



**Australian Government**

**Department of Defence**

**HMAS MORETON UNIT  
RELOCATION PROJECT**

***HMAS Moreton, Bulimba, Queensland***

**STATEMENT OF EVIDENCE  
TO THE  
PARLIAMENTARY STANDING COMMITTEE  
ON PUBLIC WORKS**

Brisbane, Queensland

March, 2017

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# HMAS MORETON UNIT RELOCATION

## Identification of the Need

1. In 2014 Government agreed to the disposal of the majority of the Bulimba Barracks site in Brisbane, Queensland (QLD), in order to achieve estate consolidation objectives and following the relocation of Joint Logistics Unit – South Queensland (JLU-SQ) to RAAF Base Amberley as part of the Defence Logistics Transformation Program (DLTP).
2. On 14 May 2016 the Royal Australian Navy (RAN) renamed and commissioned a small parcel of the Bulimba Barracks identified for retention as HMAS *Moreton* (*Moreton*).
3. The presence of the RAN in South Queensland will be maintained through *Moreton*, approximately 20% of the current 23.15 ha Bulimba Barracks site, situated at Bulimba on the Brisbane River. Coordination and administration of all RAN activity in Queensland south of the Tropic of Capricorn (near Rockhampton) including the organisation of ship visits by RAN and foreign naval vessels to Brisbane, Gladstone and Southport are maintained by the RAN at *Moreton*. The Base is an important asset for the RAN and also hosts visiting Minor War Vessels (MWVs) at the floating pontoon berth, including Armidale Class Patrol Boats and Coastal Minehunters, and the Sail Training Ship (STS) Young Endeavour when berthed alongside *Moreton* or in the Port of Brisbane. *Moreton* also provides facilities for Australian Navy Cadet (ANC) activities and sail training.
4. There is a need to ensure the RAN's operational and administrative functions are retained within *Moreton*, Brisbane, after the partial disposal of the site. This project seeks to construct new facilities and services on the remaining portion of the site (*Moreton*) to replace those functions that will be displaced as a result of the disposal. This will ensure the retained site remains fit for purpose, safe/compliant with work health and safety (WHS) and environmental legislation, and able to support current and future capability requirements.
5. The current *Moreton* site supports lodger units and attached elements, which include:
  - a. Australia Navy Reserve Diving Team 8 (ANRDT8);
  - b. Royal Australian Navy (RAN) Band Detachment - Queensland;
  - c. Personnel Support Unit - South Queensland (PSU-SQ);

- d. Navy People Career Management Agency (NPCMA) Reserve Management - South Queensland (SQ);
  - e. Naval Reserve Maritime Trade Operations (NRMTO);
  - f. Navy Community Engagement (NCE) coordination cell;
  - g. ANC Flotilla Headquarters - Brisbane and Gold Coast; and
  - h. ANC Training Ship (TS) Gayundah.
6. Other functions supported by *Moreton*, both historically and current are:
- a. Liaison services for visiting RAN and foreign Major Fleet Units including Maritime Trade Operations (MTO) support to major exercises (eg. Exercise Talisman Sabre);
  - b. Support to civil authorities (eg. Brisbane flood response (2011), G-20 Summit in Brisbane (2014) and Commonwealth Games (2018)); and
  - c. Support and transit accommodation to tri-service units.

## **Background**

7. The RAN has maintained a presence in Brisbane since the late-1800's, initially to train sailors in the Naval Reserves and in later years supporting operations and visiting Australian and foreign warships in South-East Queensland.
8. The capability support functions to be provided at *Moreton* are an intrinsic part of Fleet Command's mission to raise, train and sustain mission ready maritime forces able to fight and win at sea. Key to providing sustainment for that force is the maintenance of a waterfront logistics support capability in Southeast Queensland. In addition to providing alongside berthing, accommodation and secure storage facilities for visiting MWVs, *Moreton* supports the provision of direct water access for ANRDT8 operations and training, TS Gayundah's Cadet training program and other Defence activities.

## **Description of the Proposal**

9. The proposed works to be delivered from this project includes the provision of facilities to support *Moreton*'s operations and to re-establish the Base infrastructure within the reduced site. The proposed works include:
- a. demolition of redundant services and buildings;

- b. constructing a new gatehouse and new entry to the retained site;
- c. constructing a new multi user facility;
- d. constructing new transit accommodation;
- e. constructing new storage shelters;
- f. constructing new training shelters;
- g. undertaking site works and infrastructure works; and
- h. enhancing the boat ramp.

## **Project Location**

- 10. *Moreton* is located on the Brisbane River, approximately four kilometres to the north-east of Brisbane's Central Business District. The west and south of the Base border the suburbs of Bulimba and Balmoral respectively. A locality plan is provided at [Attachment 1](#).

## **Options considered to fulfil the Identified Need**

- 11. To meet the identified need, Defence has considered four options that included relocation of lodger units, adaptive reuse of existing facilities and the construction of new facilities and infrastructure.

### **Option 1**

- 12. Option 1 proposed to relocate RAN and the lodger units to other Bases in the Brisbane area. These investigations showed there were limited facilities options available with no river/sea access thereby compromising RAN operational requirements. Alternatively, a leasing option was investigated and the cancellation of the Bulimba Barracks disposal was considered. These options would lead to high/excessive ongoing operating costs and the requirement for an upgrade to existing facilities that have reached the end of their useful life. This option was discounted as it did not meet the capability requirement.

### **Option 2**

- 13. Option 2 proposed to redraw the area of the disposal boundary thereby increasing the amount of land retained by Defence to include a number of existing accommodation buildings. This would necessitate re-opening negotiations with stakeholders and likely result in delay to the disposal and the Project. This option would only enable the Project to retain existing living in accommodation buildings which have exceeded their useful life, but

still necessitate a need to re-establish the Base infrastructure, conferencing, office and meeting requirements, including a replacement boat ramp. This option was discounted as it would negatively impact the disposal project and impact Defence achieving estate consolidation objectives.

### **Option 3**

14. Option 3 proposed to only provide the highest priority scope to meet Navy's minimum requirements. This option presented a number of risks to Navy's training capability and Base infrastructure. This option rationalised many user requirements, such as reducing the number of beds in the transit accommodation building, and removed storage and training shelters from delivered scope. The reduction of facilities proposed in this option would increase risk particularly with respect to Security and Workplace Health and Safety. This option was discounted due to the medium risk it posed to the Australian Defence Force's capability and was considered unacceptable.

### **Option 4**

15. Option 4 proposed to re-establish the Base infrastructure, reinstate accommodation, conference, office and meeting requirements including a replacement boat ramp. This option addressed the risks associated with option 3. Key considerations included, geotechnical conditions and contamination information found during site investigations, environmental management issues, heritage management responsibilities, flood mitigation issues and the inter-relationships and dependencies between lodger units and sub-elements of scope.

### **Preferred Option**

16. Option 4 was assessed as providing the best value for money solution as it achieved the RAN's current and future planned requirements. Option 4 ensures that the RAN's current and future planned administrative and operational functions are retained at *Moreton* after the partial disposal of surplus Defence land at the site. This option incorporates all the user requirements and by association addresses the risks relating to the project.

### **Environment and Heritage Assessment**

17. An Initial Environmental Review (IER) for the proposed works associated with this project was completed in 2015, against the *Environment Protection and Biodiversity Conservation*

*Act (EPBC) 1999 (Cth)*. The conclusion of the IER was that environment risks associated with the project are minor and manageable through the development of a site specific Construction Environmental Management Plan.

18. The Construction Environmental Management Plan will also be required to comply with the project's Environmental Assessment Report, prepared by the Defence Directorate of Environment Protection and Assessment. These plans also address issues such as traffic management, noise and dust generation, and erosion and sediment control during construction.

### **Heritage**

19. The IER concluded that heritage risks associated with the project are minor and manageable through the development of a site specific Construction Environmental Management Plan.

### **Contamination**

20. The Contractor has conducted geotechnical investigations resulting in no known contamination; however, the soil is of an acid sulphate nature. The results of these investigations will allow the Contractor to plan and mitigate the risks associated with the project, including monitoring wells to assess water quality and a water treatment plan. The management strategy will be developed as part of the site specific Construction Environmental Management Plan and Construction Safety Management Plan.

### **Asbestos**

21. The Contractor identified some asbestos fragments (bonded) present at the north-western corner of the site, which extended further to the west onto the adjacent lot. Based on historical aerial photograph a building was demolished sometime between 1997 – 2001 and is considered the likely source of the asbestos. The Contractor notified the Estate Maintenance Operations Support (EMOS) Contractor and the asbestos fragments were removed. As part of the environmental investigations the Contractor tested the site and no friable asbestos was present in the soil samples. Addressing asbestos on site will be addressed as part of the site specific Construction Environmental Management Plan.

### **Native title / Indigenous Land use Agreements**

22. The proposed works at *Moreton* have no known Native Title or Indigenous Land Use Agreement issues.



## **Key Legislation**

23. The following key legislation is relevant to this project:
- a. *Defence Act 1903 (Cth)*;
  - b. *Native Title Act 1993 (Cth)*;
  - c. *Environment Protection and Biodiversity Conservation (EPBC) Act 1999 (Cth)*;
  - d. *Fair Work (Building Industry) Act 2012 (Cth)*;
  - e. *Work Health and Safety Act (WH&S) 2011 (Cth)*; and
  - f. *Disability Discrimination Act 1992 (Cth)*.

## **Applicable Codes and Standards**

24. The design will comply with all relevant and current Defence Standards, Australian Standards, Codes and Guidelines including, but not limited to, the following:
- a. National Construction Code – Building Code of Australia (NCC-BCA);
  - b. Defence Manual of Fire Protection Engineering;
  - c. Manual of Infrastructure Engineering – Electrical;
  - d. Defence Security Manual (eDSM); and
  - e. Defence Estate Quality Management System.

## **Consultation with Key Stakeholders**

25. Defence has developed a comprehensive consultation and communications strategy that recognises the importance of providing local residents, community groups, statutory authorities, and other interested stakeholders with the opportunity to provide input into, or raise concerns relating to, the proposed works.
26. As part of this strategy, the following communication methods have been or will be adopted:
- a. letterbox drops to neighbouring residential areas confirmed as affected from the Construction Works;
  - b. community information sessions; and
  - c. local newspaper advertisements.

27. Key stakeholders to be consulted include:
- a. Federal Member for Griffith – Hon. Terri Butler, MP;
  - b. State Member for Bulimba, Hon Di Farmer, MP;
  - c. Brisbane City Council – Lord Mayor Graeme Quirk;
  - d. Brisbane City Council, Morningside Ward – Councillor Shayne Sutton;
  - e. Energex;
  - f. Queensland Urban Utilities;
  - g. Department of Transport and Main Roads;
  - h. Queensland Fire and Emergency Services;
  - i. Bulimba District Historical Society; and
  - j. State Assessment and Referral Agency (SARA).
28. Defence recognises the importance of providing local residents and other interested stakeholders an opportunity be informed of the development of the Project, this will be conducted during the public consultation period.

## **Purpose of the Works**

### **Project Objectives**

29. The project aims to provide a fully functioning, WHS compliant and secure Defence site for *Moreton* to conduct operations and support functions on all current and future planned RAN activities.

### **Details of Reasons for Site Selection**

30. The *Moreton* site is on Commonwealth owned and Defence controlled land, with the exception of the extension to Taylor Street and the boat ramp. The project will consult with Brisbane City Council and SARA in relation to these works.
31. Due to the reduced footprint of the site, close proximity to Brisbane River and new entry from Taylor Street, the options for siting was confined to the southern side of the site. No major issues with the proposed site were uncovered during the Site Selection Process.

## **Detailed Description of the Proposed Works**

32. A key Defence project requirement is to deliver a sustainable outcome for the Defence Estate by maximising adaptive reuse of existing facilities where possible and cost effective, consolidating buildings and functions, demolishing redundant buildings, refurbishing, extending and upgrading existing infrastructure.
33. The project comprises eight scope elements. The proposed scope of each element is outlined in the following paragraphs.

### **Project Element 1 – Demolition**

34. The following are proposed to be demolished by the Project:
  - a. Excavation and removal of redundant in-ground services, identified during site investigations;
  - b. Building A005 is a demountable office structure beyond the end of its effective life and is not fit for use;
  - c. Building A007 is a carport structure that has been modified over time with various unit undertakings. It is not fit for use and upgrade will not achieve significant improvement of the facility; and
  - d. A014 is a simple shelter roof with no enclosed walls or screens. Its slab does not sit flush with the ground and represents a WHS concern.

### **Project Element 2 – Gatehouse**

35. The proposed facility will be a single storey structure at the new entry point to *Moreton*. This gatehouse will form part of the new entry from Taylor Street, and will meet the current standards for Base Security as appropriate to this Base at this time.
36. There will be significant glazing to optimise visual control of the entry/exit precinct, and CCTV facilities to further enhance this, as well as provide visibility to the waterfront access to the site.
37. Attachment 2 includes a plan showing the Gatehouse layout.

### **Project Element 3 – Multi User Facility**

38. The proposed facility will be a two storey structure that incorporates multipurpose spaces for training/meeting functions, and food preparation in support for the adjacent transit accommodation, and flexible working accommodation to suit the various lodger units that will be accommodated on the site. It will contain flexible and generic spaces capable of alteration and flexible use on a regular basis. Spaces will not be permanently allocated to lodger units, and as such storage facilities will be provided sufficient to allow lodger units to maintain security or records and equipment.
39. This Multi User Facility will replace two conference facilities that will be lost as a result of the disposal of the balance of the site.
40. Attachment 3 includes a plan showing the Multi User Facility layout.

### **Project Element 4 – Transit Accommodation**

41. The proposed facility will be a three storey structure that incorporates flexible accommodation spaces for 60 personnel, including provision on the ground floor to accommodate persons with disabilities (PWD). The Transit Accommodation building replaces the existing three transit accommodation blocks that will be lost as a result of the disposal of the balance of the site.
42. Attachment 4 includes a plan showing the Transit Accommodation layout.

### **Project Element 5 – Storage Shelters**

43. The proposed storage facilities will provide flexible and adaptable storage to suit the needs of the various cadet units that will occupy the site. The storage will accommodate both controlled ‘weatherproof’ environments and open by secure shelters.
44. These facilities will have limited servicing and no electronic security or communications provisions.
45. Attachment 5 includes a plan showing the Storage Shelters layout.

### **Project Element 6 – Training Shelters**

46. Two training shelters will provide flexible and adaptable outdoor covered training areas to suit the needs of the various cadet units that will occupy the site and the facilities. The covered areas will accommodate up to 20 personnel and will be walled on three sides to

optimise usability in all environments. Bench seating will also be provided around the perimeter of the space.

47. These facilities will have limited servicing and no electronic security or communications provisions.
48. Attachment 6 includes a plan showing the Storage Shelters layout.

### **Project Element 7 – Site Works and Infrastructure**

49. The services and infrastructure required within the retained area of *Moreton* includes the following:
  - a. connection of new potable water, sewer, stormwater and electrical services from existing utilities along Taylor Street to service new facilities on *Moreton*;
  - b. installation of water and power meters to the retained Defence site;
  - c. relocation of and access to Defence Restricted Network (DRN), Defence Secret Network (DSN), Defence Voice Network (DVN) and Cadet Net;
  - d. relocation of visitor management system from old to new gatehouse;
  - e. extension of Taylor Street to connect to the new entry gate;
  - f. internal road network, tying in the new entry to the existing roads;
  - g. pathways to interlink buildings within the new development area;
  - h. reinforced grass area to be used as overflow carparking and cadets parade;
  - i. minor repairs to ring road near the existing pontoon berth;
  - j. appropriate landscaping;
  - k. new Flagpole and signage for new front entry; and
  - l. upgrade of security fencing along the western boundary of the residual Defence site.
50. Attachment 7 includes a plan showing the Site services and infrastructure layout.

### **Project Element 8 – Boat Ramp**

51. The new boat ramp allows for entry to the Brisbane River for small water craft to conduct training and operations. The boat ramp will include pavement, bollards, walls and road access suitable for typical small water craft requirements. Adjacent to the area will be a

hardstand for loading and unloading equipment associated with small water craft operations. The boat ramp replaces the existing boat ramp, outside the *Moreton* boundary, that will be lost with disposal of the balance of the site.

52. Attachment 8 includes a plan showing the Boat ramp layout.

### **Public Transport, Local Roads and Traffic Concerns**

53. *Moreton* is well served by public transport with bus stops located at the Lytton Road approximately 0.5 kilometres away, and the Apollo Road Ferry Terminal located approximately 1.4 kilometres away.
54. All proposed works will occur on Commonwealth land with the exception of the extension to Taylors Street to construct a sealed cul-de-sac. This road is currently a dead end and no residences or businesses are located in this part of the street. The Contractor has commenced discussions with the Brisbane City Council in relation to these works.
55. There will be an increase in contractor personnel accessing and working at the *Moreton* site during the construction phase. The construction traffic will access the site via Taylor Street which is a light industrial precinct. The Contractor will develop a Traffic Management Plan to mitigate impacts of heavy vehicle movements during construction.

### **Zoning and Local Approvals**

56. All proposed works will occur on Commonwealth land and there will be no change to existing land use conditions. The indented function and use of all project elements are consistent with Defence Zone Plans, and the proposed Brisbane City Council Master Plan, for the areas the works are proposed.

### **Child Care Provisions**

57. There is currently no provision for on Base child care facilities within Bulimba Barracks or *Moreton*. As this project will not increase the Base population there is no requirement for on Base child care facilities at *Moreton* as a result of this project.

### **Impact on the Local Community**

58. **Traffic.** The project will not result in any net increases in permanent military or civilian personnel.

59. Contractor access to the construction site within the *Moreton* boundary will be tightly controlled for security reasons and to minimise the impact of construction traffic movements and construction activities on RAN operations and the local community.
60. **Business Opportunities.** The proposal will generate short-term employment opportunities, predominantly in the building, construction and labour markets in the local Brisbane area. The proposal will also generate some off-site job opportunities through the manufacture and distribution of materials over the construction period. This will provide a positive economic stimulus for small and medium enterprises in areas where work is proposed.

### **Planning and Design Concepts**

61. The general design philosophy for the proposed facilities incorporates the following considerations:
  - a. provision of cost effective and functional facilities of energy efficient design suitable for the climate of the site and of a style compatible with the existing Base aesthetics;
  - b. adoption, where possible, of conventional construction techniques and materials, in particular those commonly used by the construction industry;
  - c. maximum use of existing infrastructure and facilities to minimise capital costs;
  - d. use of readily available and durable materials that combine long life while minimising maintenance;
  - e. infrastructure services planning and structure design taking into account future flexibility, projected demand and Defence policies for reliability and redundancy;
  - f. recognition of site constraints, security requirements, functional relationships to existing facilities; and
  - g. planning services and structural design to accommodate flexibility.

### **Civil Works**

62. The proposed civil works include earthworks, both internal and external road works, internal and external stormwater, sewer reticulation and water reticulation. Earthworks to the site comprise a number of pads including an area for potential future car parking and a boulder retaining wall located adjacent to the entrance road. Road works include an upgrade of the cul-de-sac in Taylor Street, new entrance road and internal connection roads.

Brisbane City Council specifications have been considered for minor roads in a freight dependent development, resulting in full depth asphalt.

## **Structural Design**

63. The structural design of the proposed buildings takes into account local geotechnical conditions and are in accordance with all relevant Australian Standards and Codes. Detailed geotechnical investigations at each structure was undertaken to inform the building foundation designs.
64. The proposed single-storey buildings will generally be steel framed structures with metal sheet wall and roof cladding. Floors on ground will generally be traditionally reinforced concrete raft slabs supported on timber driven piles, above the median flood level.
65. The proposed multi-storey buildings will generally have load bearing block work walls at lower levels and steel framed walls with metal sheeting and roof cladding at upper levels. Floors on ground will generally be traditionally reinforced concrete raft slabs supported on timber driven piles. Floors above ground will be conventionally reinforced concrete slabs supported on the block work walls.
66. The boat ramp will consist of precast planks and reinforced concrete slabs cast on-ground, surrounded by a rock shoulder for scour protection. The boat ramp will utilise an existing opening in the existing seawall, thereby minimising modification of the existing wall.

## **Building Materials and Furnishings**

67. The Material selection is based on suitability for purpose, durability, low maintenance and compliance with relevant codes and standards. The use of exposed structure requiring maintenance to protective coatings has been minimised.

## **Mechanical Services**

68. The Multi User Facility, Gatehouse and Transit Accommodation buildings shall be provided with air conditioning and mechanical ventilation services. This service will comply with Commonwealth, State and Territory legislation, the Building Code of Australia, relevant Work Place Health and Safety requirements, AS/NZS 1668.2. (The use of ventilation and air-conditioning in buildings - Mechanical ventilation in buildings).



## **Hydraulic Services**

69. Water will be supplied to Multi User Facility, Gatehouse and Transit Accommodation buildings through connections to the updated water mains at the site. This service will comply with Commonwealth, State and Territory legislation, the Building Code of Australia, relevant Work Place Health and Safety requirements, AS/NZS 3666 (Air-Handling and Water Systems of Buildings Set) series and the AS/NZS 3500 (Plumbing and Drainage Set) series.

## **Electrical Services**

70. The electrical supply to the proposed facilities will be derived from the existing Energex network on Taylor St. This is a new connection from a different part of the existing Energex network and as such required Energex review to determine if the network could accommodate the new load. Energex confirmed that the existing infrastructure cannot support the proposed load and a network upgrade is required. These network upgrades and new High Voltage feed from Taylor Street will supply a new pad mounted transformer located above the designated flood level adjacent to the centre of proposed site load. The existing site electrical infrastructure will be disconnected to existing buildings and these buildings will be resupplied from the new infrastructure. A site main switchboard will be placed adjacent to the transformer to reticulate power throughout the site, this will also be supported with a mobile generator connection box. Permanent generator or Uninterruptable Power Supply (UPS) systems will not be provided.
71. The electrical design has been undertaken in accordance with all relevant Australian Standards, all applicable Legislation, Regulations, Codes of Practice and Guidance Publications and Defence's Manual of Infrastructure Electrical Engineering (MIEE).

## **Acoustics**

72. The primary acoustic consideration for the project is the internal acoustic separation to meet the requirements of the National Construction Code – Building Code of Australia 2016 and other relevant and applicable Australian standards.

## **Fire Protection**

73. The internal fire reticulation for the development site has been designed in accordance with the relevant Australian Standards. Pipe diameters and alignments have been developed in accordance with site specific constraints as well as the relevant standards.
74. The fire protection design will comply with Defence's Manual of Fire Protection Engineering (MFPE) and relevant Australian Standards, including fire detection systems serving the living in accommodation facility will be provided with alarm acknowledgement modules in accordance with the MFPE.

## **Security Measures**

75. The facilities and site will be protected by electronic and physical security systems in accordance with the electronic Defence Security Manual (eDSM) and the *Moreton* Security Risk Assessment Report dated the 16th of September 2016.

## **Environmental Sustainability**

76. Defence is committed to Ecologically Sustainable Development and the reduction of greenhouse gas emissions. Defence reports annually to Parliament on its energy management performance and on its progress in meeting the energy efficiency targets established by the Government as part of its commitment to improve Ecologically Sustainable Development. Defence also implements policies and strategies in energy, water and waste to improve natural resource efficiency and to support its commitment to the reduction of energy consumption, potable water consumption and waste diversion to landfill.
77. This project has addressed Commonwealth policy by adopting cost-effective and Ecologically Sustainable Development practices as a key objective in the design of the new facilities.
78. The ecologically sustainable measures for the project are balanced with other requirements for Defence buildings, including security, heritage and workplace health and safety considerations, to ensure that Defence's operational capability is not compromised. All buildings are designed and will be constructed, operated and maintained to ensure that they use energy efficiently.
79. The following initiatives are currently proposed or under consideration for the facilities:

- a. Low-energy air-conditioning solutions such as natural ventilation to minimise the use of active air-conditioning;
- b. Combinations of appropriate lighting and control technologies shall be used to take advantage of available natural light and occupancy patterns to reduce energy consumption by artificial lighting;
- c. Occupancy and daylight sensors will be appropriately incorporated into the design to conserve energy and turn off lighting when spaces are unoccupied or there is sufficient daylight available;
- d. Provision of separate digital energy metering for occupied areas and all energy sources supplying the building (e.g. electricity) will be electronically metered and linked to the Building Management Systems (BMS) in accordance with the requirements of the Building Code of Australia and the Defence Sub-metering Program;
- e. The BMS will also be utilised to shut off all lighting when the building is not in use;
- f. Rainwater collection and water recycling to minimise the use of potable/mains water for non-potable applications; and
- g. The use of high water efficiency equipment and appliances to minimise water consumption in general.

## **Energy Targets**

80. All proposed infrastructure will have sub-metering installed in accordance with the requirements of Defence's Smart Infrastructure Manual.
81. The facilities will comply with the following policies:
  - a. Smart Infrastructure Manual: Design and Construction v1.0 (April 2015), Department of Defence;
  - b. Building Energy Performance Manual v4 (December 2012), Department of Defence;
  - c. AS/NZS 4536:1999 Life cycle costing - An application guide, Standards Australia;
  - d. Financial Management Reference Material No. 6: Handbook of Cost-Benefit Analysis (January 2006), Department of Finance (previously Department of Finance and Deregulation);

- e. National Construction Code 2016: Building Code of Australia Volume One (2016), Australian Building Codes Board; and
- f. Australian Runoff Quality – A guide to Water Sensitive Urban Design, Engineers Australia.

### **Work Health and Safety Measures**

- 82. The project will comply with the Work Health and Safety (WHS) Act 2011 (Cth), Work Health and Safety (Commonwealth Employment – National Standards) Regulations, and relevant Defence policies.
- 83. In accordance with Section 35 (4) of the Building and Construction Industry Improvement Act 2005 (Cth), project contractors will also be required to hold full work health and safety accreditation from the Office of the Federal Safety Commissioner under the Australian Government Building and Construction Work Health and Safety Accreditation Scheme.
- 84. Safety aspects of this project have been addressed during the design development process and have been documented in a Safety in Design Report. A Work Health Safety Plan will be required to be developed for the construction phase prior to the commencement of any construction activities.

### **Provisions for People with Disabilities**

- 85. Access for people with disabilities will be provided in accordance with the Building Code of Australia, Australian Standard AS14281, and the *Disability Discrimination Act 1992*.

### **Related Projects**

- 86. **Project J0095 (JP2047) Terrestrial Communications.** This project will deliver an upgraded ICT services connection (DPN, DSN and DVN) to the retained footprint of *Moreton*. The two projects at *Moreton* have commenced liaison and will continue to liaise to ensure there are no siting conflicts.
- 87. **Partial Disposal of Land at Bulimba Barracks via Commonwealth Property Disposals Policy.** The disposal process for the agreed majority portion of Bulimba Barracks is expected to proceed to an on market sale as per the Commonwealth Property Disposals

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<sup>1</sup> AS 1428 – 2010: Design for access and mobility

Policy. The disposal is expected to be complete in 2017, after which Defence will lease a portion of the disposed property for ongoing use until the proposed new facilities on *Moreton* are completed. The Project remains in close liaison with Property Management Branch to confirm project requirements in support of support disposal actions.

## **Cost Effectiveness and Public Value**

### **Outline of Project Costs**

88. The estimated total capital out-turned cost of the project is \$15.6 million (excluding Goods and Services Tax). This includes management and design fees, construction costs, information and communications technology, furniture, fittings, equipment, contingencies and a provision for escalation.
89. A net decrease in operating costs is expected as a result of the reduced footprint of the site. The estimated cost of operating and maintaining the new *Moreton* precinct will inform future budgeting by Defence.
90. Notwithstanding the net decrease in operating costs, the project will improve the ability of *Moreton* to meet its key operational support obligations, improve workplace health and safety on the Base, improve the capacity and effectiveness of the existing maintenance and support facilities.

### **Details of the Project Delivery System**

91. The Commonwealth has procured a Project Manager and Contract Administrator (PMCA) and a contractor under an Integrated Design and Construct (IDC) contract for the early design.
92. Subject to Parliamentary approval of the project, the PMCA and IDC will continue the design activities through to construction, where the IDC will provide opportunities for small to medium enterprises by sub-contracting construction trade packages.

### **Construction Program**

93. Subject to Parliamentary approval of the project, design activities are expected to be completed by late 2017, with construction anticipated to commence in late 2017 with completion anticipated in early 2019.

## **Public Value**

94. The Project will contribute significantly to a Defence need for current and future RAN presence in South-East Queensland.
95. The project will also employ a diverse range of skilled consultants, contractors and construction workers that could also include opportunities for up-skilling and job training to improve individual skills and employability on future projects.

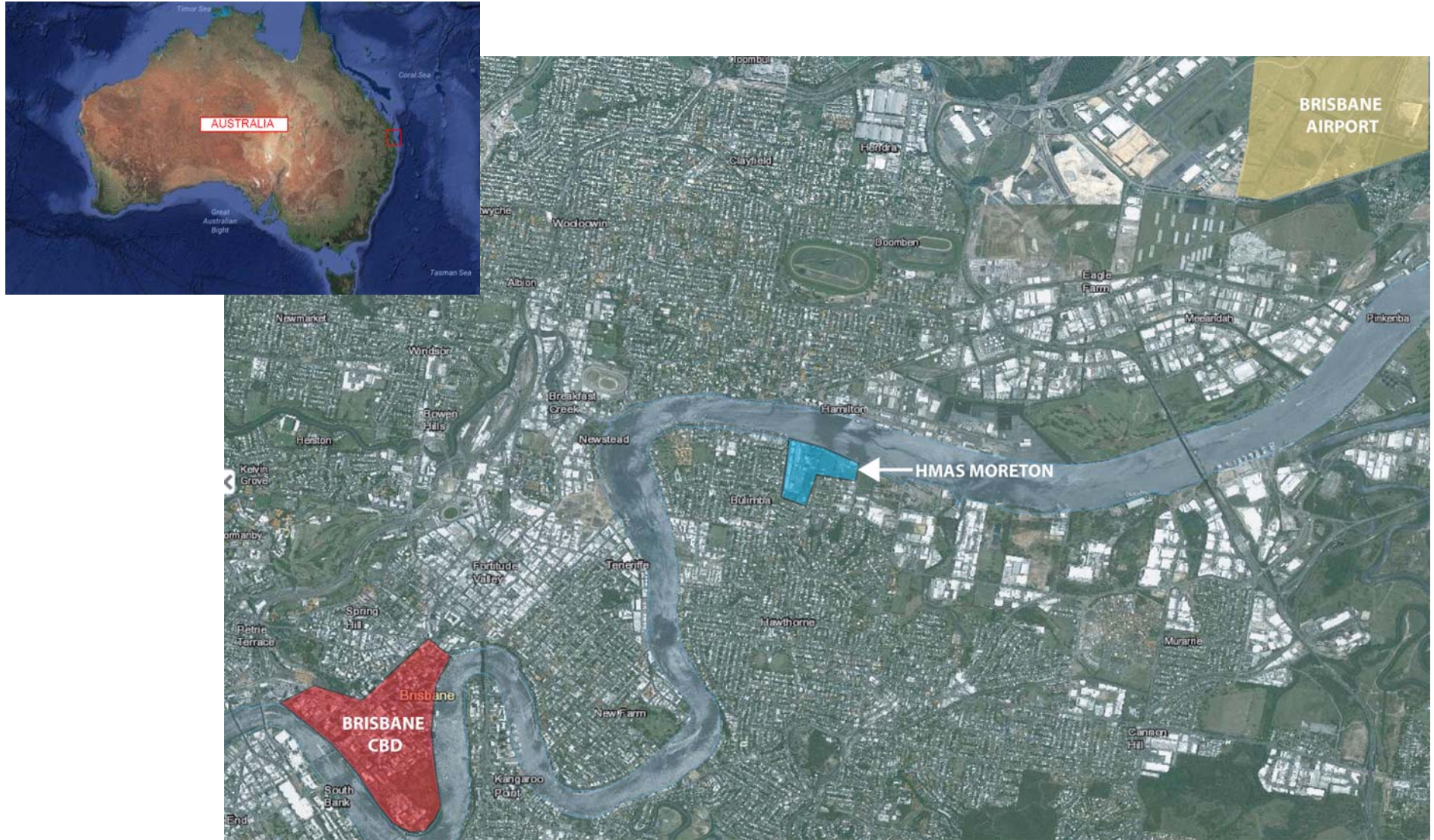
## **Revenue**

96. No revenue is expected to be delivered from this project.

## **Attachments**

1. Locality Plan
2. Gatehouse
3. Multi User Facility
4. Transit Accommodation
5. Storage Shelters
6. Training Shelters
7. Site Works and Infrastructure
8. Boat Ramp

## ATTACHMENT 1 – LOCALITY PLAN







## HMAS MORETON PRECINCT LAYOUT



**Key:**

1. Gatehouse
2. Multi User Facility
3. Transit Accommodation
4. Storage Shelters
5. Training Shelters
6. Boat Ramp

## ATTACHMENT 2 - GATEHOUSE



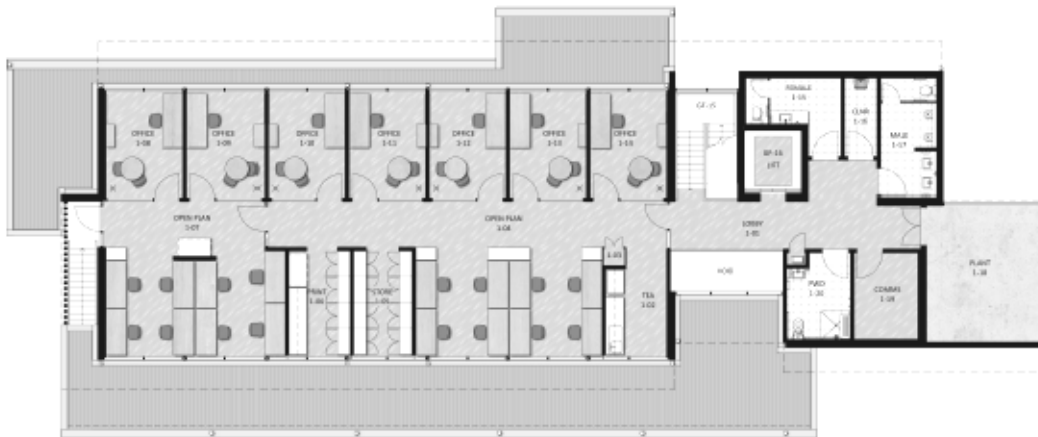
## ATTACHMENT 3 – MULTI USER FACILITY



Multi User Facility – Ground Floor



Multi User Facility – Level 1



## ATTACHMENT 4 – TRANSIT ACCOMMODATION



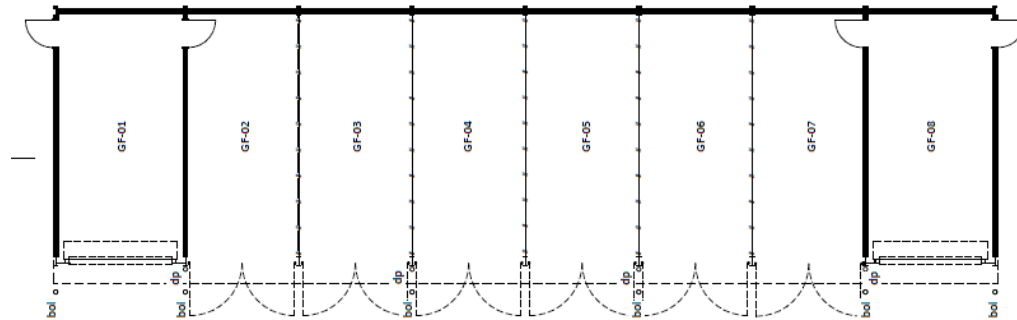
Transit Accommodation – Ground Floor



Transit Accommodation – Level 1 & 2

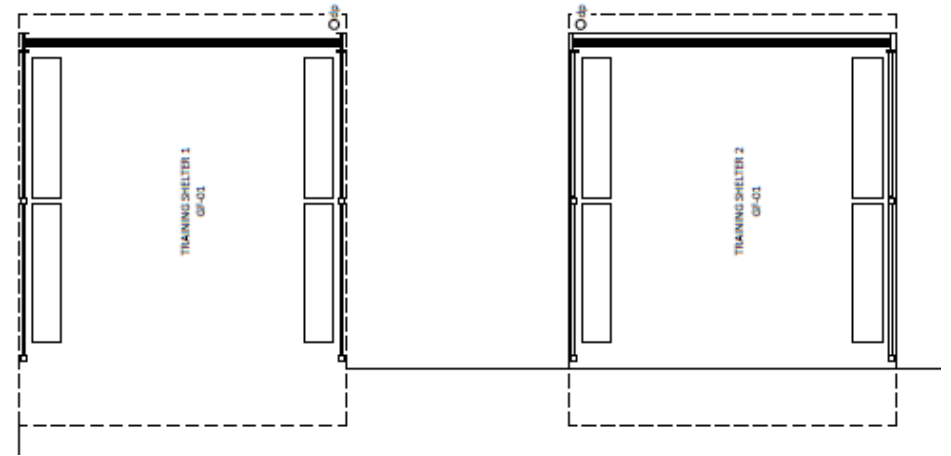


## ATTACHMENT 5 – STORAGE SHELTERS

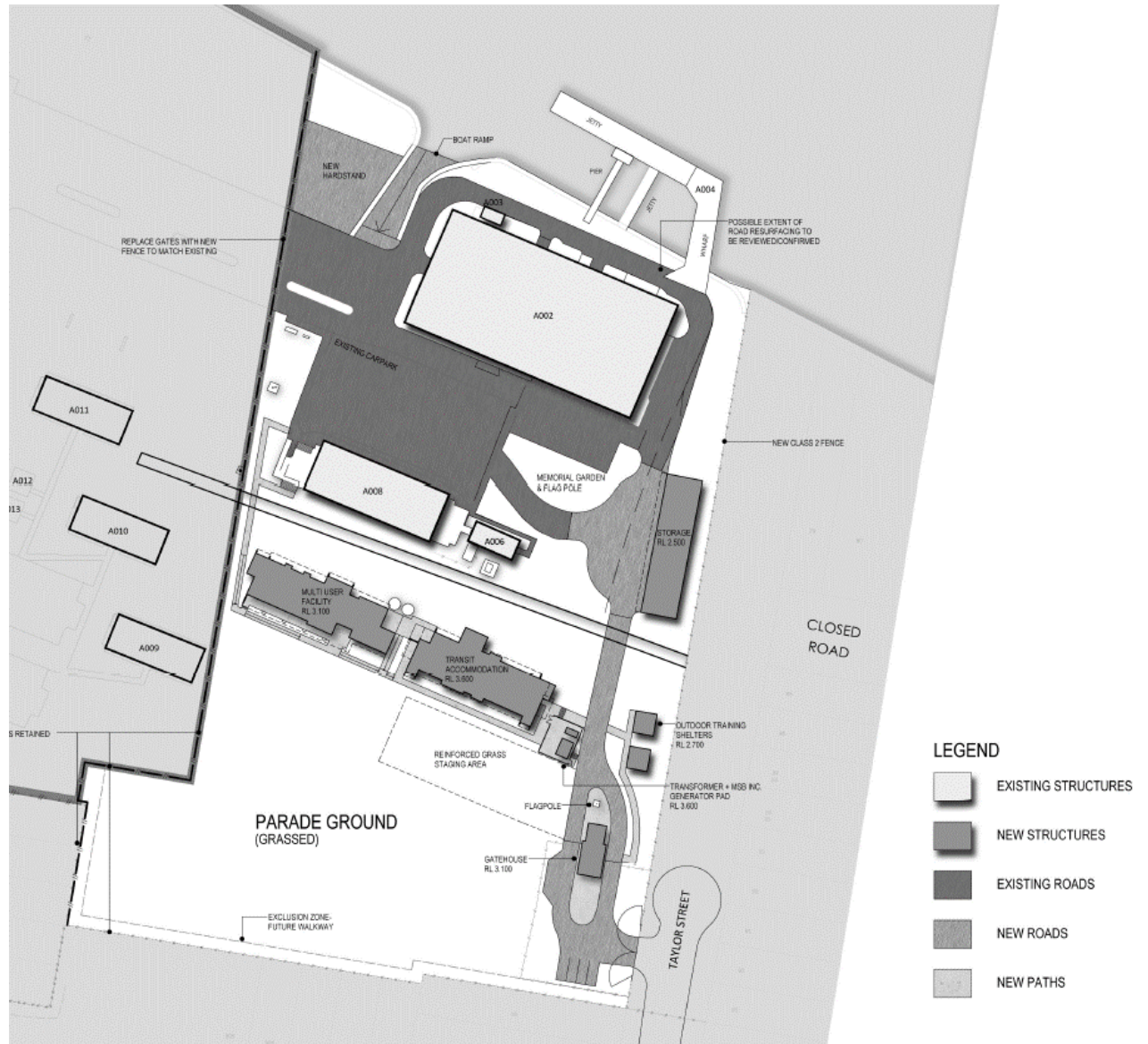




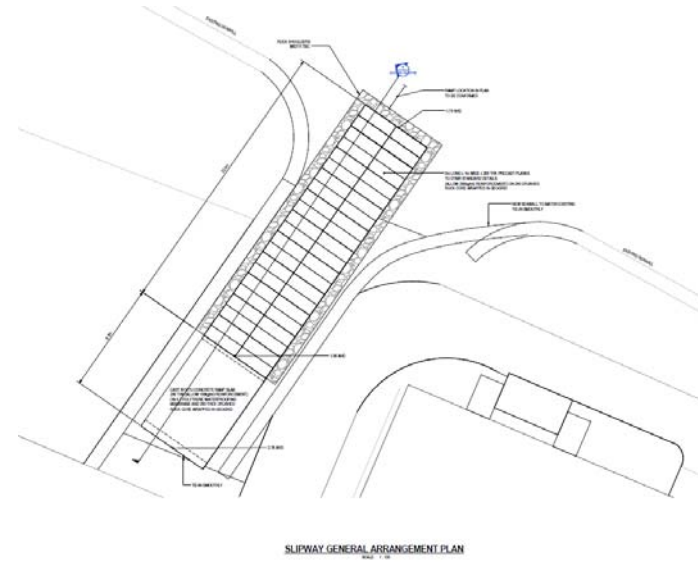
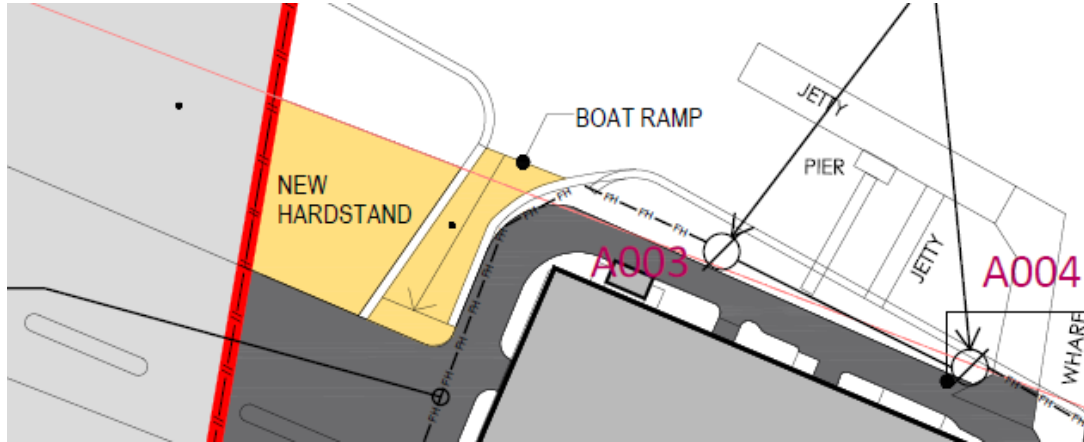
## ATTACHMENT 6 – TRAINING SHELTERS



## ATTACHMENT 7 – SITE WORKS AND INFRASTRUCTURE



### ATTACHMENT 8 – BOAT RAMP



SLIPWAY GENERAL ARRANGEMENT PLAN