the witness may not want to go into the city. There need to be options there for people to be able to get the best experience they can when they are going through the traumatic event.

CHAIR - Even walking through the internals of the station, if a detective or a constable is bringing someone in from the rear of the building, the secure access and interview room is pretty close to where the access is. Having to walk right through, being observed even by officers might be a traumatic thing for them.

Mr HIGGINS - This was highlighted in the commission of inquiry with an experience of a person in the Launceston Station which was pretty traumatic. Everything we do in this area now, particularly with new builds and new facilities, is with a trauma-informed approach,

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with input from victims/survivors and what they may need. This is not a primary facility for a victims/survivor to come to but a site, if need be, where they can be reassured.

CHAIR - It could be a holding point.

Mr HIGGINS - Yes, or it could be where they want to go and they may not want to go into the city. It may be comfortable staying in their own suburb for that matter. Any interactions there by the specialist investigators will be done in a trauma-informed way without parading through a station.

Mr GAGGIN - Further to that, there are alternate doors accessible straight from vehicle parks out the front of the building which is around in a secure site. If they come in in a police vehicle they can go around the side, enter in. There are options. It will be the officer's call which door they use.

Ms KAVANAGH - They can avoid the sally port area and come in another door.

Mr GAGGIN - There is a back door, which is near the kitchen and the toilet. They can walk through there, but it is a fair way away. There is also another door just off the administrative hub at the front of the building which they could use, which is still on the secure side of the line in the sand.

CHAIR - That sounds good. I am up to about page 9 now.

Ms BUTLER - We have population statistics and crime statistics; my question is whether or not there is an increase in crime that is linked to that increase in population? Whether we have an indication about whether there has been an increase in crime within that catchment area where the new station will be?

Mr HIGGINS - I do not have the figures in front of me, but I can say from my experience in being deputy commissioner and in briefings that population increase does not necessarily mean an increase in crime. But, what it does mean, is there could be an increase in service calls that are needed.

In the Bridgewater Division and different parts of the state at the moment, there have been increases in crime, but not predominantly just attributed to Bridgewater Division or Brighton municipality. With population increases - and we are seeing real spread across our greater city areas as people move to population centres for facilities - they still need to be assured they have the same level of service they should expect. This will maintain that and provide the opportunity, if staffing increases are required - they may not be at the moment - that they are able to increase the station if need be. There is a reasonable sprawl, particularly in Brighton at the moment.

I drove through Brighton the other day and saw the new school and the subdivision and so forth. A lot of houses are going in there and it is really increasing. You do not drive through it anymore, you bypass it, which is probably why I have not been there for a while. But it was a real eye-opener to see how many new houses and how advanced that school is now.

Ms BUTLER - Definitely.

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CHAIR - On page 10, you talk about the design brief and in the list is three State Service employees. Are there uniformed officers at the reception area, in the event that somebody comes in a bit upset, might create some issues; or are they state servants who are at the reception area?

Mr HIGGINS - Predominately they are customer service officers and they are trained to take the initial call or have the interaction with the member of the public who might come in. There are uniformed members there - not in the inquiries area, but the sergeants are nearby. There are sergeants on site, and an inspector as well. Bearing in mind that the inspector might be going around the entire subdivision as well - you met Marco. But, there are police on site. Being a 24-hour station, there are always going to be police there as well.

There is a correction I need to make in this, as I read down through here. In the design brief it says '44 constables', it should be six sergeants. That makes the 50, and that is the increase we did last year with the rosters we are trialling, the six-on, six-off rosters that we are doing to be able to undertake those. And that will be the normal staffing now.

CHAIR - For those State Service employees, there would be facilities there that they could quickly summon an officer?

Ms KAVANAGH - There will be duress buttons. We will have two in the reception, one at the counter and one further back so they do not need to go to the counter; they can push it from somewhere else and they can also get out the back into the station.

CHAIR - I am thinking of their safety, that is all.

Mr GAGGIN - Absolutely. There is a uniform muster room and uniformed sergeants adjacent, immediately across the corridor, so very close.

Ms BUTLER - Is there also an opportunity within that design brief for further expansion as well? Could you talk us through how the current design could accommodate even greater numbers in the future?

Mr GAGGIN - Yes, we worked on a basis of 80 staff for the station, which is almost double. That was our design brief in terms of toilets, showers, area, rooms, layouts - all those sorts of things. We worked on a design brief of 80, so again, a significant increase and it relates back to what the Commissioner was saying about the 83 way down the track somewhere.

Ms BUTLER - When it was built in the 1980s you never would have thought it would be accommodating this amount of people. We are learning to build for the future, instead of build for the now.

CHAIR - What happens to the refurbished area of the Glenorchy station after the build? We talked about that earlier outside of the hearing, but just for the record.

Mr HIGGINS - The void at Glenorchy station will be fitted out in a basic fit-out so it can be used for whether it be a corporate area or a uniform area in the future or a specialist area once the Bridgewater Station staff go back into their new station. That will be something where the money spent on the facilities will then be able to be used for the future and the future of that station. I don't think many people realise the Glenorchy station had a third that hadn't been

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done at all. It was done in that way that if ever need be and we had budget at that particular time, that we had room to move.

It will be re-purposed. We haven't determined what will go in there, but we will consider that over the next 12-months.

Mr GAGGINS - We were fortunate enough to have done Glenorchy station. We were the consultants for Glenorchy station and it was once again sized for the occupation of that space during the original fit-out. All the toilets and showers and space and those sorts of things were once again sized to accommodate that fit-out. So, when the Bridgewater Division moves in, during the build, there are ample toilets and showers and those sorts of things already existing that can be shared with the Glenorchy station.

Ms BUTLER - And the same question about what will happen to the space in the Civic Centre once that is no longer used for police purposes?

Ms KAVANAGH - That will be made good, back to what it was before. We will put the doors back the way they were. The council has already said, depending on what the box is that we put in - which is the charge room and the property store - they may want to keep that as storage because they are running out of storage. So, there is a possibility that it may stay and there is provision for that in the lease if they decide they want to do that. Other than that, everything will go back to the way it was.

Ms BUTLER - Currently the entry and exit will be on the side of the Civic Centre which is currently the emergency evacuation area. Could you talk us through that?

Mr HIGGINS - The back area, which goes onto a health centre, will only be for an operational sense. Inquiries coming into that area will be through that front door, not the café door which is the sliding door, but through that area on the front, near where the flags are and so forth; that entrance.

CHAIR - Moving over to page 13, building services and engineering, mechanical services. Talking about individual split system air conditioning systems and also ducted. It is interesting that you have a mix of the two. Can you explain why that is, rather than having one large ducted system? Is there a reason for that?

Mr GAGGIN - We have a mix, as the individual systems will be on a perimeter to downsize the size of the plant servicing. We have worked it so the central core of the building, which is where the storage of things that need a concrete roof have a concrete roof and is still within the roof space. We are putting a lot of the plant within the building so there is none on the roof - in case anyone decides they want to get on the roof and play with it. Because of where it is located, to pump it to the perimeter, we've got the individual systems in some of the rooms.

CHAIR - You've got minimal rooftop exposed plant or equipment visible.

Mr GAGGIN - Yes.

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CHAIR - Further down on electrical services, you've got provisions for future EV charging capabilities, supplied by a suitably sized switchboard. We're to assume that would be three-phase charging?

Ms KAVANAGH - Yes.

CHAIR - My question then, is in relation to the hot water services through the area: there are three-phase instant hot water systems rather than having -

Ms KAVANAGH - Yes.

CHAIR - three large hot water services sitting there just chewing up juice but not being used always. Has that been considered as a possibility, in terms of efficiency and effectiveness?

Mr GAGGIN - The most effective ones we found we're using. Jarrod may be able to speak to this - we're using reverse-cycle heat pump hot-water system with a reticulating pump. Once again, it may be that we'll locate it on that roof in that mezzanine level over the thing, mainly because the toilets and the showers are at the back. I do not think we have considered further than going with heat pumps, have we?

Mr BURTON - We have heat pumps with an electric boost, so when there are periods of long or larger use, like shift changes, you have that additional capacity. But the concept is that it will run for quite a while, heating up quite a large volume of water, that will then be used all at once and then it will heat up again. If we use all that hot water, we'll boost it, just with three-phase electric.

CHAIR - Okay.

Mr GAGGIN - The other thing we have planned in, is if there is an outage, either accidental or otherwise, once again the generator can be brought in and plugged in to power-up the whole site - like the mobile generator that the police have now.

Ms KAVANAGH - And if we are running an incident as well, we can do that.

CHAIR - Photovoltaic panels and batteries and the like - it talks about provision for future solar powers and batteries. Why not upfront? Why not do it? Or is it just outside the budget?

Mr GAGGIN - Probably outside the budget, Mr Valentine, but there is definitely scope to look at it further. We haven't priced it in at the moment, into the initial build cost. It is one of those circular arguments.

CHAIR - Is there an idea to capture and re-use stormwater for garden and toilet purposes or is that something that hasn't been thought about?

Mr GAGGIN - We haven't gone that far in the design documentation. Part of the planning permit was a stormwater concept that we had to do.

CHAIR - There is a holding tank?

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Mr GAGGIN - Yes, there is a holding tank under the front car park that collects all the roof water and all the surface water and holds it - so the council infrastructure doesn't get hit all in one go if there is a summer downpour, for example. You can imagine, it is a big area of roof and a big area of paving. In terms of re-use, we have tried that in the past with various buildings, and there ends up being a lot of issues about treating the re-use of the water -

CHAIR - Yes; because it grows things.

Mr GAGGIN - Yes, it grows things. There's also issues about how much we can reticulate, and the volume gained towards the volume used, and those sorts of arguments. At the moment, we haven't included it, but we have included the detention and retention tank prior to entering the system.

CHAIR - Anyone else have anything on pages 13 and 14?

Ms BUTLER - Page 14 - I have a question about CCTV. What will that look like within the station, and also around the perimeters of the station?

Ms KAVANAGAH - We have to cover everywhere. There's areas inside that need to be covered, particularly in the charge area, but not in the rest of the station. Externally, we've had it maximised so we've positioned cameras so that we can look at the whole site. The contractor has done that. I can't remember how many cameras there are off the top of my head; but they put them wherever they need to put them, so that the whole site is covered.

Ms BUTLER - Will the Civic Centre have additional CCTV?

Ms KAVANAGH - Yes, we have to include that. We have already had a meeting with the council's CCTV and IT people and our own contractors on site. They have all worked together, so we know where they're going to go and how it will all tie in together so that neither will interfere with the other.

CHAIR - In terms of some of the electronic services and the like, I'm presuming that that's all catered for, in a security sense, in terms of placement in the building, and access?

Ms KAVANAGH - Yes.

CHAIR - I know we don't want to go there and describe exactly what's there but -

Ms KAVANAGH - Yes, it has been taken care of.

Mr GAGGIN - There is a Gallagher card system throughout the building, with CCTV where required.

Ms KAVANAGH - And it gets reviewed by a special response area.

CHAIR - But server rooms and those sorts of things?

Ms KAVANAGH - Yes, they're positioned where they're secure, and they do have CCTV cameras and alarms on most doors.

PUBLIC

CHAIR - Is it a large enough facility to have fire suppression stuff?

Mr GAGGIN - No.

CHAIR - I note you are using steel primary roof framing with timber trusses where required. Quite often steel framing can cause a problem with heating and cooling and you get all sorts of squeaks during hot days. Is there anything being designed to minimise that?

Mr GAGGIN - Yes, that is mainly caused by contraction and expansion.

CHAIR - Steel on steel.

Mr GAGGIN - Steel on steel. We're looking at having a timber-frame roof, with the primary members being the steel. Once again, the roof will be insulated, the ceiling will be insulated. The trick is to keep the heat and cold differentials away from the primary members holding up the trusses.

CHAIR - You can't put interfaces between the?

Mr GAGGIN - You can put split joints and those sorts of things to stop the pinging and the noise. The other thing of course is the size of the roof contracting and shrinking and pinging on that.

CHAIR - Difficult to design it out completely.

Mr GAGGIN - Yes. What we'll try to do is, so you don't hear it inside, we'll put a barrier between the noise and the occupants.

CHAIR - Okay; moving over to page 15.

Ms BUTLER - Is there is any potential to recycle some of the existing material in the demolition of the current building that could be used in the new?

Mr GAGGIN - Yes, there is potential. For ease of demolition, you would probably use it as fill under the building rather than importing fill - if you can rumble the bricks or stack the bricks. In terms of reuse of bricks and those sorts of things, we hadn't planned on doing that; we're going to build a new station separate from the old.

Ms BUTLER - What happens? Is it just removed and taken to the tip? Not re-purposed at all?

Mr GAGGIN - That is usually how it goes. If they can find ways of incorporating it, the builders will, but generally we always find any sort of structural elements building surveyors won't accept because engineers won't certify it, so it's very hard to re-use. Generally, the building fabric will be removed offsite.

Ms KAVANAGH - If there's anything that our facilities area within the department wants to salvage out of there to re-purpose - that front door, even though it came from New Norfolk, may get used again somewhere else.

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CHAIR - A very memorable door, that door.

Ms KAVANAGH - Very memorable door and it's still functioning. It will depend. They may find some other things that they might want to use elsewhere. We might use some of the security stuff from the old station in the Civic Centre because we've got a window where we can do that. It's a possibility so we'll re-use what we can.

Mr GAGGIN - The demolition contract will be under the main building contract so generally demolition guys will salvage what they can resell.

Ms KAVANAGH - What we don't nominate.

Mr GAGGIN - We don't tell them what to do with it.

CHAIR - You were talking about high-level acoustic attenuation before and when you have air conditioning ducts and things like that, you've taken those into account in noise transmission?

Mr GAGGIN - Yes. There will be baffles throughout and those sorts of things, bridging baffles.

CHAIR - An interesting one down on the building materials and interior design, it talks about precast concrete panels, light grey, high build, roller-stippled paint colour -

Mr GAGGIN - You have probably seen it on concrete panels where they roll a - it's a thick paint and you get a stipple finish.

CHAIR - It is called - high build?

Mr GAGGIN - Yes.

CHAIR - Is that the product name?

Mr GAGGIN - It's a thick paint.

CHAIR - I wondered what that meant.

Mr GAGGIN - The colours were requested as part of the planning application which is why they spell them out there.

CHAIR - Okay. I noticed when we were walking through today there were a lot of clear, translucent ceiling panels for light ingress into the building. It's all totally gunged up and doesn't let much light through at all. We're not going to have any aspects of this build that's going to result in something like that 20 years down the track?

Mr GAGGIN - No, any sort of light well is considered a risk in terms of entrance so there are no light wells. The light court we have is open to the sky and it is drained internally so there's no -

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CHAIR - So, natural light is going to get into the building. You don't need anything like that?

Mr GAGGIN - We've planned the building so the areas that don't require natural light such as stores and armouries, change rooms are in the middle of the building and the occupied areas around the outside.

Ms BUTLER - Could you run us through the landscape design? That would be good.

Mr GAGGIN - It's at the preliminary stage at the moment. We talked about a screening hedge on the western uphill boundary and generally the remaining landscaped areas around the building will act as a barrier for water getting into the underside. There will be a gravel or pebble breathing garden area and maybe a few plants but there's limited or no maintenance available for them so it is a low maintenance, highly robust planting. At that stage, that's about as far as we have gone.

Ms BUTLER - The use of natives potentially?

Mr GAGGIN - Potentially, yes. They require a lot less watering so a careful selection of those sorts of things, and low level so, once again, through the CPTED thing I talked about with Mr Valentine before, was keeping things low. Observation is paramount.

Ms BUTLER - Is there an issue with flooding in that area? Could you run through that, please?

Mr GAGGIN - I have not heard of an issue with flooding in that area.

Ms BUTLER - No, I haven't either. There'd be sufficient drainage, I imagine, to deal with downpours.

Mr GAGGIN - Yes, there is sufficient drainage. Once again, we are creating a substantial car park for the staff and that's being designed by Jarrod's cohort over at JMG Engineers. As part of the planning permit, we've had to do a concept design and that's where we identified the need for the tanks, and all of those sorts of things.

Ms BUTLER - I know the actual Green Point site was subject to some severe flooding. I think Brian Mitchell's office had to move out for many months but that had more to do with the design of the older infrastructure.

Mr GAGGIN - Part of the design brief for this building was no box gutters or anything that can get clogged up. Once again, get it out and away from the eaves so that if it does flow over the side. The existing building was built in 1980 and I have heard no stories of it flooding. Usually you hear something.

CHAIR - It probably wouldn't because it has a lot of cropping up in the guttering. I noticed it was growing quite a good crop of grass.

Mr GAGGIN - Even overland flooding through downpours and those sorts of things.

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CHAIR - Sorry, I could not help that. With respect to native plants, there are native plants that are low fire risk, or at least, sorry, best in planting.

Mr GAGGIN - The planning permit also spells out fairly strict requirements as to the planning requirements for the site which we will no doubt adhere to.

CHAIR - You have automatic irrigation systems to all garden beds. Is that subsurface, I presume?

Mr GAGGIN - Yes, drippers.

CHAIR - You have traffic management, you have showed us where the staff cars are going to be, secure and separate. There will be proper gates, not just boom gates.

Mr GAGGIN - Big sliding gates.

CHAIR - That stop incursion.

Mr GAGGIN - Yes, controlled by swipe cards or proximity.

CHAIR - Including an emergency access from the rear car park?

Mr GAGGIN - Yes, around the top side of the car park there will be an emergency road that leads down into the public car park. If something or someone blocks the standard car park the police can unlock the other side. They can still get in or out.

Ms BUTLER - Will there be proper, I suppose the best way to explain it would be when people are coming down Green Point Road, has traffic management looked at if there are enough visuals?

Mr GAGGIN - Yes, we had a traffic management assessment report. That looked at sight lines, distances, turns. As part of the project, we are removing the traffic island immediately outside. I don't know if you saw that? Basically, that is so the police vehicles can go both ways when they come out. They do not have to do a block if something is happening up there.

Sight lines were taken into account and, once again, that was part of the planning permit requirements that we engaged with the traffic engineer. Part of the reason to provide such a substantial car park was that staff members on knock off, what time do they knock usually? - the night shifts?

Mr HIGGINS - It can be varied, 6.30 a.m. in the morning.

Mr GAGGIN - It can be 6.30 a.m. in the morning, wandering to find their car park, on the street, for example, so it is a secure car park.

Ms BUTLER - During the build, will the work impede the Woolworths' site because that is quite busy, logistically, with the freight coming in and out. Has that been considered?

Mr GAGGIN - That will be outside the site.

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Ms BUTLER - It will not impede on that?

Mr GAGGIN - No.

CHAIR - Project management, the project working group provided the industry knowledge, PLA?

Mr GAGGIN - Us, Philp Lighton Architects.

CHAIR - I am thinking, what does that acronym stand for? Philp Lighton Architects.

Ms BUTLER - Were you doing a Google search?

CHAIR - No, I wasn't doing a Google search on it but I did have a question mark on it. We talked about costings and we know that there are three major aspects to this but could you give us a feel for the contingencies versus escalation. If you could give us an understanding of the percentages we are talking about, knowing it is hard to identify which parts you are talking about, but in total.

Ms KAVANAGH - In the submission, down the very bottom of page 18, I talked about the initial cost estimate for a six-monthly percentage escalation of 5.2 per cent and a 10 per cent design contingency allowance. That has not changed and that was based on the original cost estimate for Bridgewater that was done in April. That was based on that footprint that I mention further up where it was quite large and we did shrink that down. The Glenorchy fit-out one has also had pre-tender one. That is out to tender now and closing tomorrow. The pre-tender costs estimate came back with a market conditions loading of 15 per cent on top of that. We expect something like that will happen when we go out for the pre-tender briefing for Bridgewater.

CHAIR - The reason we ask is that we have had a number of projects come to us and everyone keeps pointing at the Brighton High School, how it was like 39 and now it's up to 70 something. It's quite a significant thing and I appreciate that there was a lot of escalation back then, maybe slowing down now, but it seems 5.2 might be a little bit low.

Ms KAVANAGH - That was April. When we go out to the next round, and we didn't have for the Glenorchy one, which was also done in April which was part of the Bridgewater one originally, that didn't have the market conditions loading in that first one, but it did have that in the pre-tender costs estimate that came back. Hence, you've got contingency and escalation in both. For this latest Glenorchy one they came out with that 15 per cent loading for the market conditions. It is possible they will do that for Bridgewater, but we do not know because it was April when we did that.

CHAIR - Thank you. Over the page, 19-20.

Ms BUTLER - Can you run us through the timeline of the actual project?

Ms KAVANAGH - I can actually table the timeline if you'd like.

CHAIR - Thank you, we would appreciate that.

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Ms KAVANAGH - For Bridgewater, basically we have Glenorchy first. We can't do anything with Bridgewater, until we finish the Glenorchy fit-out. That tender went out on the 14 October and closes tomorrow. We did have a fair bit of interest at the pre-tender briefings for that particular job, hopefully we'll get some interest tomorrow.

CHAIR - There are people around that can actually do it. I've been told the market is pretty tight in terms of builders.

Ms KAVANAGH - It depends, they turned up to the briefing, whether or not they actually do a submission.

Mr GAGGIN - We are tendering a lot of work at the moment and we are finding in the tender market, the residential market has slowed considerably. A lot of trade has moved into the commercial sector. Anything up to sort of the mega project, the \$20-\$30 million project which is still coming through, there is a lot of interest now from plasterers and electricians and those sorts of things. Some of them joining up to present a submission. Two tenderers -

CHAIR - That's good to see.

Mr GAGGIN - - would have joined together to provide it, so they have more resource attached to it. We are finding tenders at the moment on or near the quantities of those estimates if we put in the market loading. It has cooled. There is another round of big jobs coming through.

Ms KAVANAGH - Hopefully we can award that in December, depending on when in December and depending on the contractor's capacity. If the contract is executed, they may be able to start work in December or January. It's probably unlikely, but you can but hope they can start earlier. Practical completion is May. It has to be finished in May so we can start Bridgewater; the Brighton Civic Centre, once we award the contract for Glenorchy, we will be able to start working backwards as to when we can get the builder to work on Brighton. So that's dependent we have somebody ready to go with that and we have done all the CCTV and the rest of that stuff. It's all hinging on Glenorchy, but obviously both Glenorchy and Brighton need to be completed in May next year and then the RFT for Bridgewater will be advertised either December or January, works commencing in May - linked together, with practical completion in July 2025 and the station occupied July/August 2025.

CHAIR - And our approval on the Brighton Civic Centre proposal is before us if we have to give that. Okay. Any questions on the time frames?

Ms BUTLER - It is very clear. Thank you.

CHAIR - That is good. You have an identified risks table there. Yes, we have been through that.

Ms BUTLER - We didn't ask about the art.

CHAIR - The art.

Ms BUTLER - We have to do that -

PUBLIC

CHAIR - The \$80 000.

Ms BUTLER - Yes.

CHAIR - The member for McIntyre is always interested in how you are intending to -

Ms BUTLER - We saw a sneak preview of it this morning when we were there on the roof - the potential art. Yes.

Ms KAVANAGH - There are a couple of things we are thinking. We will have another meeting and have had a meeting with Arts Tasmania. We were just waiting to finalise the Glenorchy fit-out design and start on this. We will be having another meeting with them in the next week or so. We will probably split it because obviously it is an \$80 000 one. One suggestion is an artwork for the vulnerable witness's room is a possibility, but also the light court in the centre. Because it is very nice to have a garden in there but unfortunately, you would still have to maintain it. That again is letting a contractor in regularly into the building to try to do it. What we are thinking in that space is to actually have artwork on the ground, just to brighten that area up instead of concrete. Maybe look at some sculptures in that area. We are sort of toying with a few ideas, but that is probably the main one we will definitely look at.

CHAIR - A possibility of indigenous artwork maybe that fits that space.

Mr GAGGIN - Yes, what we are trying to do is integrate the artwork into the building. It is not something that can get damaged and we have had quite a bit of success with - for lack of a better word - mosaic tiling on the floor and actually large-scale stuff where the artist has actually printed large scale tiles sort of thing.

CHAIR - Yes, then it becomes a functional part of the building.

Mr GAGGIN - It becomes a functional part.

CHAIR - The member for McIntyre would be very impressed with that.

Mr GAGGIN - Yes.

Ms BUTLER - They have done some amazing things with the Longford Police Station. Their artwork is fabulous and at New Norfolk. They have both ended up being really important parts of the buildings.

Mr GAGGIN - The selection criteria and how Arts Tasmania does it is really good. Before it was like, is it that painting or that painting? And they are moving away from that. They actually want something that stays with the station.

Ms KAVANAGH - And we still could do some other ideas. That is just where we are at with that. We are still in the infancy, but definitely the light court will get a run.

CHAIR - Okay. Any other questions, members? Okay. It is good we have gone through that.

PUBLIC

We always ask a series of questions at the end of each presentation and hearing and they come directly from the Public Works Committee Act of 1914. It goes back quite a while but they are important questions. We do need to hear some answers to them.

The questions are: does the proposed works meet an identified need or needs, or solve a recognised problem?

Mr HIGGINS - I will take that one. If we go back to my opening statement and the question Ms Butler asked about the need of the station. The current station was built in 1981 to house 15 to 20 staff. The community then was very small. There is a picture of the original one there, the green house, that used to be on Main Road. I actually don't know if that is still there.

CHAIR - I know where it was.

Mr HIGGINS - Is it still there?

Ms BUTLER - I think it is.

CHAIR - It used to be near what was a service station.

Mr HIGGINS - Right. The need has certainly increased with the Brighton municipality. The urban sprawl they're experiencing in Brighton but also the changes in the community there in Bridgewater, Gagebrook and encroaching into the Old Beach area, where the outer reaches are. It has certainly changed the community needs and expectations of what they want from their police. This station will provide that but also futureproof it. Essentially, we are looking at a station that will be there for a number of decades and we have to be realistic that it is going to be the case. It does need to service us for now and into the next 30 to 40 years, potentially, and it will do that.

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

Mr HIGGINS - We did scope to try to find other sites. Should we go on the site we are on or should we look at alternate sites? At the end of the day, it was determined that the station is in the best possible position for the community needs, which is why we are proposing building on the site we currently own.

CHAIR - Are the proposed works fit for purpose?

Mr HIGGINS - They will be once they are done. It will futureproof the needs there for that greater Bridgewater area.

CHAIR - It is an interesting question because I suppose with people coming forward with a project you would hope it was going to be fit for purpose.

Mr HIGGINS - In 1914 were they asking that question, during that First World War spend.

PUBLIC

CHAIR - It does not have it in as many words but it is the inference within the act. Do the proposed works provide value for money?

Mr HIGGINS - On looking at the stations we have been building in the last few years, they haven't been 24-hour stations, so a station of this magnitude, yes, absolutely it is value for money. We have seen the benefits for the community in the greater Longford area with the Longford station there, the New Norfolk station as well and the cost of those. I would agree that this one, the funding that has been allocated, will be fit for purpose and suit the needs of the community.

CHAIR - The final question: are the proposed works a good use of public funds?

Mr HIGGINS - Yes, they are and it is highlighted there in the three phases we are doing. In particular, identifying the Civic Centre as a shopfront, using the current site we own which can be developed to a basic fit-out to house Glenorchy, and then to be able to build a purpose-built 24-hour station that can house more than 80 people demonstrates that.

CHAIR - Thank you for that. They are the questions.

I thank you all again for coming along to present evidence to us. As I often say, without the evidence you do not have a lot to be able to consider to decide whether something is valuable and fit for purpose. It is important that we had that visit this morning. Thank you for facilitating that.

To remind you, as I advised you right at the start of this particular hearing, what you have said to us here today is protected by parliamentary privilege. Once you leave the table you need to be aware that the privilege does not attach to comments you may make to anyone, including the media, even if you are just repeating what you said to us here. Do you all understand that?

Witnesses - Yes.

CHAIR - Thank you. And thank you to those who may be watching on line.

The Committee adjourned at 3.33 p.m.