

Parliamentary Standing Committee on Public Works

REPORT

relating to the

CONSTRUCTION OF FACILITIES FOR THE AUSTRALIAN FRIGATE PROJECT, WILLIAMSTOWN DOCKYARD, MELBOURNE — PHASE B

(Fifth Report of 1985)

THE PARLIAMENT OF THE COMMONWEALTH OF AUSTRALIA
1985

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PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

R E P O R T

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WILLIAMSTOWN DOCKYARD,
MELBOURNE - PHASE B

(Fifth Report of 1985)

Canberra 1985

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MEMBERS OF THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS
(Twenty-Eighth Committee)

Senator Dominic John Foreman (Chairman)
Percival Clarence Millar, Esq., M.P. (Vice-Chairman)

Senate

House of Representatives

Senator Gerry Norman Jones	John Neil Andrew, Esq., M.P.
Senator Dr Glenister Sheil	Robert George Halverson, Esq., O.B.E., M.P.
	Colin Hollis, Esq., M.P.
	Leonard Joseph Keogh, Esq., M.P.
	Keith Webb Wright, Esq., M.P.

EXTRACT FROM THE
VOTES AND PROCEEDINGS OF THE HOUSE OF REPRESENTATIVES
NO. 14 DATED 28 MARCH 1985

16. PUBLIC WORKS COMMITTEE - REFERENCE OF WORK -
AUSTRALIAN FRIGATE PROJECT, WILLIAMSTOWN DOCKYARD,
MELBOURNE, PHASE B: Mr West (Minister for Housing and
Construction), by leave, 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: Construction of facilities
for the Australian Frigate Project, Williamstown
Dockyard, Melbourne - Phase B.

Mr West presented plans in connection with the proposed
work.

Debate ensued.

Question - put and passed.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

CONSTRUCTION OF FACILITIES FOR THE AUSTRALIAN FRIGATE
PROJECT, WILLIAMSTOWN DOCKYARD, MELBOURNE - PHASE B

R E P O R T

By resolution on 28 March 1985 the House of Representatives referred to the Parliamentary Standing Committee on Public Works for consideration and report the proposal for the construction of facilities for the Australian Frigate Project, Williamstown Dockyard, Melbourne - Phase B.

The Committee has the honour to report as follows:

THE REFERENCE

1. The major elements of the proposed work are as follows:

- Support Services Centre
- Occupational Health and Safety Centre
- Guided Missile Launcher System Assembly Building
- Upgrading of existing Workshops and Canteen
- Shipbuilding Platens II
- Mobile Plant Facility
- Administration Building Annexe
- Car Parking

- Shallow Pits in Alfred Graving Dock
- Security measures
- Site Works and Engineering Services

2. The estimated cost of the proposed work is \$13.25 million at January 1985 prices.

THE COMMITTEE'S INVESTIGATION

3. The Committee received submissions and plans from the Department of Defence (Defence) and the Department of Housing and Construction (DHC) and took evidence from their representatives at a public hearing held at Williamstown Dockyard on 2 May 1985.

4. The Committee also received submissions and took evidence from representatives of the Combined Unions Shop Committee (CUSC) and the Combined Staff Associations Committee (CSAC). Further, written submissions were received from the Williamstown City Council and the Australian Heritage Commission, and were incorporated into the transcript of evidence.

5. Prior to the public hearing the Committee inspected Williamstown Dockyard and noted the condition of existing facilities as well as the proposed sites for the work. The Committee also noted progress on work approved in previous references.

6. A list of witnesses who appeared at the public hearing, together with the organisations they represented, is at Appendix A.

7. The Committee's proceedings will be printed as Minutes of Evidence.

BACKGROUND

8. Williamstown Dockyard The Dockyard is situated on Point Gellibrand Peninsula, about 15 km south west of the Melbourne Central Business District. It occupies a site of approximately 13 hectares and is bounded by Port Phillip Bay and Hobsons Bay to the north and east, Port of Melbourne Authority property, and Nelson Place, a public thoroughfare of the City of Williamstown (see Location Plan at Appendix B). The Dockyard also leases an adjacent 1.213 hectare site.

9. The site provides good protection from the effects of the prevailing weather on Port Phillip Bay, and has a mean tidal range of 0.6m. A patent slip was established on the site in 1858, and the Alfred Graving Dock was completed in 1873. The shipbuilding yard was opened in 1913 upon the completion of two building berths, and was augmented with a further two berths during 1940/41. The Dockyard was officially taken over by the Navy from the Melbourne Harbour Trust in 1942 and is now administered by the Office of Defence Production in the Department of Defence.

10. Besides its shipbuilding functions, the Dockyard is required to repair and modernise naval vessels, provide technical support, test and tune weapons, control and communications systems, and to manufacture and repair stores for the Department of Defence.

11. Since 1973 an extensive modernisation program has been undertaken at the Dockyard. A comprehensive summary of the modernisation program so far is contained in the former Committee's report on the Phase A proposals (Sixth Report of 1984, Parliamentarily Paper No. 98/1984). Although originally intended to provide modern facilities for the construction of the now abandoned DDL class light destroyer, the modernisation program has enabled the Government to further its objective of

building naval vessels in Australia, wherever possible, to retain and develop strategically important shipbuilding skills, and to maintain or increase employment. With the completion of facilities in this reference, Williamstown Dockyard will be considered capable of undertaking construction of all naval vessels of up to destroyer size required in the future.

12. This capability has been strengthened by changes in the working environment at the Dockyard. Presently, the Dockyard employs about 2000 people, two-thirds under the Naval Defence Act and the remainder under the Public Service Act. Up until recently, industrial relations had been marked by a history of disputation. However, reforms in a number of activities have resulted in a significant reduction in the number of man-days lost due to industrial stoppages or unauthorised absences over the last few years.

13. Reforms instituted recently include the 'multiskilling' or amalgamation of some trades (e.g., Boilermaking and Shipwrights trades) and procedures to improve the occupational health and safety function (e.g., agreement on the safe handling of fibreglass and asbestos). Managerial reforms, instituted after reviews in 1981 and 1983, have included the introduction of a commercially based trust fund accounting system, creation of a comprehensive internal capability for procurement, storage, issue and handling of materials based on advanced computerizing techniques, and the recruitment of high calibre senior management personnel.

14. Australian Frigate Project Subject to the successful implementation of the abovementioned reforms, in 1983 the Government decided that Williamstown Dockyard would construct two FFG-7 guided missile frigates as part of its program to acquire six warships to replace the RAN's ageing River Class Destroyer Escorts as they were withdrawn from service.

15. The two Australian frigates will be similar to the fourth United States built frigate (HMAS Darwin), except that the Australian designed and manufactured Mulloka sonar will be installed instead of the US version.

16. The structure of the Australian built frigates will embody the extended stern and strengthened flight deck necessary to operate Sea Hawk helicopters. They are due for delivery to the Royal Australian Navy in 1991 and 1993 respectively. A typical design of an Australian frigate is given at Appendix C.

THE NEED

17. A modernisation program has been in progress at the Dockyard for over a decade and has been reported on previously by the Committee (Parliamentary Paper Nos. 43/1973, 6/1977 and 98/1984). Stage 3 was considered necessary to augment those facilities provided in Stages 1 and 2 of the modernisation, to cater for the particular requirements of the Australian Frigate Project and to generally improve the efficiency of the Dockyard.

18. Phase A elements of Stage 3 were considered by the Government to be essential for the commencement of the two Australian frigates. The elements contained in this proposal, although not considered to be as time critical to ship construction, are necessary for the overall efficiency of the Dockyard.

19. Support Services Centre The modernisation program which has been conducted at the Dockyard for more than a decade has necessitated the relocation of a number of Dockyard functions to temporary and/or substandard facilities.

20. Responsibility for security, fire safety and fire protection of the Dockyard rests with the Naval Police. Defence advised the Committee that the emergency services provided by the Naval Police accord with RAN standards and are based upon, and at

least equal to, Commonwealth Standards. Presently, the Naval Police function is dispersed over four separate locations within the Dockyard, and is accommodated in small, substandard buildings which are either located on sites designated for other purposes or do not make effective use of the ground space available.

21. The Quality Assurance function at the Dockyard is currently undertaken by 48 employees located in a substandard wooden frame building which has been adversely affected by white ants and has been programmed for demolition.

22. Other support functions currently located in poor or temporary accommodation include the Facilities and Plant Section and the Australian Frigate Administration. Additionally, the Dockyard has two union representatives who share substandard accommodation with Quality Assurance personnel.

23. The Dockyard also presently has poor pedestrian and vehicular access. In 1976 the Committee considered and approved a proposal for, inter alia, a new gatehouse. In anticipation of the erection of a new gatehouse, temporary arrangements were made to relocate the clockrace area. The proposal, however, was deferred, but the temporary arrangements continued. Industrial personnel were then required to make a lengthy detour in order to enter and leave the Dockyard through temporary clockraces.

24. During its hearing into the Phase A proposals the Committee was told that the temporary clockrace area was inadequately protected from the weather, and that because it was located so far away from where the original clockraces were, workers were tending to park in nearby residential streets, thereby aggravating the local car parking problem.

25. The present vehicular entry point, although satisfactory, does hamper the entry of large industrial vehicles.

26. Occupational Health and Safety Centre The terms of the Williamstown Dockyard Occupational Health and Safety Agreement provide for the appointment of workforce health and safety representatives to give professional advice on occupational health and safety issues. To effectively discharge their duties, the representatives require adequate facilities.

27. Existing facilities are in two separate locations. The Medical Centre is in a temporary white ant damaged building. The area allocated to it is small and has an unsuitable layout. It has poor sound attenuation and the noise generated from the adjacent shipbuilding berths does not render it conducive to the effective testing of hearing, sight and other preventative medical treatment.

28. The Safety Officer and Hygienist are located in a temporary building on the site of the proposed Support Services Centre, about 60 m from the Medical Centre.

29. Guided Missile Launcher System Assembly Building An integral item on each frigate will be the Guided Missile Launcher System (GMLS), which must be assembled prior to installation. A purpose designed facility is necessary since the assembly tolerances require a highly stable and accurately constructed foundation adjacent to the ship construction area to minimise any distortion of the system between assembly and installation.

30. Defence does not consider it feasible to use the GMLS Assembly Building at Garden Island Dockyard, Sydney, due to problems with scheduling, transport, risk of damage in transit, and delayed delivery of the vessels to the Fleet.

31. Upgrading of existing Workshop and Canteen Many of the Dockyard's workshops date from early this century, and suffer from dust infiltration, poor lighting levels, lack of thermal control and inadequate ventilation. A number of workshops

require upgrading to bring them into line with current Australian Standards and Occupational Health and Safety Standards. Some require the fitting of fire escapes.

32. At the public hearing, the Combined Unions Shop Committee (CUSC) brought the condition of the Electroplating Shop to the attention of the Committee. Apart from suffering the inadequacies listed above, the shop appeared to pose a health hazard to workers. Many chemicals (e.g., cyanide) are stored and used in the shop. However, it did not have a vapour exhaust system. Protective clothing and equipment was reported to be in bad condition, and one vat leaked. In addition, it appeared that there were no means to ensure that reactive chemicals are isolated from each other (e.g., by bunding storage areas), and the drainage pumping system had been known to fail.

33. The Dockyard canteen similarly requires refurbishment. Presently, it is not well patronised, preparing only 150 'sit down' and 250 'take away' meals daily for the 2000 strong workforce. Apart from not conforming to current statutory requirements concerning lighting, ventilation and thermal control, the canteen requires a new kitchen and new food storage equipment.

34. Shipbuilding Platens II Modern shipbuilding methods require various ship units to be pre-outfitted to the maximum extent before being assembled at the building berths. Platens, or hardstanding areas, are equipped with engineering services such as power and compressed air, and are located adjacent to building berths within reach of the building berth crane.

35. A shipbuilding platen was provided for in the Phase A proposals. A further platen is required to allow for the minor outfitting of ship units and for the marshalling of pipes, machinery and similar items.

36. Mobile Plant Facility A facility is required for the Dockyard to undertake essential maintenance work on mobile cranes, fork-lifts, and other plant items. A Small Parts Blasting facility is also needed for the treatment of smaller items of machinery and equipment which would be uneconomic or impractical to treat in the Unit Blasting Facility.

37. Both functions are presently conducted from the substandard facility due to be demolished for the second shipbuilding platens area, and therefore a new building is required.

38. Administration Building Annexe The Administration Building was approved as part of the Stage 2 proposals examined by the Committee in 1976. Although it accommodates most administrative functions, some are still conducted in substandard or overcrowded buildings. For example, the Nelson Pier workshop is overcrowded and office space allocations are below those recommended by Department of Local Government and Administrative Services guidelines. The Kanowna Street Annexe is substandard, and located away from the Dockyard precincts. Even some functions located in the Administration Building (e.g., Materiel Section and Printing Section) currently endure substandard accommodation in the basement. A further deficiency exists with the amenities areas which do not comply with current statutory requirements.

39. Defence submitted that the provision of an annexe to the Administration Building would enable staff to be grouped in their respective functional areas, and located near other areas where close working relations are essential. This would ensure a more cost effective and efficient operation, and be in accordance with the recommendations of the 1981 report referred to in paragraph 13.

40. Car Parking The need for improved car parking facilities at the Dockyard has been raised at each inquiry the Committee has conducted since 1973. At the previous hearing the then

Department of Defence Support advised the Committee that about 70 per cent of the workforce use their own vehicles to travel to and from work, resulting in a car parking requirement which had grown from 850 spaces in 1977 to between 1200 and 1400 by 1983. During this period the availability of off-street car parking had remained static with about 550 vehicles being able to use the 'silos' car park, and a few others to be parked within the Dockyard complex.

41. Subsequent to the Committee's Phase A hearing, interim work commenced on increasing the capacity of the 'silos' car park. Although clearing, levelling and marking of the land has increased the car park's capacity, additional car parking spaces are still required. A consultant engaged by DHC has determined that the Dockyard's car parking requirement is now in the order of 1000 spaces.

42. In its submission to the Committee, the Williamstown City Council re-iterated the views it had presented at earlier hearings, namely, that the locality surrounding the Dockyard had been subjected to 'intolerable levels of parking congestion for many years', and that as an employer, the Commonwealth has a duty to provide adequate off-street parking for its employees just as any new industry wishing to expand is required to do so under the Melbourne Metropolitan Planning Scheme.

43. The Combined Staff Association's Committee commented that its members were 'subjected to the wrath of Williamstown City Council, Port of Melbourne Authority and the workers of the Port of Melbourne Authority' when they had to park in the streets.

44. Shallow Pits in Alfred Graving Dock The two FFG-7 frigates are designed so that their rudders, propellers and sonar domes protrude substantially below their keels. Consequently, when each is docked, adequate clearances are required for these items.

45. The construction of a new dock specifically for FFG vessels is not economically justifiable. For a moderate cost the floor of the existing Alfred Graving Dock can be modified to accept FFG class vessels.

46. Security Measures The existing security measures at the Dockyard do not take account of the facilities provided by the latest modernisations associated with the Australian Frigate Project, and do not utilise some of the more recent developments in security protection techniques.

47. The implications for national security, and the value of assets at the Dockyard make it essential that security standards are in accordance with those laid down by the Government in the Protective Security Manual.

48. Further, the establishment of thorough security standards at the Dockyard will enhance its ability to pursue additional shipbuilding work where the design is such that a high degree of security is required and must be demonstrated. This is of particular importance when sensitive technical information is received from overseas.

49. Site Works and Engineering Services The proposed developments contained in this and previous references, will necessitate some excavation work on underutilised areas of the Dockyard to replace lost open storage and marshalling areas. Some engineering services will require extension, and temporary accommodation will be required for some employees until new buildings are completed.

50. Committee's Conclusion The proposed facilities at Williamstown Dockyard are needed to augment those already required for the Australian Frigate Project and to modernise the Dockyard, improve efficiency and the general work environment.

THE PROPOSAL

51. Details of the works proposed for Phase B of the Stage 3 Modernisation Program at Williamstown Dockyard are given below, and are diagrammatically represented in Appendix B.

52. Support Services Centre The proposed Support Services Centre will be a three-storey building designed to accommodate a variety of functional units. The exterior of the facility will have a similar design to the existing Administrative Building and Dockyard store and will provide:

- the main entrance for industrial personnel, including a covered clockrace area.
- the main vehicular entrance, regulated by automatic boom gates.
- the weighbridge and weighbridge office to monitor major loads and stores entering or leaving the Dockyard, and to weigh certain ship components during construction.
- accommodation for Naval Police and emergency services.
- office accommodation for Australian Frigate Project administration and other sections having day-to-day contact with industrial personnel.
- office accommodation and meeting rooms for union and safety delegates.
- a multipurpose auditorium capable of seating up to 125 people.

53. In all, the Centre will provide accommodation for 92 personnel. Those associated with the naval police, security and emergency services will be located on the ground floor along with personnel who regulate pedestrian and vehicular access to the Dockyard. The upper two floors will provide office accommodation for naval police administration, Quality Assurance, Australian Frigate administration and union representatives.

54. Besides the usual amenities the floors will also contain a toilet for the handicapped, a conference room, interview rooms and meeting rooms for the union representative and union health and safety delegate. The upper floors will be air-conditioned by a central plant located in the rooftop plant room. Since it will be manned continually the ground floor will be air-conditioned by package units, with the exception of the weighbridge office which will only be heated, and the workshop which will be mechanically ventilated.

55. In addition to hand held extinguishers, hydrants and hose reels, the Centre will have a thermal alarm system. Underground services will be extended to the Centre and adjacent roads, footpaths, curbing and guttering will be reconstructed to improve access.

56. Occupational Health and Safety Centre An Occupational Health and Safety Centre is proposed to provide an integrated occupational health, hygiene and safety service for Dockyard employees. Such a centre will be consistent with the aims of the Williamstown Dockyard Occupational Health and Safety Agreement and, as well as providing modern medical facilities, will enable health and safety representatives to efficiently discharge their duties.

57. The building will be a single-storey concrete block structure which will contain a general surgery, reception office, testing and amenities areas, as well as an emergency entry/exit.

Health and welfare personnel will be accommodated in various offices and provided with rooms for private discussions and counselling. There also will be a library, conference room, store room and staff amenities.

58. The building will be air-conditioned and serviced by electric light and power, domestic water and telephones. Fire protection will be provided through a thermal fire detector system coupled with manual facilities.

59. Guided Missile Launcher System Assembly Building The Australian Frigate Guided Missile Launcher System must be delicately assembled prior to installation. As only two systems will be assembled (each requiring 12-16 weeks to assemble), the proposed assembly building will be a low cost, temporary structure.

60. The building will have a bolted steel frame and metal external cladding, and will be sited on a permanent foundation. Demountable scaffolding will be used internally, and its roof will be removable to enable Dockyard cranes to transfer each completed system. Building services will include electric light and power, mechanical ventilation and air filtering, compressed air and domestic water.

61. Upgrading of existing Workshops During its inspection of the Dockyard the Committee noted the poor condition of many of the existing workshops and the work required to enable them to conform with Australian and other Standards.

62. The proposed work includes the upgrading of lighting levels, installation of comfort heating, sealing of floors to reduce dust infiltration, improvement of ventilation, provision of motorised roller doors, and the upgrading of office accommodation for workshop supervisory staff. Additionally, fire escapes will be fitted to many buildings.

63. *Buildings in the upgrading program include:*

- Building 15:	Joiners, Shipwrights and Patternmakers Workshops
- Building 3:	Parts Making Shop
- Building 12:	Blacksmiths Shop
- Building 5:	Panel Fabrication Shop
- Building 18:	Electrical, Gyro, Weapons Electronic, Radio/Radar Workshops
- Building 13:	Electroplating Shop
- Building 16:	Machine Shop
- Building 9:	Pipe Fabrication Shop
- Buildings 3, 4, 9, 16,18:	Loan Tool Stores
- Building 44:	Weapons Mechanical Workshop

64. At the public hearing the CUSC stated that it had not been given sufficient details beforehand on the workshop upgrading program. The Committee agrees with the unions' statement that such information is essential to make proper comment on health and safety aspects covered in the departmental submissions. The Committee supports the unions' view that the condition of the Electroplating Shop warrants high priority and should be acted upon promptly. Advice from Defence indicates that work to upgrade the shop will be commenced this financial year.

65. Canteen Also included in the upgrading program is Building 18, the Canteen. It is proposed to refurbish both the kitchen and dining areas. Roof mounted evaporative cooling/heating units will be installed, the ceiling in the dining area will be insulated, and lighting levels will be raised through the provision of fluorescent lights. New kitchen and food storage equipment will also be provided.

66. Although the proposal to upgrade the canteen was welcomed by the CUSC and CSAC, both organisations felt that it would attract greater patronage if it had a more central location. However, Defence did not consider it feasible to construct a new facility at the present time.

67. Shipbuilding Platens II Modern shipbuilding techniques require hull units and superstructure to be pre-outfitted with ductwork, electrical wiring, pipework, etc., as much as possible before being assembled at the Building Berth.

68. The platen area proposed is similar to that proposed in Phase A. It will be a hardstanding area consisting of a drained concrete slab, and will be provided with service outlets for the distribution of compressed air, oxygen, natural gas, freshwater and electricity. The platen is located to enable parts to be moved with the aid of Dockyard cranes, and will require the demolition of an existing substandard building. The demolition of the building will improve access for the passage of large ship units through that particular area of the Dockyard.

69. Mobile Plant Facility The construction of an additional platen area will require the demolition of the building currently housing functions to be accommodated in the proposed Mobile Plant Facility.

70. As well as providing a workshop for the maintenance of Dockyard vehicles and other mobile plant the facility will include an office, a waiting area for drivers, an amenities area, and areas for vehicle cleaning, fueling and parking. The building will also include an area for the Small Parts Blasting Facility, and a separately ventilated room for recharging BCF fire extinguishers.

71. The building will be of metal clad construction on a reinforced concrete raft foundation. Walls and ceilings in office and amenity areas will be lined. Heating and mechanical ventilation will be provided. Services will include vehicle hoists, electric light and power, domestic water and compressed air. Fire protection will consist of manually operated alarm points. Hand held extinguishers, hose reels and hydrants will also be provided.

72. The site of the facility will require the levelling of the eastern section of a disused building berth. The excavated material will be used to extend part of the adjacent Dockyard shoreline in accordance with approvals from the Port of Melbourne Authority and the Victorian Ministry of Planning and Environment.

73. Administration Building Annexe A purpose-designed building is proposed to accommodate approximately 100 staff who are presently accommodated in existing substandard buildings, and/or buildings due to be demolished. It will also provide expanded accommodation for several existing functions (e.g., drafting, computing and finance) and by providing amenities such as a lunch room, light recreation area and locker rooms, will enable the Dockyard to accord with certain statutory requirements.

74. The annexe will be a three-storey, reinforced concrete structure with precast concrete spandrel panels and a metal clad roof. Glazing will consist of continuous semi-reflective solar glass panels. It will be of a similar appearance to the existing Administration Building and will be connected to it by covered walkways at the ground and first floors, the latter walkway being fully enclosed. The adjacent area will be surfaced for all weather car parking, and will be landscaped.

75. Building services will include air-conditioning, electric light and power, telephones, domestic water and sewerage. A goods/handicapped persons lift will also be provided.

76. Car Parking The Committee has been aware of the existing car parking problem at the Dockyard for a number of years and recorded its criticism of the lack of progress in this regard in its report on the Phase A proposals. Subsequently, work commenced on interim measures to improve car parking facilities and a consultant was commissioned to investigate ways in which the car parking problem could be resolved.

77. The consultant concluded that parking spaces were required for 985 cars. This assessment was based on an analysis of 1981 Census data, adjusted to take account of 1984 employment levels and a percentage of people absent on leave at any given time. It had previously been estimated that parking spaces were required for 1200 to 1400 vehicles. However, DHC has advised that that estimate 'was assessed without professional assistance and thorough research'.

78. Due to the limited land available within the Dockyard, leases have had to be negotiated on nearby vacant land owned by the State Transport Authority, the Metropolitation Transit Authority and the Port of Melbourne Authority. The Committee has received advice from DHC that written agreements concerning leased areas have been received by the Department of Local Government and Administrative Services from both the Port of Melbourne Authority and the State Transport Authority, and that no problems are anticipated with negotiations with the Melbourne Transit Authority. It is expected that the leases will be secured for a fixed term of 10 years, subject to 2 years notice of termination after 5 years.

79. The Williamstown City Council requested that consideration be given to acquiring adjacent land in Foster Street for car parking purposes. DHC subsequently has advised the Committee that the land is currently leased by the Port of Melbourne

Authority to the Hobsons Bay Engineering Co. Although the Authority was prepared to lease enough of the site to the Commonwealth to enable parking of about 190 cars, costly conditions were attached, including the acquisition of some existing Hobsons Bay Engineering Co. assets. The then Department of Defence Support decided not to proceed any further with acquiring that lease.

80. The present Dockyard car park is situated on Port of Melbourne Authority land (known as the 'silos site'). It is proposed to develop this area, together with adjoining lands owned by the State Transport and Metropolitan Transit Authorities, to form a 730 vehicle capacity car park.

81. The car park will have an all weather sealed surface, manproof perimeter fencing and appropriate landscaping and drainage. The gates will be locked at all times to prevent vandalism and theft, except during the peak arrival and departure times. Outside these times, employees will be able to gain access to their vehicles after obtaining the key from the police post in the Support Services Centre.

82. At the request of the Williamstown City Council, exits have been located to divert traffic away from Nelson Place. Additionally, the CUSC has requested that a pedestrian crossing be provided between the main car park and the proposed new Dockyard entrance. The Committee believes this request should be acceded to in consultation with the workforce.

83. An additional 70 car parking spaces will be developed on the Williamstown Dockyard Kanowna Street Annexe site, and will consist of 2 car parks adjacent to each other on the opposite corners of the junction of Cecil and Kanowna Streets.

84. In 1976, during its inquiry into the Stage 2 modernisation of Williamstown Dockyard, the Committee was informed that the Kanowna Street site would be purchased to provide a 200 vehicle car park. Last year, at the Stage 3 Phase A hearing the Committee was informed that it was then proposed to construct a training centre on the site while still retaining sufficient space to provide for a 100 vehicle car park. Although the site now is proposed to provide parking for 70 vehicles, the Committee has been informed that the Apprentice Training Centre proposal has been set aside. It has been substituted by a medium works proposal to refurbish two existing buildings on it, and will involve partitioning, implementation of fire safety measures, removal of asbestos materials, and the provision of engineering services.

85. While the Committee is satisfied that sufficient land can be leased to provide enough car parking spaces to meet the consultant's estimate, it notes that the Kanowna Street Annexe site will remain relatively undeveloped. If circumstances change to require additional car parking spaces, the Committee believes that the Kanowna site should be developed for the purpose originally advised in 1976.

86. The remaining car parking requirements will be met by providing 50 spaces within the Dockyard and cars utilising existing kerbside parking on streets immediately adjacent to the Dockyard boundary and along the east side of Kanowna Street.

87. In October 1984, the Williamstown City Council advised DHC that the proposed layout appeared to offer a reasonable solution to the car parking problems experienced within the vicinity of the Dockyard.

88. Parking spaces for 50 motorcycles and 80 bicycles will be provided within the main Dockyard car park.

89. Shallow Pits in Alfred Graving Dock Certain modifications to the Alfred Graving Dock are required to enable dry docking of the frigates.

90. It is proposed to create two recesses of 800mm depth in the dock's floor, by removing one of the two layers of floor bricks. The floor surrounding the recesses will then be reinforced and electric pumps installed to remove normal seepage. Hull protuberances will require the recesses to have dimensions of 4m x 8.3m and 6.2m x 9.4m respectively.

91. The Australian Heritage Commission has requested that the work be reversible at some future stage. DHC will comply with this request by removing whole blocks, and incorporating them into the proposed pedestrian courtyard area adjacent to the Administration Building Annexe.

92. Security Measures The Committee was briefed on the security measures to be implemented at the Dockyard in order to meet the requirements of the current security assessment recently conducted by the Australian Security Intelligence Organisation in conjunction with the departmental security advisors. The proposal includes utilising recent developments in security protection techniques.

93. Site Works and Engineering Services Some underutilised areas near the eastern boundary of the Dockyard will be cleared and levelled to replace open storage and marshalling areas which are being lost through continued development of the Dockyard. The shoreline will be extended by earthworks.

94. To overcome temporary accommodation shortages, temporary transportable buildings will be erected on the levelled sites until new ones have been completed.

95. Existing engineering services will be extended where necessary.

96. Committee's Conclusion The work proposed in this reference appears to provide satisfactory solutions to current needs at the Dockyard.

ENVIRONMENTAL CONSIDERATIONS

97. Heritage Although it has not been nominated for entry in the Register of the National Estate the Australian Heritage Commission informed the Committee that the Alfred Graving Dock at Williamstown appears to have considerable national estate significance and has been classified by the National Trust of Australia (Victoria).

98. During development of the proposal DHC consulted an engineering firm and a heritage consultant, and confirmed that the recesses could be constructed without impairing the engineering integrity or heritage significance of the dock. The Australian Heritage Commission requested that the work should be as reversible as possible, by removing complete blocks and storing them for future reinstatement. The Commission also recommended that historic records of the dock be thoroughly examined. DHC has indicated that these requests will be acceded to, and that a heritage study of the dock has been completed.

99. Environmental Impact Statement A Notice of Intent concerning the environmental aspects of the proposed works was submitted to the former Department of Home Affairs and Environment. The Department subsequently determined that an environmental impact statement was not required.

100. The requirements of the Victorian Environmental Protection Authority and the Melbourne and Metropolitan Board of Works with respect to material used to extend the shoreline and sewer discharges will be met.

CONSULTATION

101. Throughout the development of the proposal several interested parties have been consulted and briefed. These have included:

- the Williamstown City Council;
- the Port of Melbourne Authority;
- the local Ratepayers Association;
- representatives of Local and State Government;
- the National Trust of Victoria;
- the Williamstown Historical Society, and
- the Williamstown Planning and Conservation Society.

102. Representatives of the Combined Unions Shop Committee, Combined Staff Association Committee and other Dockyard employees have attended monthly meetings where their opinions have been sought and discussed. At the public hearing, however, representatives of the CUSC and CSAC expressed dissatisfaction with the consultative process.

103. The Committee is aware that Williamstown Dockyard does have a consultative process which has been in existence for some time and whose purpose is to bring management and employees together. The Committee notes with satisfaction that a more harmonious atmosphere has prevailed in recent times and resulted in a dramatic drop in the level of disputation.

104. While the Committee is satisfied that management has provided employees with the opportunity to comment on and make suggestions regarding this proposal, it is apparent that a communication problem still exists. This has hampered the diverse employee groups from making a more significant contribution. The Committee believes that consultation is a two-way process and the opportunity should be taken now for

both management and employee groups to refine the existing consultative process with a view to eliminating this communication breakdown.

LIMIT OF COST

105. The estimated cost of the proposed work is \$13.25 million at January 1985 prices, and is made up as follows:

	\$m
Building Works	6.5
Site Works, Engineering Works and Services	<u>6.75</u>
	<u>13.25</u>

106. When referred to the former Committee the estimated cost of the proposed work was \$13.0 million at September 1984 prices.

CONSTRUCTION TIMETABLE

107. In conjunction with Defence, DHC advised that its construction timetable had been developed to meet the requirements of the Australian Frigate Project construction program at the Dockyard.

108. Following parliamentary approval, DHC expects to have the first contracts arranged in September 1985, and the work completed by December 1987. Staged completions during the construction program are planned as follows:

- Support Services Centre	Oct 1987
- Occupational Health and Safety Centre	Feb 1987
- Guided Missile Launching Assembly Building	June 1987
- Upgrading of Existing Workshops and Canteen	Dec 1986
- Shipbuilding Platens II	Feb 1987

- Mobile Plant Facility	Dec 1986
- Administration Building Annexe	Dec 1987
- Car Parking	Oct 1986
- Shallow Pits in Alfred Graving Dock	Oct 1986
- Security measures	Oct 1987
- Site Works and Engineering Services	Feb 1987

109. Committee's Recommendation The Committee recommends construction of the work in this reference.

RECOMMENDATIONS AND CONCLUSIONS

110. The recommendations and conclusions of the Committee and the paragraph in the report to which each refers are set out below:

	<u>Paragraph</u>
1. THE PROPOSED FACILITIES AT WILLIAMSTOWN DOCKYARD ARE NEEDED TO AUGMENT THOSE ALREADY REQUIRED FOR THE AUSTRALIAN FRIGATE PROJECT AND TO MODERNISE THE DOCKYARD, IMPROVE EFFICIENCY AND THE GENERAL WORK ENVIRONMENT.	50
2. THE WORK PROPOSED IN THIS REFERENCE APPEARS TO PROVIDE SATISFACTORY SOLUTIONS TO CURRENT NEEDS AT THE DOCKYARD.	96
3. THE ESTIMATED COST OF THE PROPOSED WORK IS \$13.25 MILLION AT JANUARY 1985 PRICES.	105
4. THE COMMITTEE RECOMMENDS CONSTRUCTION OF THE WORK IN THIS REFERENCE.	109



(D.J. FOREMAN)

Chairman

Parliamentary Standing Committee
on Public Works
Parliament House
CANBERRA

16 May 1985

APPENDIX A

WITNESSES

Briggs, D.A., Esq., Member, Combined Staff Associations Committee, Williamstown Dockyard, Melbourne.

Cole, K.H., Esq., Associate Director, Projects Division 2, Department of Housing and Construction, Melbourne.

Corbett, B.J., Esq., Secretary, Combined Unions Shop Committee, Williamstown Dockyard, Melbourne.

Gardner, A.M., Esq., Project Manager, Australian Frigate Project, Department of Housing and Construction, Melbourne.

Hansby, S.N., Esq., Minute Secretary, Combined Unions Shop Committee, Williamstown Dockyard, Melbourne.

Millen, W.M.C.C., Esq., General Manager, Williamstown Dockyard, Melbourne.

Terrill, P.G., Esq., First Assistant Secretary, Commercial Services Division, Office of Defence Production, Department of Defence, Canberra.

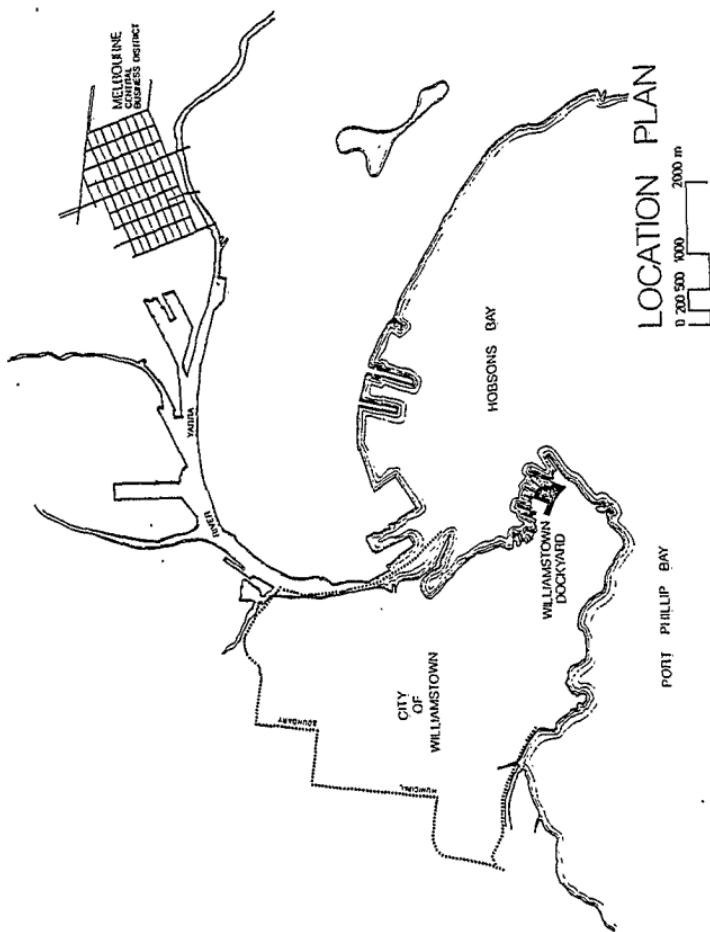
Tobin, P.D., Esq., Convenor, Combined Staff Associations Committee, Williamstown Dockyard, Melbourne.

APPENDIX B



LOCATION PLAN

2000 m
0 200 500 1000



APPENDIX B

**AUSTRALIAN FRIGATE PROJECT
SHIP BUILDING FACILITIES
MASTER PLAN**



100m

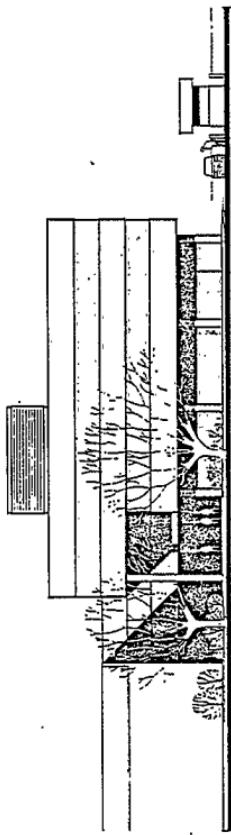
APPENDIX B

ELEVATION AND SECTION
SUPPORT SERVICES CENTRE

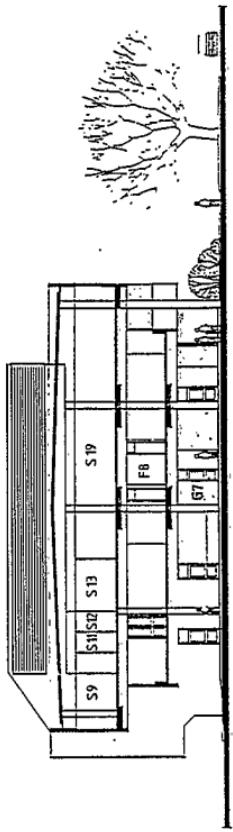
0' 3' 5' 0' m

SOUTH ELEVATION

EXISTING STORE
BUILDING



SECTION
THROUGH PERSONNEL ENTITY



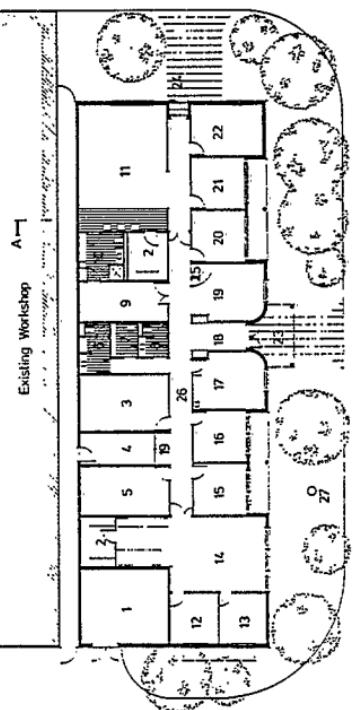
(B-3)

APPENDIX B



OCCUPATIONAL HEALTH
AND SAFETY CENTRE

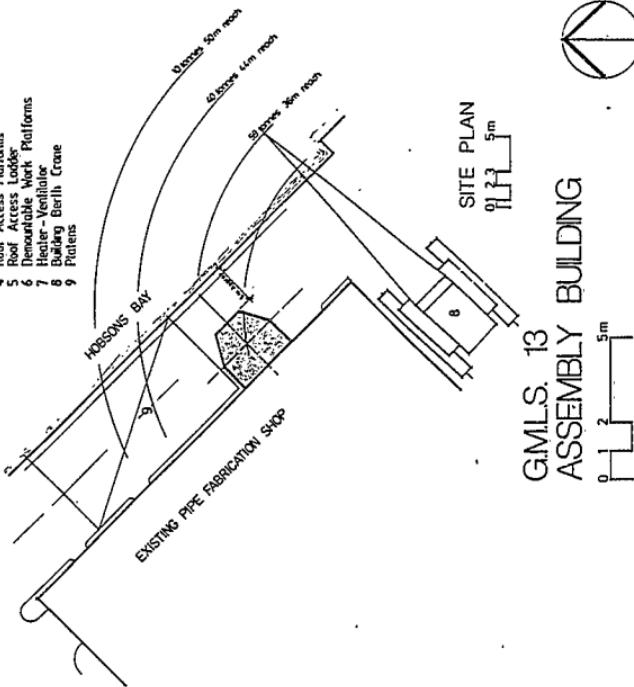
9' 2" 14' 5" min





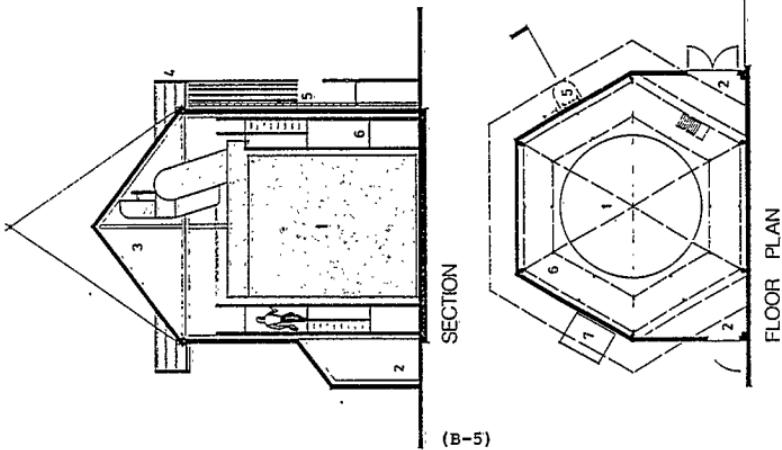
LEGEND

- 1 Guided Missile Launching System
- 2 Assembly Area
- 3 Personnel Entry
- 4 Removable Roof
- 5 Roof Access Platforms
- 6 Roof Access Ladder
- 7 Demountable Work Platforms
- 8 Header - Vehicle
- 9 Building Birth Crane
- 10 Platens



GMLS 13
ASSEMBLY BUILDING

SITE PLAN
5m



(B-5)

APPENDIX B



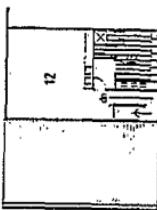
MOBILE PLANT
FACILITY



GROUND FLOOR

AI

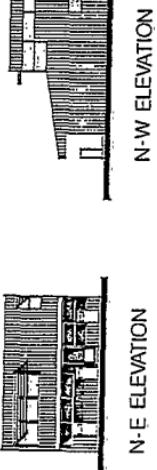
JA



FIRST FLOOR

AI

(B-6)



N-E ELEVATION



N-W ELEVATION



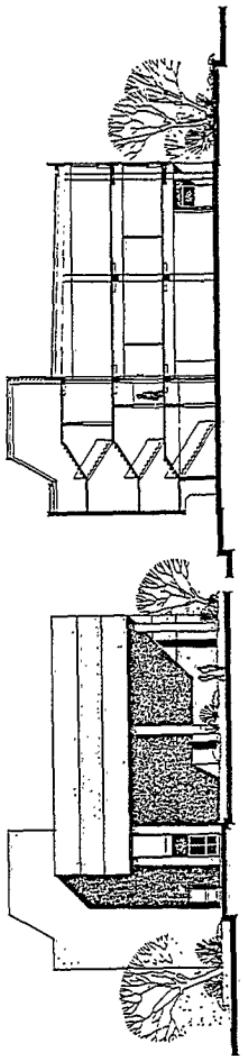
SECTION AA

LEGEND

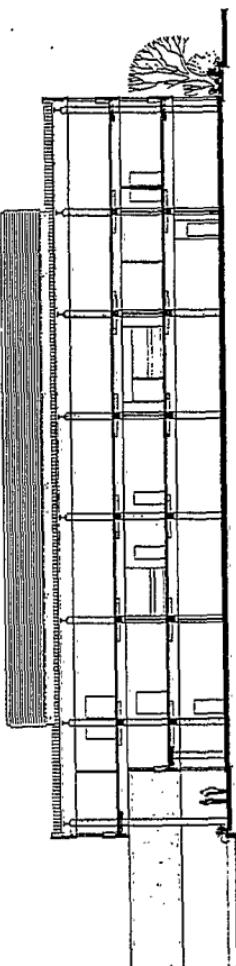
- 1 Covered Entry & Dispensing Pumps
- 2 Transport Office
- 3 Stair
- 4 Foyer & Passage
- 5 Garage Office
- 6 Male Toilets, Showers & Lockers
- 7 Store
- 8 Maintenance, Fixtures
- 9 Small Parts Bin/Bin
- 10 B.C.F. Extinguisher Rectangle
- 11 Bleaching Chlorine
- 12 Lunch Room & Drivers Waiting
- 13 Female Toilets, Showers & Lockers

APPENDIX B

ELEVATION & SECTIONS
ADMINISTRATION
BUILDING ANNEXE



SOUTH ELEVATION



SECTION AA

SECTION BB

APPENDIX B

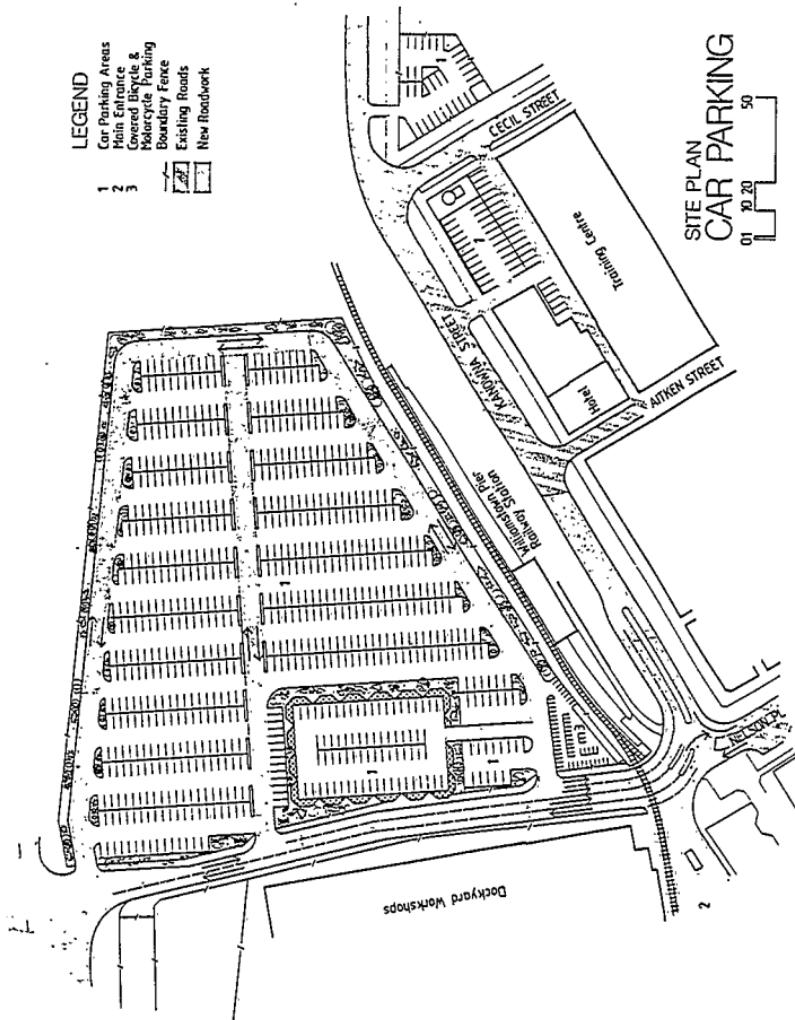


LEGEND

- 1 Car Parking Areas
- 2 Main Entrance
- 3 Covered Bicycle & Motorcycle Parking
- Boundary Fence
- Existing Roads
- New Roadwork

**SITE PLAN
CAR PARKING**

10 20 50



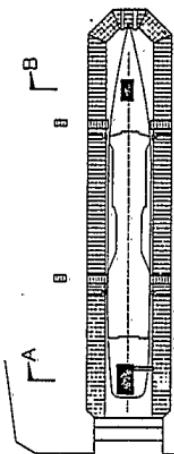
APPENDIX B



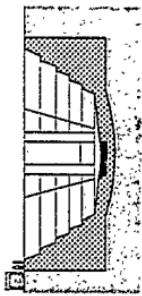
PLAN & SECTIONS
SHALLOW PITS IN
ALFRED GRAVING DOCK
1:500

PLAN
1:500

L_A L_B



SECTION BB



SECTION AA

