



Parliamentary Standing Committee on Public Works

REPORT

relating to the proposed

DARWIN NAVAL BASE REDEVELOPMENT

(Seventh Report of 1999)

THE PARLIAMENT OF THE COMMONWEALTH OF AUSTRALIA
1999

The Parliament of the Commonwealth of Australia

Darwin Naval Base redevelopment

Parliamentary Standing Committee on Public Works

2 September 1999
Canberra

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Membership of the Committee

(Thirty-Third Committee – appointed 8 December 1998)

Chair Hon Judi Moylan MP

Vice Chair Hon Janice Crosio MBE, MP

Members	Senate	House of Representatives
	Senator Paul Calvert	Mr John Forrest MP
	Senator Alan Ferguson	Mr Colin Hollis MP
	Senator Shane Murphy	Mr Peter Lindsay MP
		Mr Bernie Ripoll MP

Committee Secretariat

Secretary Mr Bjarne Nordin

Inquiry Secretary Ms Maria Grainger

Administrative Officer Mrs Angela Nagy



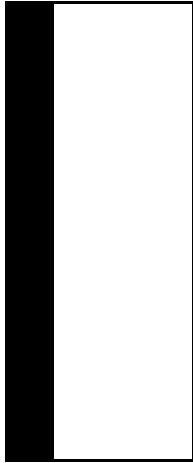
Extract from the Votes and Proceedings of the House of Representatives

No. 34 dated Tuesday, 31 March 1999

**PUBLIC WORKS—PARLIAMENTARY STANDING COMMITTEE—
REFERENCE OF WORK—REDEVELOPMENT OF DARWIN NAVAL BASE
PROJECT**

Mr Slipper (Parliamentary Secretary to the Minister for Finance and Administration), pursuant to notice, moved—That, in accordance with the provisions of the Public Works Committee Act 1969, the following proposed work be referred to the Parliamentary Standing Committee on Public Works for consideration and report: Redevelopment of Darwin Naval Base Project.

Question—put and passed.



1. On March 31 1999, the House of Representatives referred to the Parliamentary Standing Committee on Public Works the proposed Redevelopment of Darwin Naval Base Project, Darwin, Northern Territory, for consideration and report.

The Reference

2. The terms of reference were as follows:

The Department of Defence proposes to redevelop Darwin naval base to overcome facilities inadequacies affecting current operations and to cater for a planned increase in the number of minor war vessels to be home ported at Darwin. The base is an element of the Larrakeyah Barracks, and its initial development was completed in 1982. It was designed to support six Fremantle class patrol boats to be home ported in Darwin and to support other naval operational and exercise activities in northern waters.

Since 1982 the tempo of operational activities in the north has increased, as has the intensity of unilateral and bilateral exercises. Four Army landing craft and additional naval heavy landing craft and additional harbour support craft have been relocated to Darwin, placing an unacceptable strain on the existing support facilities. To support the increases in activity and the additional craft, works were undertaken in 1992 to expand the dry berth tie down area and in 1993 works were undertaken to supplement administrative and workshop facilities. Navy intends to further increase the number of minor war vessels to be home ported in Darwin. An additional four patrol boats and another heavy landing craft will be relocated to Darwin on completion of the proposed works.

The predominant elements of the work will be the extension of the existing wharf to cater for landing craft, the construction of a new

wharf to support patrol boats and visiting minor war vessels, extension of the dry land storage area to facilitate repair activities and to increase the base's capacity to protect craft in the event of a cyclone and increased fuel treatment and storage facilities to cater for home ported vessels. Inadequacies in office and stores areas will also be addressed.

3. When referred to the Committee the estimated out turn cost of the proposal was \$12.4 million.

The Committee's investigation

4. The Committee received a written submission from the Department of Defence (Defence) and took evidence from Defence officials at a public hearing held at HMAS Coonawarra, Darwin, on 6 July 1999.
5. The Committee also received written submissions and took evidence from representatives of the following organisations:
 - Northern Territory Department of Lands, Planning and Environment and Department of Industry and Business;
 - Alderman Ian Fraser; and
 - Darwin Ship Repair and Engineering.
6. Written submissions were received from the:
 - Australian Heritage Commission; and
 - Environment Australia.
7. Prior to the public hearing, the Committee was briefed by the Department of Defence and inspected existing facilities and sites proposed for the various works at the Darwin Naval Base.
8. A list of witnesses who appeared at the public hearing is at Appendix A. The Committee's proceedings will be printed as Minutes of Evidence.

Background

Location

9. Darwin Naval Base is located within Larrakeyah Barracks two kilometres from the Darwin Central Business District. Appendix B-1 indicates the location of the Base.

History of the Base

10. Darwin Naval Base was constructed between 1980 and 1982 at a cost of \$17.7 million (1982 dollars). These works provided general wharfage, hardstanding and cyclone protection for up to six Fremantle Class Patrol Boats and storage, maintenance and administrative facilities. They were the subject of the Public Works Committee's (PWC Seventh Report of 1979).
11. In 1992 four more hardstands were built due to an increase in the number of home ported vessels. In 1993 the administration, stores and workshop facilities were expanded. As a separate project, facilities for an Army watercraft unit, equipped with four small landing craft, were constructed in 1994 (PWC Eleventh Report of 1992).

Functions of the Base

12. The Base provides support for vessels undertaking patrol activities, the Commander Northern Command, major fleet units, submarines and visiting warships from foreign navies exercising or operating in northern Australian waters. This encompasses a number of support functions:
 - general wharfage and engineering services;
 - fuel storage, reconditioning and distribution;
 - intermediate maintenance facilities;
 - amphibious loading/offloading capability;
 - hardstands for minor war vessel maintenance and cyclone protection; and
 - general administration.

The Defence policy environment

13. The 1987 policy information paper *The Defence of Australia, 1987*, emphasised the importance of Defence development across the north of Australia. This policy was reinforced by the 1994 Defence White Paper, *Defending Australia*.

The current Federal Government continues to emphasise the need for Australia's Defence self-reliance and enhanced operational effectiveness, part of which is the defence of Australia's northern approaches and land area. The retention and proposed upgrading of the Base is consistent with these policies. The Committee was informed that Defence sees a long-term requirement for Darwin Naval Base.¹

The Need

14. The operational tempo in Australia's north has increased significantly over the past few years. In 1998 the Base supported 72 visits by Australian minor war vessels and 23 visits by foreign minor war vessels. This equates to 418 berthing days.
15. Defence has advised the Committee that the proposed facilities are necessary to overcome existing occupational health and safety (OH&S) issues and operational deficiencies, such as the following.
16. The current facilities were designed to provide two alongside Fremantle Class Patrol Boat berths, with provision for an additional four patrol boats to be berthed outboard of these vessels. With the additional vessels now home ported in Darwin, the wharf is utilised with three vessels alongside and up to four patrol boats and two landing craft or lighters outboard of them, resulting in misalignment of cope points² and access stairwells³, which creates significant OH&S and administrative problems.
17. Other vessels are primarily moored at dolphins⁴ around the harbour's edge. This creates OH&S problems because access to the vessels is gained via small boats. Personnel must climb from these boats over the side of the moored vessel and stores and equipment are generally manhandled into the vessel.
18. In addition, Navy plans to relocate an additional five minor war vessels to Darwin on completion of the redevelopment project. They are two patrol boats and a landing craft heavy from HMAS WATERHEN in Sydney and two from HMAS STIRLING in Western Australia. This is intended to realise operational efficiencies by home porting the vessels closer to their main area of operations.

1 Brigadier Garry Kelly, Department of Defence, *Transcript of Evidence*, p. 34.

2 Points on a wharf where outlets for power, communications, water, fuel and waste disposal can be connected to a berthed vessel.

3 Stairwells in a wharf with several landings at different levels, enabling easy access from the deck of a vessel at various heights of tide.

4 Piles, usually of tubular steel or wood, which secure vessels.

Options for development

19. Defence considered three options in relation to this development. They are:
- maintaining the status quo, which is unsuitable because the Base does not currently possess the infrastructure to support the proposed number of home ported vessels, resulting in a number of occupational health and safety deficiencies;
 - construction of a new base at East Arm Port, site of a new commercial port developed by the Northern Territory Government. A number of witnesses suggested to the Committee that this option may be more suitable than that proposed, because it would relocate a potential military target away from the civilian population.⁵ However, this option was deemed inappropriate because of the high initial capital cost of developing a new base and an incompatibility between the proposed commercial operations which will take place at East Arm Port and Navy operations; and
 - redevelopment and enhancement of existing facilities at Darwin Naval Base, which allows for maximum usage of the facilities and will overcome the current Base deficiencies. This is the option preferred by Defence.

The proposal

20. This project aims to upgrade existing facilities and construct new facilities at Darwin Naval Base.

New 146 metre wharf

21. Construction of a new wharf is proposed to accommodate up to nine patrol boats, triple berthed. The 146 x 13 metre wharf will be built inside the breakwater in parallel with the existing wharf. It will feature two access bridges to the breakwater.
22. The wharfage for patrol boats is based on three vessels of 42 metres in length with five metres between vessels and some overhang at each end. The design will allow for extension to 185 metres to cater for larger patrol vessels in the future if necessary, based on berthing three vessels of up to 55 metres in length.

⁵ See, for example, Darwin City Council, *Submission*, p. 3.

23. The wharf should be 13 metres wide to support a mobile crane capable of lifting 10 tonnes at a 15 metre reach, while still permitting access to all berths for stores and emergency vehicles.
24. Berths will be fully serviced with reticulation to cater for grey and black water discharge, dirty oil and contaminated fuel discharge. Alongside telephones, data lines, fresh water, fire mains, fuel distribution and high/low pressure air will also be provided.

Improvements to the existing wharf

25. The existing wharf will be used primarily by amphibious craft. Services to the wharf will be improved and the wharf extended at both ends by a dolphin and walkway extension. The existing wharf services will be upgraded to the same standard as for the new wharf and the cope point locations will be changed to suit the new berthing arrangements.

Committee's conclusion

26. **A new wharf and improvements to the existing wharf at Darwin Naval Base are necessary to overcome the administrative and occupational health and safety problems resulting from the existing berthing facilities at the Base.**

Realignment of the boat ramp

27. The existing boat ramp will be realigned to be parallel with the existing wharf. Ramp mooring pylons, with nightriders⁶ and fenders, will be included in the work. This change will reduce the manoeuvring hazards involved with landing craft use of the ramp.

Committee's conclusion

28. **Realignment of the boat ramp is appropriate to alleviate safety concerns for landing craft using the ramp.**

Additional minor war vessel hardstanding

29. The Base can currently accommodate eight vessels on the existing hardstand area, which is used to store vessels that are lifted out of the water. They are
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⁶ Slide down mechanisms allowing vessel berthing lines to move up and down with the tide.

removed from the water by a synchrolift which can handle vessels up to 60 metres in length and 14 metres in width. They are moved for maintenance purposes, to provide protection from cyclones and during single watch leave periods.

30. The vessels which are currently removed from the water include the current six patrol boats, one landing craft heavy and the Self Propelled Water Fuel Lighter. Because the Base will eventually support ten patrol boats, two landing craft heavy, four Army landing craft and two Lighters, there will be a shortfall of ten hardstands.
31. Construction of three new hardstands is proposed. They will be serviced by the exiting synchrolift and transfer rail arrangement. The area suggested for this berthing was partially excavated during construction of the Base. Removal of an additional 20,000 square metres of rock will be required to ensure that the hardstand area is completed and home ported vessels can continue to be removed from the water for maintenance and cyclone protection.

Committee's conclusion

32. **The provision of three additional hardstands is necessary to allow additional craft to be removed from the water for maintenance and safety reasons.**

Additional fuel storage and reconditioning facility

33. Patrol boats are required to reduce their fuel holding to a maximum of ten tonnes to avoid damage to the vessel before being lifted out of the water. An average of two vessels are lifted per month during the dry season and the average fuel oil debunkered from each is 20.7 tonnes. The Base currently has one 60 tonne fuel quarantining tank to receive debunkered fuel, which is cleaned using crude methods and reissued or sold at a discount to local industry. Due to the lack of suitable reticulation, this reconditioned fuel is then transported by truck from the quarantine tank to the Base's 200 tonne storage tank.
34. During the wet season the number of vessels being placed into storage increases significantly. In the event of a cyclone warning, all vessels are placed onto hardstands or moored in the creeks around Darwin. The existing fuel treatment and storage facilities have difficulty with the essential debunkering requirement and will be inadequate once additional vessels need to be supported.

35. The proposal provides a fuel separator, filtering system, 100 tonne cleaned fuel holding tank and associated pipe work which will allow all debunkered fuel to be cleaned and stored for reissue.

Committee's Conclusion

36. **Additional fuel storage and reconditioning facilities are needed to facilitate removal from the water of the increased number of vessels to be ported at Darwin Naval Base.**

Undercover naval stores receipt and dispatch area

37. Currently all stores receipt and dispatch activities are undertaken in an open area adjacent to the Naval Store building. During the dry season this area becomes excessively hot which creates an unsatisfactory work environment. In the wet season the area is frequently inundated with water, creating safety issues and the potential for water damage to stores.
38. A covered work area will allow safe all-weather receipt and dispatch of Naval Stores.

Committee's conclusion

39. **An undercover stores receipt and dispatch area will result in a working environment which complies with occupational health and safety principles.**

Relocation of 36 Water Transport Troop

40. Permanent facilities for 36 Water Transport Troop were constructed in 1994 as part of the Larrakeyah Barracks Redevelopment Project. Since then, the unit's staffing and equipment holdings have increased. Consequently, some of its operational and administrative functions are now conducted from a transportable building.
41. Under the proposed construction and re-allocation of the wharf, 36 Water Transport Troop's landing craft will be tied up alongside the existing wharf, rather than being secured at dolphins. As part of the redevelopment, the Troop is to be relocated to the main Base complex, adjacent to their craft. This would integrate a number of common supply, stores, maintenance and administrative functions.

42. The area vacated by the Troop will be backfilled by the Defence Maritime Services contractor who currently occupies a number of transportable buildings. The vacated transportable buildings can then be removed and the area refurbished and landscaped.

Committee's conclusion

43. **The relocation of 36 Water Transport Troop to the main Base complex should result in the logical integration of common supply, stores, maintenance and administrative functions.**

Planning and Design

44. All of the proposed works are within the designated boundaries of Darwin Naval Base and conform to the Zone Plan and Master Plan for the development of facilities. The proposal will not result in any substantial alteration in the essential character of the existing facilities. Landscaping works will aim to rectify any areas disturbed during construction and will comply with local environmental conditions.
45. There are no current plans for further expansion of the Base beyond this project, although the physical dimensions of replacement vessels may result in the need for future works to accommodate them.
46. The building works and services will be fully fitted out with all communications, light fittings, partitions, floor treatments and furniture.

Design standards

47. Defence has assured the Committee that the design of the proposed works will conform to the relevant sections of the following recognised requirements:
- Current Australian standards and codes, including the Building Code of Australia;
 - Local, Territory and Commonwealth environmental legislation;
 - The Defence Manual of Fire Protection Engineering;
 - The Defence Protective Security Manual; and
 - Occupational health, safety and welfare legislation and the Defence Occupational Health and Safety Manual.

Design Philosophy

48. The design of the marine works will incorporate several considerations including:
- durability of design, combining long life with minimum maintenance;
 - protection from the effects of cyclonic storm surge for buildings and other land side facilities; and
 - landscaping and the preservation of the visual environment.
49. For the design of new building works and services, a number of factors will be taken into account:
- the provision of austere and utilitarian facilities of efficient design, fit for purpose;
 - maximum usage of existing infrastructure to minimise capital facilities costs;
 - adoption of conventional construction techniques and materials, commonly used by the construction industry in northern Australia, with due regard given to climatic conditions (including cyclone protection and durability);
 - utilisation of readily available and durable materials that combine long life with minimum maintenance;
 - through life costing;
 - sympathy with the existing buildings and precinct; and
 - compliance with codes.

Fire Protection Systems

50. All construction and fire protection requirements will, as a minimum, accord with the provisions of the Defence Manual of Fire Protection and all other applicable Codes and Standards. Defence will require certification from a suitably qualified certifier that the design and construction meet the requirements of the Building Code of Australia, Defence Manual of Fire Protection, relevant Codes and Standards and any additional Territory, local government and Defence requirements. The NT Fire Brigade will be invited to comment on the project, visit the site and provide technical input throughout the design and construction phases to ensure that the Fire Brigade's operational requirements are met.

Energy Management and Lighting

51. The design of all power supply and electrical and mechanical equipment will include an assessment of energy use applying life cycle costing techniques and power demand analysis. Facilities will incorporate building management systems, metering and other provisions to measure and monitor energy use and to allow regular energy audits.

Environmental and heritage issues

Consultation with environmental authorities

52. The proposed works are in areas disturbed during previous capital and maintenance works. They are in an area zoned for Defence marine activities.
53. Defence has completed a flora, fauna and aquatic survey of the area and copies of the resulting report has been forwarded to Environment Australia and the Northern Territory Department of Lands, Planning and Environment.
54. Both authorities have agreed to the project proceeding with environmental management through an Environmental Certificate of Compliance, in accordance with the Administrative Procedures of the *Commonwealth Environmental Protection (Impact of Proposals) Act 1974*. (Under the Act, Commonwealth departments are permitted to undertake the relevant studies and, if they determine that there are no significant environmental issues, may issue their own Certificate of Compliance.) An issues survey is being conducted and any issues of concern will be addressed in the course of the development of the project. The Department of Lands, Planning and Environment has indicated to the Committee that any components of the redevelopment with the potential for off-site effects will be adequately managed by Defence in consultation with Lands, Planning and Environment.⁷

Heritage concerns

55. The Australian Heritage Commission (AHC) advised the Committee that, according to preliminary assessments, Darwin Harbour is likely to be of National Estate value because it contains marine life and provides feeding habitat for fish and threatened species such as dugongs and particular species of marine turtles. Consequently, the AHC suggested that appropriate methods of dredging, breakwater modification and soil disposal should be

⁷ Northern Territory Department of Lands, Planning and Environment, *Submission*, p. 1.

employed to avoid significant impacts on the marine environment.⁸ In response, Defence has assured the Committee that the proposed works are not likely to impact significantly on the marine life in the harbour.

56. Some areas of Larrakeyah Barracks are heritage and National Trust listed, but the proposed works are outside of these areas. The Australian Heritage Commission stressed that, because there is no record of previous archaeological surveys being carried out in the area, the risk of works disturbing archaeological sites cannot be assessed adequately.⁹ Defence has undertaken to address this issue in greater detail if required by the Aboriginal Areas Protection Authority, from which Defence has already obtained an Authority Certificate in accordance with the *Northern Territory Aboriginal Sacred Sites Act 1989*.

Committee's conclusion

57. **The Committee is satisfied that environmental and heritage concerns have been adequately addressed by the Department of Defence.**

Socio-economic effects

Opportunities for local business

58. The development provides an opportunity for locally-based businesses to benefit through contracting, sub-contracting and the supply of goods and services. The Northern Territory Department of Industry and Business has a defence support group which aims to maximise opportunities for territory-based businesses to obtain work with Defence.¹⁰
59. Increased expenditure in the Territory is expected through provisioning and maintenance contracts for the additional ships. It is anticipated that the redevelopment will result in greater opportunities for companies supporting patrol boat maintenance in Darwin.¹¹

8 Australian Heritage Commission, *Submission*, p. 1.

9 Australian Heritage Commission, *Submission*, p. 2.

10 Mr Almond, Northern Territory Department of Industry and Business, *Transcript of Evidence*, p. 50.

11 Captain Overton, Department of Defence, *Transcript of Evidence*, p. 38.

60. The proposal will relocate approximately 130 personnel and 120 dependents to Darwin, but the total number of Navy personnel will remain basically the same, due to the effects of the Defence Reform Program.

Increased noise from traffic flow and construction activities

61. Concern has been raised that the works may result in an increase in the flow of traffic, and particularly heavy vehicles, on local roads. This is both during the construction phase and once the new facilities are operational. Darwin City Council, Alderman Ian Fraser and some private citizens¹² have expressed concern at the existing and potential Defence-related traffic noise, particularly along Packard Street. It was suggested to the Committee that the noise is so great that at times it is difficult to conduct conversations or telephone calls in the houses along the street.¹³
62. Defence has advised the Committee that the removal of the Army engineer squadron from Larrakeyah Barracks to Robertson Barracks at the end of 1999 will halt the movement of heavy engineer vehicles and plant on Packard Street. It is envisaged that this reduction will offset the increase in light domestic traffic resulting from an increase in numbers at the Base.
63. In the past, Defence has instigated measures to alleviate residents' concerns in relation to noise. For example, the excessive noise created by the movement of armoured personnel carriers leaving Robertson Barracks has been stopped in response to residents' complaints.¹⁴ The Committee also received evidence that there has been increased liaison between Defence and the Darwin City Council in relation to issues such as traffic noise resulting from the Base.
64. There is also potential noise from the construction site. Several witnesses to the inquiry suggested that restrictions be placed upon those activities which generate a significant amount of noise outside normal working hours during the week and on weekend mornings.¹⁵

Committee's recommendation

65. **The Department of Defence should continue to consult with Darwin City Council and local residents in relation to alleviating excessive traffic noise related to the operations of the Base.**

12 Darwin City Council, *Submission*, p. 1, Alderman Ian Fraser, *Submission*, p. 2, and Michael and Veronica Peetz, *Submission*, p. 1.

13 Alderman Ian Fraser, *Transcript of Evidence*, p. 65.

14 Alderman Ian Fraser, *Transcript of Evidence*, p. 69.

15 Darwin City Council, *Submission*, p. 2 and Northern Territory Department of Lands, Project and Environment, *Submission*, p. 1.

66. **The Department of Defence, in consultation with Darwin City Council and local residents, should consider existing guidelines governing the level of noise permitted from construction activities, and particularly those carried out outside normal working hours and on weekends. Ability to comply with these guidelines should form part of the tender documentation prepared by prospective contractors.**

Increased transportation of ordnance

67. Some local residents are concerned that the project may result in an increase in the transportation of weapons along residential roads, representing an additional safety hazard.¹⁶ In particular, there is concern about the transportation of explosive ordnance past a primary school.
68. Ordnance is currently transported from the storage facilities at RAAF Base Darwin to the Naval Base in an authorised and signed vehicle with an approved carrying officer on board. The truck is then driven into a landing craft which is taken out to a patrol boat at anchor in the harbour. The ordnance is transferred to the patrol boat when the landing craft is alongside it in the harbour.
69. Only ordnance - not munitions or explosives - is transported in this manner. The Committee was assured that the movement of ordnance is inherently safe.

The ammunition has to have something done with it for it to go off. In the case of this ammunition, it would have to be a very extreme fire for the ammunition to go off.¹⁷

70. Defence conceded that a forty per cent increase in the transportation of ordnance is anticipated as a result of the redevelopment, but assured the Committee that this is not seen as an environmental or safety risk due to the limited quantities transported, the nature of the ordnance being transported and Defence's compliance with transportation rules and regulations.¹⁸ Defence advised that the ordnance is packed in United Nations-approved containers and transported in accordance with NATO safety requirements. Munitions and explosives are not transported. Also, Defence manages the movement of ordnance outside of peak times, particularly school entry and exit times.¹⁹

16 Darwin City Council, *Submission*, p. 1 and Alderman Ian Fraser, *Submission*, p. 2.

17 Captain Overton, Department of Defence, *Transcript of Evidence*, p. 35.

18 Department of Defence response to Submission by Alderman Ian Fraser, p. 1.

19 Captain Overton, Department of Defence, *Transcript of Evidence*, p. 35.

Committee's conclusion

71. **The Committee is satisfied that the Department of Defence undertakes suitable safety precautions and measures in relation to the transportation of ordnance.**

Consultation

72. Defence advised that consultation has occurred between Defence and Commonwealth, Territory and Local Government organisations, community groups and individuals. They include:
- NT Department of Lands, Planning and Environment;
 - NT Department of Transport and Works;
 - NT Department of Primary Industries and Fisheries;
 - Aboriginal Areas Protection Authority;
 - Darwin Port Authority;
 - Darwin City Council;
 - Larrakeyah Primary School; and
 - Marshall Perron, Aquascene.
73. There will be further consultation between Defence and these groups. A consultant was engaged to undertake an issues identification study, which will now be used as a basis for detailed consultation. Factors to alleviate community concerns will be built into Defence's plans for the project. For example, relevant concerns will be incorporated into the project environmental management plans.²⁰

20 Brigadier Garry Kelly, Department of Defence, *Transcript of Evidence*, pp. 37-38.

Cost and Program

Program delivery

74. The project will be delivered as two or more packages:
- a civil and marine works package or packages for wharf construction, the additional hardstands and the provision of associated engineering services; and
 - a building package to cover all vertical construction and refit works.
75. The marine packages will be delivered by design and construct contract and land side works by head contract. Design consultants on existing NT Defence tender panels will be invited to tender for design consultancies. This method is endorsed by the Royal Australian Institute of Architects and is preferred to the use of a design construct procurement method which in the past has given rise to substantial costs to the consultants.²¹ The major civil and marine works will be tendered following a two-stage process of nationally advertised registration of interest, and the establishment of a tender panel of three or four construction contractors.

Cost of Works

76. The provision of the marine works, building works and services component of the project comprises the following:

Category of Work	\$m
Marine works	8.2
Building works	0.4
Land side services	2.0
Contingencies and management costs	1.8

77. The total out turn cost of the proposal is \$12.4 million.

Timing

78. Subject to Government approval, tenders will be invited in September 1999, with project completion in June 2001.

²¹ Royal Australian Institute of Architects, Submission, p. 1.

Other Works at Darwin Naval Base

79. This project is the third developmental work initiated by Navy at the Base. It is expected that the Fremantle patrol boats will be phased out of service over the period 2009-2012 and both types of amphibious vessels currently home ported in Darwin will be withdrawn from service in 2008-2010. Any replacement vessels will continue to be home ported in Darwin. The proposed works have been scoped taking into account the probable dimensions of replacement vessels to minimise future costs and disruptions to operations. However, some works may be necessary in the future to accommodate replacement vessels.
80. Other major Defence works in the planning or construction phases in the Northern Territory are:

Title	Year of decision	Cost (\$m)
APIN Stage 1	1992	196.0
APIN Stage 2	1995	268.3
RAAF Darwin Post FSR	1997	59.5
RAAF Tindal	1997	31.4
Bradshaw Field Training Area	1997	53.7

Committee's recommendation

81. **The Committee recommends the redevelopment of Darwin Naval Base at an out turn cost of \$12.4 million.**

Conclusions and recommendations

82. The conclusions and recommendations of the Committee and the paragraphs in the report to which they refer are set out below.

A new wharf and improvements to the existing wharf at Darwin Naval Base are necessary to overcome the administrative and occupational health and safety problems resulting from the existing berthing facilities at the Base. (paragraph 26)

Realignment of the boat ramp is appropriate to alleviate safety concerns for landing craft using the ramp. (paragraph 28)

The provision of three additional hardstands is necessary to allow additional craft to be removed from the water for maintenance and safety reasons. (paragraph 32)

Additional fuel storage and reconditioning facilities are needed to facilitate removal from the water of the increased number of vessels to be ported at Darwin Naval Base. (paragraph 36)

An undercover stores receipt and dispatch area will result in a working environment which complies with occupational health and safety principles. (paragraph 39)

The relocation of 36 Water Transport Troop to the main Base complex should result in the logical integration of common supply, stores, maintenance and administrative functions. (paragraph 43)

The Committee is satisfied that environmental and heritage concerns have been adequately addressed by the Department of Defence. (paragraph 57)

The Department of Defence should continue to consult with Darwin City Council and local residents in relation to alleviating excessive traffic noise related to the operations of the Base. (paragraph 65)

The Department of Defence, in consultation with Darwin City Council and local residents, should consider existing guidelines governing the level of noise permitted from construction activities, and particularly those carried out outside normal working hours and on weekends. Ability to comply with these guidelines should form part of the tender documentation prepared by prospective contractors. (paragraph 66)

The Committee is satisfied that the Department of Defence undertakes suitable safety precautions and measures in relation to the transportation of ordnance. (paragraph 71)

The Committee recommends the redevelopment of Darwin Naval Base at an out turn cost of \$12.4 million. (paragraph 81)

Hon. Judi Moylan MP
Chair

2 September 1999



Appendix A – Witnesses

Department of Defence

Brigadier Garry Kelly, Director General, Project Delivery

Captain William Overton, Commanding Officer, HMAS Coonawarra

Major Tim Keane, Project Officer, Defence Estate Organisation

Commander Stewart Dietrich, Director, Maritime Support Development

Mr John Gerekowski, NT Manager, Gutteridge, Haskins and Davey Pty Ltd

NT Department of Lands, Planning and Environment

Mr John Gronow, Deputy Secretary

NT Department of Industry and Business

Mr John Almond, Acting Executive Director, Industry Development

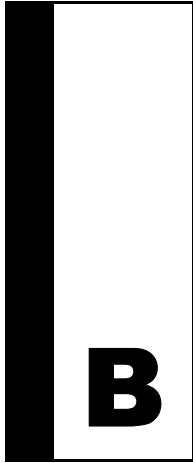
Darwin City Council

Mr John Pudney, Acting Director, Technical Services

Alderman Ian Fraser, Council Member

Darwin Ship Repair and Engineering

Mr Robin Pink, General Manager



Appendix B – Plans

Locality plan	B-1
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