



**OPERATIONAL UPGRADE,  
DARWIN DETENTION FACILITY,  
BERRIMAH, NORTHERN TERRITORY**

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

**DEPARTMENT OF IMMIGRATION AND  
MULTICULTURAL AND INDIGENOUS AFFAIRS  
CANBERRA ACT  
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## **INTRODUCTION**

1. The Department of Immigration and Multicultural and Indigenous Affairs (DIMIA) proposes the provision of additional facilities at the Coonawarra Immigration Reception Facility site in Darwin, Northern Territory. Following completion of the works, the centre will be managed by DIMIA through a contracted detention services provider as a joint fisheries/immigration detention facility. It will be renamed the Darwin Detention Facility (DDF).

## **IDENTIFICATION OF THE NEED**

### **PROJECT OBJECTIVES**

2. The objective of the project is to establish a safe and secure land based detention facility for illegal foreign fishers apprehended in Australia's northern waters.
3. The illegal foreign fishers present a significant border protection and quarantine risk (human, animal and plant health) and participate in increasingly aggressive and well organised commercial and criminal activities.
4. Illegal foreign fishers, including minors, apprehended in Australia's northern waters are detained on their vessels until investigation and charging by the Australian Fisheries Management Authority (AFMA) and any subsequent prosecutions are complete and they are available for immigration removal. Once investigations are progressed, the fishers may, in some cases, be transferred to existing immigration detention facilities in southern Australia, to police or correctional holding facilities, or to alternative detention accommodation such as motels.
5. Boat-based detention is increasingly difficult as a long term option. Boat-based detention has been criticised by the Indonesian Consulate in Darwin and there have also been adverse findings by public scrutiny bodies and in a coronial inquiry.

### **DETAINEE CASELOAD**

6. Foreign fishing activity in Australian waters, particularly its northern waters, has been growing over the past several years and is expected to continue to grow. The pattern of activity has shifted steadily eastward across the Top End in response to both fish stocks and enforcement activity. The drivers of this activity are poverty among Indonesian fishing villages, the relative abundance of sharks in Australia's northern waters and high prices for shark fin on Asian markets. Such fishing severely depletes Australia's fish stocks and degrades the marine environment. Given its high market returns, there is a significant risk that the level of illegal fishing will escalate.
7. The activity is increasingly well organised and sophisticated with some crew using navigational aids and, in some cases, mother ships to coordinate operations. Crews

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on some vessels are becoming aggressive towards Australian Government apprehending vessels.

8. In 2004-05 (YTD 10 May 2005), around 1350 fishers were apprehended for foreign fishing offences. This is a notable increase on the figure of 925 fishers apprehended in 2002-03. With very few exceptions, this caseload comprises Indonesian nationals. All are males, of whom an estimated seven to nine per cent are minors. Of the 1350 fishers apprehended in 2004-05 YTD, around 340 (or 25 per cent) were charged with fishing offences. Of this group, around 100 (or 29 per cent) served or are serving a prison sentence following prosecution of those offences. These high numbers are not expected to reduce in the near to medium term. Identifying effective prevention and deterrence measures is a critical issue for relevant agencies.
9. Illegal fishing activity tends to be seasonal, with higher numbers sighted during the dry season and less during the end-of-year wet season marked by storms and tropical cyclones. While there are still peaks in fishing activity in October and February to April each year, they appear to be becoming less marked, possibly due to the increasingly organised criminal nature of the fishing and the willingness of fishers to take risks with the weather because of the lucrative nature of the shark fin market. In addition, apprehensions during fisheries compliance operations conducted two to three times per year can net around 200 fishers in a two-week period. For example, the recent multi-agency operation conducted during 12-24 April 2005, resulted in 29 foreign fishing vessels and 258 crew apprehended.
10. While most crew are compliant, violent incidents have been known to occur, including assaults between crew members. There have also been two deaths of fishers during boat-based detention – one in February 2003, the other in April 2005.
11. Both AFMA and DIMIA have statutory responsibilities to detain illegal foreign fishers at different stages between the time they are apprehended and the time they are repatriated. AFMA detains to investigate breaches of the fisheries legislation for a statutory period of up to seven days. DIMIA detains to establish the individual's right to remain in Australia and to have the individual available for removal from Australia as soon as reasonably practicable.
12. Currently AFMA manages arrangements for the detention of apprehended fishers on board their vessels, for both AFMA and DIMIA purposes – i.e. during investigation of breaches of fisheries legislation, during the prosecution process and until removal of the fishers from Australia. From time to time, foreign fishers who are available for removal may also be detained in immigration detention facilities in southern Australia or, as required, in another place approved as a place of detention.
13. Boat-based detention of illegal foreign fishers has been the subject of reports from the Commonwealth Ombudsman (1998), the Joint Standing Committee on Migration (2000), the Human Rights and Equal Opportunity Commission (2004) and again by the Commonwealth Ombudsman (2004). On 19 March 2004, in response to the death of an Indonesian fisherman detained on board a vessel in Darwin Harbour in 2003,

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the Northern Territory Coroner called for AFMA and DIMIA to review detention arrangements and for detained crew to be repatriated as soon as reasonably practicable.

14. A program of rapidly repatriating those IFFs who have not been charged with fisheries offences was agreed by Government in the 2004-05 Budget and implemented on 1 July 2004. The program seeks to remove IFFs as unlawful non-citizens as soon as reasonably practicable in accordance with the *Migration Act 1958*. This process is not dependent on finalisation of the vessel bonding process. In the past, where vessels were being released on a bond, fishers remained in detention on board their vessels awaiting finance to be raised, often for periods of 30 days or more. The rapid removal process, therefore, enables DIMIA to meet its legal obligations under the *Migration Act 1958*, is for humanitarian purposes, and significantly reduces the length of time the fishers spend in immigration detention, particularly where the detention is boat-based. The average detention period for IFFs who are not being charged is now around one to two weeks before their repatriation by air.
15. In January 2005, the Government announced the operational upgrade of the existing contingency immigration detention facility at Defence Establishment Berrimah (formerly known as HMAS Coonawarra) in Darwin. This decision recognises the increasing difficulties of boat-based detention and the desire to enhance detention arrangements for apprehended fishers.
16. As the central detention facility for northern Australia, the upgraded facility can be used for apprehended fishers brought to Thursday Island in the Torres Strait, Gove and Darwin in the Northern Territory, and possibly also Broome in Western Australia.
17. In order for the facility to be commissioned as a joint fisheries/immigration detention facility, a number of legal issues must be resolved. Proposed amendments to the *Fisheries Management Act 1991*, the *Torres Strait Fisheries Act 1984* and the *Migration Act 1958* relevant to these issues are currently before Parliament.
18. While illegal foreign fishers will comprise most of the detainee population at the Facility, compliance cases from the Northern Territory and unauthorised air arrivals in the process of being removed will also be accommodated there. There are an estimated 50 of these cases per year in Darwin. Some of this smaller caseload are women and minors and while seeking to avoid accommodating them in the detention facility, the facility needs to be able to cater for their special needs if required, as well as those of the larger illegal fisher caseload.

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## **HISTORICAL BACKGROUND**

### **Background**

19. On 23 August 2001, the Government announced plans to increase the contingency capacity for detaining unauthorised boat arrivals by establishing immigration detention facilities at a number of Defence sites, including HMAS Coonawarra, Darwin, Northern Territory.
20. Work commenced on this facility in late August 2001. From December 2001, accommodation was available for up to 250 and, from March 2002, for a further 400.
21. In January 2005 the Government announced its decision to establish a joint fisheries /immigration detention facility in Darwin (hereafter referred to as the Darwin Detention Facility) at the existing contingency immigration detention site located within Defence Establishment Berrimah (DEB).
22. The facility is currently available for use by the Department of Defence, on the understanding that immigration detention requirements take precedence. Defence and other Government agencies have used the facility on a number of occasions since its establishment.

### **Existing Facilities**

23. The Darwin Detention Facility (DDF) is located at DEB, which is situated on the Stuart Highway in a mixed-use area comprising industrial warehouses, light industry and small business. The Darwin International Airport is some 5 kilometres away by road.
24. Entry to the DDF is through the main gate of DEB, which is controlled by the Department of Defence. An internal road provides direct access to the detention facility which is adjacent to existing Defence single sailor housing and car parking. Although the detention facility has a frontage to the Stuart Highway (at the intersection with Amy Johnston Ave) there is no separate access currently available.
25. The detention facility was constructed as a contingency immigration reception facility using demountable buildings from Collie in WA, as well as pre-existing transit accommodation owned by Defence. The facility comprises two separately fenced adjoining compounds; the southern compound has the capacity to accommodate up to 400 people and the northern compound has a capacity for up to 250 people.
26. The southern compound consists of 43 accommodation buildings with four or five rooms per building. Each room has a double bunk, a wardrobe and a table and has capacity for up to two people. There are two existing ablution blocks and 28 of the rooms include shower/toilet amenities. There is also an existing laundry and a multi-purpose building.



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27. The northern compound consists of 32 accommodation buildings with four rooms per building. Each room has an ensuite, a double bunk, a wardrobe and a table and has capacity for two people. This northern compound is the subject of the upgrade.
  28. There are two large multi-purpose buildings in each compound. The accommodation buildings and the multi-purpose buildings are air-conditioned.
  29. Concrete paths join all the demountables within each compound.
  30. Each compound has its own sally port entry and the compounds currently have perimeter fencing consisting of two 3.6 metre high chain wire fences with razor wire placed at ground level within the sterile zone against the outer fence. Both compounds are located inside the DEB perimeter fence.

### **THE NEED FOR THE WORK**

31. The northern compound was selected for the upgrade as it contains larger outdoor grassed area to allow detainees to exercise and play outdoor sports. It also has a greater amount of open space for the additional buildings required to operate the facility on an ongoing basis. The southern compound which has capacity for 400 will remain available in its current state for contingency purposes.

### **Requirement**

32. To have the detention facility available as a permanent, on-going detention centre, there are a number of improvements required to enable the detention services provider (DSP) to meet the standard of services, programs and facilities required of it as set out in the *Immigration Detention Standards* (IDS), including, in particular, the requirement to meet safe and secure detention. The improvements require the provision of medical facilities to provide primary health care, a kitchen, interview facilities, visitor facilities, disabled accommodation and ablutions, provision of shade structures for outdoor activities, a reception and induction building, DIMIA and DSP administration buildings, a storage area for detainee belongings and consumables, and an upgrade to the security of the facility.
33. The work is required to increase and enhance the amenities and improve the security of the northern compound to enable the facility to operate on an ongoing basis. The current security arrangements are low key and not well suited for an ongoing detention facility.
34. DIMIA has identified a number of second-hand demountable buildings that are existing Commonwealth assets suitable for re-use at the DDF. These assets are currently at the now decommissioned Curtin Immigration Reception and Processing Centre at the Curtin RAAF Base, 40 kms from Derby in Western Australia.

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35. The relocation and refurbishment of these existing assets is an appropriate use of resources and represents the best value for money outcome with some capital cost savings realised.

### **Capacity**

36. The northern compound has capacity for 250 people. These works will not increase the capacity but will upgrade the facility to appropriate standards.

## **SCOPE OF WORKS**

### **Site Planning**

37. The existing facility is located at the western end of the DEB adjacent to existing base housing containing single sailor accommodation and car parking, and has frontage to the Stuart Highway at the northern boundary. Access to both compounds is from an internal access road of DEB.

### **Detainee Accommodation**

38. Detainees will be accommodated in the existing demountable buildings which are connected by covered breezeways. Additional fencing and gates will be installed to enable separation of unused areas of the facility, as appropriate.
39. A building to accommodate disabled detainees will be provided, including appropriate ablutions.

### **Amenities**

40. A new kitchen and undercover recreation facilities will be provided to improve the amenity for the detainees. There will be a dining area adjacent to the kitchen, which will be supplemented by two cabanas for outdoor dining and, from time to time, for self-catering
41. A medical facility, a visits and an interview building will also be provided.

### **Cyclone Shelter**

42. Options have been investigated to have the kitchen/dining/recreation building strengthened sufficiently to meet the requirements of a cyclone shelter. This option will be pursued further with qualified structural engineers during the detailed design stage.

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## **Management Facilities**

43. There is a requirement for additional buildings for managing the facility. These include offices for the DSP, a management support unit, a property store and staff toilets.
44. An existing building on site (surplus to Defence requirements), but external to the compound, will also be modified for use by DIMIA and AFMA staff.
45. A visitor processing and reception facility will be provided to enable the screening of visitors. The screening process will be consistent with other DIMIA detention facilities and use a walk-through metal detector and a baggage X-ray machine. Visitor and staff toilet facilities will also be provided.

## **Security**

46. To operate the upgraded facility, some modifications and enhancement to the existing perimeter security is required. Several options have been developed for consideration and these will be further developed during the detailed design stage. The enhanced security system will be monitored from a dedicated control room.

## **ALTERNATIVE SITE OPTIONS**

47. Alternative site options were investigated in the Darwin region. These included the Department of Defence's Eleven Mile Antenna Farm. This site was found unsuitable as there was no existing accommodation and limited infrastructure on the site.
48. Other options included the purchase of a motel in the Darwin area or a boarding house. These options were deemed unsuitable due to the limited number of detainees that could be accommodated and lack of security.
49. Due to the pre-existing capital investment in infrastructure at DEB, this was chosen as the preferred site.

## **ENVIRONMENTAL IMPACT ASSESSMENTS**

50. The project is not a controlled action under the EPBC Act and is assessed to have no significant environmental impact. The project will not be the subject of an environmental impact assessment.
51. A Construction Environmental Management Plan which complies with the requirements of the relevant authorities will be implemented for the project and appropriate environmental controls will be put in place prior to the commencement of works.

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## **HERITAGE CONSIDERATIONS**

52. There are no heritage considerations for this project.

## **CONSULTATION WITH RELEVANT STAKEHOLDERS**

53. Consultation has been ongoing between Commonwealth Departments of Defence, AFMA, Attorney-General's, Foreign Affairs and Trade, Agriculture, Fisheries and Forestry, Health and Ageing and Environment and Heritage. Consultation has also taken place with the NT Chief Minister and the NT Department of Health and Community Services.
54. DIMIA will consult with the Northern Territory Government, Palmerston City Council, the Power and Water Authority and Emergency Services authorities as appropriate.
55. The site is generally not visible from public roads, but it is partly visible from internal DEB roads. There is no business or non-Defence residential development on adjoining land.

## **REVENUE DUE TO THE PROJECT**

56. The project will not generate any revenue for the Commonwealth.

## **TECHNICAL INFORMATION**

### **PROJECT LOCATION**

57. The project is located on the Stuart Highway at Berrimah and is internal to, and shares the primary access road with, DEB.

### **PROJECT SCOPE**

58. The project requirement is to enhance the amenity and improve the security of the facility. To achieve this, a range of facilities will be required, including:
- a) Provision of additional buildings or modifications to existing demountable buildings to support delivery of the IDSs, including:
- Detainee Induction/Processing and Property Store
  - Detention Services Provider Administration building
  - Detention Services Provider Officer Stations
  - Dining and Recreation Facility
  - Disabled Accommodation
  - Dry Goods Store
  - Ablution Buildings
  - Interview Facilities

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- Kitchen
  - Management Support Unit
  - Medical Centre
  - Visits Area
  - Visitor Reception/Processing/Screening Area
  - Visitor and Staff Toilets
  - Visitor Waiting Area
- b) Refurbishing the existing Administration Building to provide:
- DIMIA administration
  - AFMA administration
  - Staff facilities
  - Archive storage
  - General storage
  - Data and Communications room
- c) Provision of improved amenity and safety for the detainees:
- Provide illuminated pedestrian pathways and covered recreation areas, and
  - Strengthen the largest recreation/dining room to provide a cyclone shelter.
- d) Provision of improved security for the facility:
- Upgrade perimeter security, and
  - Provide improved electronic security.
- e) Upgrade and modify the existing site services.

## **Building Works**

### **DIMIA Administration Building (Building 18)**

59. An existing single level masonry building outside the secure perimeter is proposed to house the DIMIA and AFMA administration functions. This building currently contains toilet facilities and several offices which can be utilised for general administration, file storage, offices and meeting rooms.
60. This building will be connected via a covered walkway to the visitor entry/processing/screening building.

### **Visitor Reception/Processing/Screening Building (Building 9)**

61. A new demountable building is proposed to provide facilities to receive, process and screen visitors to the centre, as well as visitor and staff lockers and toilets. The

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screening equipment will include a walk-through metal detector and x-ray baggage screening equipment.

62. The visitor entry and processing building will be used by all visitors and staff entering and leaving the DDF. This building is connected by a covered pedestrian walkway with contraband protection, to and through the perimeter security fences.

#### **Visits Centre (Building 10)**

63. This building will be utilised as an area where visits between visitors and detainees can be conducted. It is proposed to use an existing demountable building from the decommissioned Curtin IRPC. Some minor refurbishment is proposed to ensure suitability. This building will be located immediately inside the perimeter fence adjacent to the existing building proposed to be used for recreation and dining. This arrangement will enable detainees to be easily escorted to visits from the recreation area.
64. A shaded courtyard is also proposed as an extended visits area, and will be adjoined to the visits building.

#### **Interview Building (Building 11)**

65. This building will be utilised by legal representatives, AFMA, DIMIA, the DSP and other external agencies when interviews of detainees are required. Similarly, it is proposed to relocate a demountable building from the decommissioned Curtin IRPC. Some minor refurbishment is required for this demountable which will have three interview rooms.
66. This building will be located immediately inside the perimeter fence adjacent to the existing recreational dining facility and in close proximity to the visits building.

#### **Detention Services Provider (DSP) Offices (Building 12)**

67. An existing demountable building currently located at the decommissioned Curtin IRPC will be used as administration offices for the DSP. This building will require some modification and refurbishment and will be located adjacent to the existing building proposed for recreation/dining purposes.
68. A covered walkway/breezeway will connect this building with the visits and interview buildings as well as the covered walkway from the visitor entry and processing building.

#### **Officer Stations (Buildings 2)**

69. An existing officer station in the sally port will control vehicle access to the detention facility. A demountable officer station will be relocated from Curtin IRPC and placed in the location between zones C and D. This will allow for observation of detainees and will also act as a contact point, in the first instance, for detainees to arrange

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medical appointments, meetings and interviews etc with service providers and DIMIA.

### **Dining and Recreation Facility (Building 8)**

70. The recreation/dining facility is proposed for the existing demountable building (Building 8) and is located in close proximity to the visits and interview buildings.
71. This building has a large, open floorplan and will require some refurbishment to enable its use as a dining and recreation building. Such changes would include the provision of a secure door for access to visits and interviews, a toilet and provision of secure openings for the kitchen facility and servery functions.
72. It is also proposed that this building serve as an emergency cyclone shelter. Options will be pursued to determine if this can be accomplished through, for example, structural strengthening.

### **Kitchen (Building 7)**

73. A new/second-hand demountable kitchen building is proposed to be provided for the kitchen facility. This building will be located at the end of the existing building proposed for recreation and dining, thus allowing direct access into that area.
74. The kitchen will be fitted out according to the variable meal requirements for the detainees. It is proposed that the serving of meals will be served directly from the kitchen to the dining area and, if required, delivered to the Cabanas located in the main compound.

### **Dry Goods Store (Building 6)**

75. An existing demountable building located at the Curtin IRPC will be relocated to Darwin and modified for use as a stores building.
76. The stores building will be located adjacent to the kitchen within the detainee-free zone. This location also provides ease of access for deliveries from the nearby vehicle bay.

### **Detainee Induction/Processing and Property Store (Building 3)**

77. It is proposed that the existing demountable building currently on site will be used for detainee inductions, processing and screening. An area will be fitted out to store detainee property. Some modifications and additions will be required including an access door facing the vehicle parking area for new arrivals, as well as internal storage racks and enclosures.
78. This building is located within the detainee-free zone and is immediately adjacent to the vehicle bay, enabling new arrivals to be transported directly into the processing/screening area without interaction with existing detainees in the centre.

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#### **Medical Centre (Building 4)**

79. The medical centre will be located immediately adjacent to the detainee processing building within the detainee-free zone. This location allows efficient and direct access from the adjacent detainee processing building for those new arrivals to undergo initial medical screening and for any detainees who may require immediate medical attention. It is also in close proximity to the vehicle bay for ambulance transportation to hospital, should this be necessary.
80. It is proposed to utilise a demountable building currently located at the decommissioned Curtin IRPC as the medical centre. Refurbishment and fit-out will be required to provide primary medical care and will include a triage area, waiting area, two consulting rooms and a short stay area.

#### **Ablutions Buildings (Building 5)**

81. Two new ablutions buildings will be built on-site and will contain toilets, showers and basins to cater for a capacity of 250 persons. These ablutions buildings will be of solid, hard wearing construction with ease of cleaning a priority for health and hygiene reasons.
82. These buildings will be located adjacent to the existing accommodation compound.

#### **Staff Toilets (Building 5)**

83. Additional staff toilets will be provided adjacent to the medical building and DSP administration building.
84. These facilities will be of a new demountable building design and provide additional toilet capacity to those facilities already contained within some of the other demountable units.

#### **Cabanas (Building 14)**

85. Two cabanas of similar construction to the type used at the Phosphate Hill Immigration Detention Facility on Christmas Island, being of metal construction, colorbond metal roof and walls and with roll-up side curtains, will be installed. One of the cabanas will have a kitchenette with facilities for BBQ hot plates, gas burners for wok cooking, refrigeration and stainless steel benching to allow for meals to be prepared for a limited number of detainees. It is intended that the majority of meals will be delivered to the cabanas from the kitchen. One cabana will also provide a kitchenette where drinks and snacks can be made.
86. Both cabanas will be located within the garden area (coconut grove area) and will provide communal outdoor eating and social interaction between the detainees.



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### **Accommodation Buildings (Building 15 and 16)**

87. There are 32 existing demountable accommodation buildings on site. It is proposed to provide one additional accommodation building, for disabled persons use which will be fitted out to comply with the AS-1428.
88. Four of the accommodation buildings are grouped together at one end of the site which will allow the separation of these buildings into a precinct area (Zone D) for women and children detainees, including unaccompanied minors.
89. A portion of one of these accommodation buildings will be refurbished as a Management Support Unit, incorporating more durable and damage resistant surfaces to cater for detainees who require a higher degree of supervision and management for short periods of time (Zone E).
90. The balance, and majority, of the accommodation units will house male detainees, also in a separate zone (Zone C).

### **Engineering Services**

#### **Power, Water and Sewer**

91. The site is currently serviced by DEB with water, electricity and sewerage. Some modification and additions will be required for the additional facilities and rationalization of the existing services will be undertaken. While the separation of the services is not part of this project ongoing consultation will be maintained to limit rework at a later stage.

#### **Fire Services**

92. The facility is serviced by fire hydrants and hose reels.
93. The accommodation buildings are serviced by local smoke detectors which do not relay back to a central fire panel. Electrical fire and smoke detectors will be installed in all new buildings, to comply with relevant codes and statutory requirements.
94. Fire hoses and hydrants will be installed to comply with all relevant codes and statutory requirements.

#### **Building Services**

95. All existing accommodation units in the northern compound have ensuite facilities. In addition, two new robust ablution blocks will be built to enable easy cleaning and maintenance for health and hygiene purposes.
96. All buildings have power and lighting installed; all buildings have wall-mounted room air-conditioners.

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## **Communications**

97. The existing communications infrastructure will be extended to provide a structured cabling system throughout the facility and additional phone points in the new areas including pay phones for use by detainees.

## **Back up generator**

98. A generator will be included to provide a back-up service to the security and lighting system, essential administration areas and the kitchen.

## **Site Issues**

### **Vehicle and pedestrian access to the facility**

99. All vehicle and pedestrian access to the facility is currently through the main DEB gatehouse and via an internal access road. The master plan is based on the continuing use of this access.
100. Car parking is currently available in the Defence car park and continued use of this area has been agreed with Defence.

### **Vehicle access within the facility**

101. There is currently no defined vehicle access within the facility beyond a turning bay directly adjacent to the sally port. The master plan addresses the separation of both vehicle and pedestrian traffic and vehicles and detainees within the perimeter. Vehicle access is required for detainee reception and departure, goods delivery, refuse collection, maintenance and servicing and emergency services.

### **Pedestrian access within the centre**

102. Pedestrian access paths currently link all the facilities and some of these require modification and extension to address additional facilities, disabled access, additional fencing and zoning issues.

## **Security**

### **Security Systems**

103. The following security systems have been investigated:

- detection systems to perimeter
- camera surveillance to perimeter linked to detection system
- camera surveillance to management support rooms
- duress alarm system to interview rooms
- camera surveillance to recreation buildings

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### **Perimeter fences**

104. Some modifications and enhancement to the perimeter security will be required. A final review of security will establish the most cost effective approach to be used. It is proposed that existing razor wire installed in the sterile zone will be removed.
105. Lighting is installed to the perimeter and sterile zones. Any additional lighting works will need to be approved by the Civil Aviation Safety Authority (CASA), due to the proximity of the facility to the airport.

### **Perimeter Access**

106. Controlled access will be provided for pedestrians and vehicles, including access to visiting and interview facilities and access for staff and official visitors to the DSP's administration office.

### **Monitoring**

107. Detection systems and cameras will be installed around the perimeter and the existing perimeter lighting will be reviewed in conjunction with the installation of a camera system.

### **Internal Fencing**

108. Additional internal fences will be provided in order to separate buildings and detainee/non detainee areas.

### **Furniture, Fittings and Equipment**

109. A range of equipment will be purchased to increase and improve amenities for detainees. Items may include:
- televisions
  - dvd players
  - sound systems, karaoke systems
  - table tennis tables
  - gym equipment
  - pool tables
  - play stations
  - soccer and cricket sets
  - tables and chairs for recreation facilities
  - couches, and
  - office furniture.

Some of these items will be available from surplus equipment at other locations, principally the Curtin IRPC.

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## **Zoning / Site planning**

110. The northern compound will be divided into five zones. As per the site plan, an area between the northern compound accommodation and the perimeter fence is separated by a metal-clad fence, which restricts detainee access 'behind' the accommodation buildings and provides screening and separation from the Stuart Highway.

### **ZONING PRINCIPALS**

#### **Zone A: Services Zone**

111. Zone A will include the medical centre, kitchen and dry goods store. This zone will allow service vehicles to access all buildings in this zone.

#### **Zone B: Visits and Interview Zone**

112. Zone B will be accessed by detainees under escort for the purpose of visits and interviews and detainee access to the compound will be controlled by the DSP. This is to prevent visitors from having access to general detainee areas. The DSP administration building is also in this zone.

#### **Zone C: General Detainee Zone**

113. Zone C includes large grassed areas for detainee recreation, general detainee accommodation, ablutions and cabanas. The laundry is also located in this zone. The dining and recreation facility is accessed by the detainees from this zone.

#### **Zone D: Female and Juvenile Zone**

114. Although not expected to be used frequently, Zone D allows for the separation of women and children, unaccompanied females or minors or other special need detainees from the general adult male detainee population. The disabled unit is located in this zone. This zone also includes the principal officer station.

#### **Zone E: Management Support Unit Zone**

115. Although not expected to be used frequently, Zone E allows for the separation of detainees who require a higher degree of management or supervision than the general detainee population.

### **SITE DESCRIPTION**

116. The site is currently contained within a fenced perimeter. The existing demountable buildings are set out regularly across the site interspersed with trees and tropical foliage. The built zone occupies approximately two-thirds of the site. An open area making up the remaining one-third provides recreation space and is located on the eastern side of the site.

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## **INFORMATION ON ZONING AND APPROVALS**

117. The facility is located on Commonwealth land. The Department of Defence is currently having the site surveyed, in preparation for a possible transfer of title to DIMIA.

## **LAND ACQUISITION**

118. No land will be acquired for this proposal. Darwin Detention Facility is located on Commonwealth land.

## **APPLICABLE CODES AND STANDARDS**

119. The design of new facilities will conform to the relevant sections of:

- the Building Code of Australia;
- Australian Standards and Codes;
- the Occupational Health and Safety Act, 1991 (Commonwealth);
- Environmental Protection Act and Regulations;
- Workplace Health and Safety Act and Regulations; and
- the Immigration Detention Standards.

## **PLANNING AND DESIGN CONCEPTS**

### **Design Philosophy**

120. The general philosophy to be adopted with the design of the proposed facilities shall incorporate the following considerations:

- Resistance to damage, tampering and self-harm within the capability of relocatable buildings. The design has progressed along the lines of primarily relocatable structures and some purpose built structures.
- The design will provide flexibility to allow areas to be shut down when the resident population is small, providing benefits in both management and energy efficiency.
- The design will provide flexibility to allow for re-use of demountables for alternative purposes if required.
- Vegetated and landscaped areas exist on the site and will be enhanced to provide improved amenity.

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## **Design**

121. The proposed new facilities will involve re-use and modification of relocatable buildings, refurbishment of existing buildings and construction of new buildings.

### **Design Options**

122. The options available for consideration are limited to the locations for the additional facilities to be provided on the site. The key guiding criteria for the design and options were:

- Sufficient capacity to accommodate the detainee numbers required;
- Sufficient flexibility to enable DIMIA to accommodate a wide cross section of people in small numbers;
- Capacity to close off particular sections of the facility to allow for varying numbers of detainees and to reduce running costs; and
- Ability to operate effectively throughout its design life.

### **Certification**

123. The project manager will ensure that the facility complies fully with DIMIA's operational requirements and Immigration Detention Standards along with the applicable building codes and standards.

### **Philosophy Adopted for the Design of the Security System**

124. The current security management approach will be enhanced. Consultants have been engaged to develop security options.

125. The security principles to be reinforced in the project include:

- The ability to separate detainees from other detainees as necessary;
- The ability to separate visitors from detainees; and
- Provide a secure facility.

### **Philosophy Adopted for the Design of the Fire Protection System**

126. The following philosophy has been adopted in respect of the design of the fire protection systems:

- All construction and fire protection requirements will be in accordance with the Building Code of Australia; and

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- Certification will be provided that the design and construction meet the requirements of the Building Code of Australia, relevant Codes and Standards and additional State requirements.

### **Philosophy Adopted for Energy Management**

127. Consultation has taken place with the Australian Greenhouse Office.
128. Energy management is to incorporate passive measures that are practical and within the project budget.
129. More detail will be examined during the detailed design stage. However, measures that will be investigated include:
- Reduced energy consumption and consequential greenhouse gas emissions through photoelectric lighting controls switches in conjunction with time switch schedules; and
  - Use of high efficiency fluorescent, compact fluorescent or discharge type lamps.
130. The design of the power supply and lighting systems will comply with all appropriate Codes and Standards.

### **Philosophy Adopted for Precautions against Legionella**

131. The air-conditioning systems on site are sealed unit, individual room air-conditioners. An appropriate maintenance and inspection strategy is in place for maintenance and testing of the equipment.

### **PROJECT COSTS**

132. The cost estimate, based on preliminary design work, indicates that the project will cost some \$8.215m.

### **Timing**

133. The facility is planned to be operational by mid 2006.

### **Construction Workforce**

134. Over the construction period, and subject to the capacity of the local industry to respond, it is anticipated that the majority of the construction workforce will be engaged locally.

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## **PROJECT DELIVERY SYSTEM**

135. Subject to Government approval, DIMIA proposes to procure the buildings and infrastructure in accordance with the Commonwealth Procurements Guidelines.

## **SKETCH PLANS ANNEXURE**

1. Locality Plan Berrimah, Darwin NT
2. Facility Location, Berrimah, Darwin NT
3. Site Plan, Berrimah, Darwin NT
4. Master Plan, Darwin Detention Facility
5. Site Plan- Zone (A) Circulation
6. Ablutions Building indicative floor plan
7. Medical Centre indicative floor plan
8. Officer Stations
9. Detention Services Provider Offices indicative floor plan
10. Visits Centre, Interview Building and Dry Goods Store
11. Disabled Accommodation indicative floor plan
12. Dining and Recreation Facility floor plan
13. Detainee Induction/Processing and Property store.
14. Visitor Reception / Processing and Screening Building
15. Accommodation Buildings