

DEPARTMENT OF THE SENATE
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<i>Mr. Chairman</i>
Chairman of the Senate



Parliamentary Standing Committee on Public Works

REPORT
relating to the
CONSTRUCTION OF CANBERRA MAIL CENTRE,
FYSHWICK

(Sixteenth 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
relating to the
CONSTRUCTION OF
CANBERRA MAIL CENTRE, FYSHWICK
(Sixteenth 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. 53 DATED 17 OCTOBER 1985

24 PUBLIC WORKS COMMITTEE - REFERENCE OF WORK -
CANBERRA MAIL CENTRE, FYSHWICK: Mr West (Minister for
Housing and Construction), 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: Canberra
Mail Centre, Fyshwick.

Mr West presented plans in connection with the proposed
work.

Debate ensued.

Question - put and passed.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

CONSTRUCTION OF CANBERRA MAIL CENTRE, FYSHWICK

R E P O R T

By resolution of 17 October 1985 the House of Representatives referred to the Parliamentary Standing Committee on Public Works for consideration and report the proposal for the construction of Canberra Mail Centre, Fyshwick.

The Committee has the honour to report as follows:

THE REFERENCE

1. The work proposed under this reference comprises:

- a single-storey building for the mail processing area with a three-storey section housing administration, amenities and plant;
- a detached single-storey building to provide a motor vehicle service centre;
- hardstanding for mail vehicles; and
- parking for staff and visitors.

2. The site proposed for the new mail centre is at the corner of Canberra Avenue and Nyrang Street, Fyshwick.

3. The estimated cost of the proposed work when referred to the Committee was \$7.45 million at August 1985 prices, but was later amended to \$7.52 million.

THE COMMITTEE'S INVESTIGATION

4. The Committee received written submissions from Australia Post, The Department of Housing and Construction (DHC), and the National Capital Development Commission (NCDC).

5. On 14 November 1985, on the motion of Mr Millar, the Committee resolved that pursuant to sub-section 11(1) of the Public Works Committee Act 1969, a Sectional Committee examine the proposal and report to the Committee.

6. The Sectional Committee conducted a public hearing in Canberra on 22 November 1985 at which representatives of Australia Post, DHC and the NCDC gave evidence. Representatives of two organisations with an interest in the proposal also gave evidence at the public hearing. Those organisations were the Australian Postal and Telecommunications Union and Canberra Consumers Incorporated.

7. Prior to the hearing the Committee inspected the existing Canberra Mail Centre at Kingston, the proposed site for the new mail centre on the corner of Commonwealth Avenue and Nyrang Street, Fyshwick, and the Australian Post transport depot at the Causeway.

8. A list of witnesses who appeared at the public hearing and the organisations which they represented is at Appendix A.

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

BACKGROUND

10. This is the second reference received by the Committee in 1985 dealing with the proposed construction of a mail centre for Australia Post. The Committee's Twelfth Report of 1985 dealt with the proposed construction of a new Melbourne Mail Centre. A number of remarks concerning the statutory requirements of Australia Post and recent trends in providing a decentralised network of mail centres in Victoria contained in that report apply equally to NSW and the ACT and are described hereunder.

11. Functions of Australia Post The Australian Postal Commission was established and operates under the Postal Services Act 1975 which enables it to provide a national postal service; it is the common carrier of mail in Australia and the provider of postal services. The Commission trades under the name of Australia Post. On 30 June 1985 Australia Post completed 10 years of operations.

12. Australia Post is required by its Act to operate Australia's postal services in a manner as will best meet the social, industrial and commercial needs of the Australian people. It is required to raise sufficient revenue to cover operating expenditure and to fund at least half of its capital expenditure including working capital. It must also operate its services as efficiently and economically as practicable and have regard to the special needs of Australians residing and carrying on business outside the cities.

13. Mail Network Australia Post provided the Committee with details of the structure of the mail network, factors influencing the boundaries of mail areas and the location of mail centres within the mail areas. The following paragraphs describe these factors:

14. The Australian mail network is required to connect post towns with each other. The impracticalities of linking all towns with each other are obvious. A number of major centres need to be established through which groups of towns despatch or receive their mail. In NSW and the ACT the main concentrations occur at decentralised mail centres which serve defined geographic areas of the State, both metropolitan and country. Criteria determining the extent of areas served by specific centres include natural geographic boundaries, mail quantities, intra-regional mail quantities and collection and distribution times.

15. The location of mail centres within their catchment areas is influenced by factors such as ease of transport, proximity of post towns, staff parking requirements and the availability of suitable land.

16. Australia Post vehicles operate over major trunk links connecting mail centres and other major facilities used for mail processing in the NSW/ACT decentralised network. Vehicles are also used in urban areas of various regions for local collection and distribution.

17. Decentralisation Decentralisation of the NSW and ACT network commenced in 1976 when the Australian Postal Commission approved a plan for its introduction in those states. At the time the Central Mail Exchange at Redfern processed more than 90 per cent of the total mail handled in NSW and the ACT. Apart from Redfern the only other substantial mail processing facilities in NSW/ACT were regional mail processing facilities at Newcastle and Canberra.

18. NSW Network The network of decentralised mail centres in NSW now comprises central, suburban and country facilities. The central facilities comprise the State mail centre and the International mail centre. The State mail centre is located in Alexandria and processes mail forwarded to NSW from interstate and also to and from distant country areas of NSW. The centre was established in October 1984, employs about 510 staff and processes 480,000 articles on an average week day.

19. The International mail centre is located at Clyde and was established in June 1985. The centre processes mails to and from overseas, employs about 695 staff and processes 320,000 articles on an average week day.

20. Suburban facilities have been established in five centres and each serves a defined portion of the Sydney metropolitan area. The centres, their year of establishment, the number of staff employed and total mail articles processed at each on an average week day are set out below:

Centre	Year	Staff	Articles per day '000
St Leonards	1982	440	900
Seven Hills	1984	244	410
Leightonfield	1983	313	410
Turrella	1984	483	750
Rushcutters Bay	1985	564	800

21. In addition to Canberra, country Mail centres have been established in five provincial centres each serving a defined portion of country NSW. The centres, their year of establishment, the number of staff employed and the total mail articles processed at each on an average week day are set out below:

Centre	Year	Staff	Articles per day '000
Bathurst	1981	37	120
Gosford	1981	44	110
Goulburn	1981	30	110
Newcastle	1977	166	350
Wollongong	1980	94	190

22. The Canberra Mail Centre, not included in the above, was established in 1978, employs 275 staff and processes 410,000 articles on an average week day.

23. In addition to metropolitan and country centres, there are six distributing post offices which inter-change mail circulating within defined geographic regions of NSW, which are more distant from Sydney (in excess of 450 kilometres), or which transcend State borders.

24. Australia Post pointed out that the five metropolitan centres, the State and international centres are now operating in new, purpose-designed buildings. Four of the five country centres also occupy purpose-designed buildings. The Newcastle and Canberra centres are the only centres occupying leased premises.

THE NEED

25. The need for a new Canberra Mail Centre derives from two factors. First, a considerable volume of mail is generated by or received for delivery in Canberra. In recognition of this and the importance of Canberra as the centre of Government, mail from interstate mail exchanges and decentralised centres is forwarded directly to Canberra rather than through the State Mail Centre as would be the case for centres in NSW. There is therefore a definite need based on volume and national importance for a mail centre to be located in Canberra.

26. The second reason derives from the standard of facilities occupied at the existing Mail Centre. The premises comprise three adjoining buildings which were progressively leased over a number of years as the scale of mail processing operational requirements expanded.

27. Australia Post advised the Committee that the existing premises are deficient in a number of respects which affect working conditions and the efficiency of operations.

28. After inspecting the existing accommodation the Sectional Committee can understand this. A number of obvious deficiencies were observed during the inspection by the Sectional Committee.

29. It was pointed out that substantial sections of walls between the three buildings occupied by the centre have been removed. Nevertheless, the total floor space available is significantly less than that required. The configuration of areas available is not conducive to the creation of an efficient and logical flow of work through the building. Conveyor belts, which were installed to overcome inefficiencies in work-flow, now occupy space required for operations and cause inflexibilities.

30. There is very limited space available at loading and unloading docks for Australia Post vehicles. Adjacent to the loading docks there is insufficient space for the assembly or storage of mails requiring processing or despatch.

31. Facilities available for customers to lodge bulk mail are also congested. The resultant inefficiencies of existing processes are:

- mails are processed out of sequence;
- there is additional handling of bags of mail awaiting despatch; and
- customers may be delayed in completing their transactions.

32. The Sectional Committee inspected the amenities areas which comprise a lunch room, locker room and toilets and agrees that these areas compare unfavourably with current standards. Heating and cooling of the building is unsatisfactory. Australia Post believes that the combination of inadequate amenities, together with uncomfortable working conditions, is impacting on staff attitudes.

33. Australia Post advised the Sectional Committee of a general policy that all major processing facilities should be housed in Australia Post-owned buildings. Physical security and guaranteed long term tenure and flexibility in operations are some of the factors contributing to the need for this policy.

34. Motor Vehicle Service Centres Motor Vehicle Service Centres (MVSCs) are collocated with each of the Sydney metropolitan mail centres and with the Wollongong centre. MVSCs are used for the scheduled servicing of vehicles (including Australia Post courier vehicles), washing and minor repairs. Work involving major overhauls is carried out at special transport depots or is contracted out.

35. In Canberra at present only vehicle washing and minor servicing work are carried out at the Australia Post transport depot at the Causeway. The depot is not collocated with the mail centre. Australia Post submitted that it is important that MVSCs and mail centres be collocated. Collocation enables mail centre managers to have direct control over resources needed to ensure efficient and effective operations. Close liaison between drivers and MVSC technical staff is important to maximise vehicle availability. Australia Post indicated that where MVSCs are not collocated with mail centres, substantial time is involved in ferrying vehicles requiring servicing or repairs between the two centres.

36. The Committee was advised that the existing transport depot at the Causeway has insufficient space for the overnight parking of the Australia Post fleet of vehicles and has limited vehicle maintenance facilities.

37. Committee's Conclusion The existing Canberra Mail Centre has numerous operational and physical deficiencies which do not reflect modern decentralised mail processing requirements. A new purpose-designed mail centre should be constructed. A new Motor Vehicle Service Centre should be collocated with the centre and sufficient space for the overnight parking of Australia Post vehicles should also be provided.

THE PROPOSAL

38. The proposal is to construct a new purpose-designed mail centre complex on the corner of Canberra Avenue and Nyrang Street, Fyshwick.

39. Site Selection The NCDC advised the Sectional Committee that Australia Post had requested that a two hectare site be identified to develop a larger and more functional mail distribution centre. This request followed an examination of other development options including the development of the site partially occupied by the transport depot at the Causeway. This site proved to be too small.

40. The NCDC identified a site on Canberra Avenue, east of Nyrang Street, which was formally approved in principle in March 1982 subject to relevant design and development controls being met. Working drawings have now been received by the NCDC and are being assessed. Australia Post advised the Sectional Committee that another site at Mitchell was identified by the NCDC. This site was considered unsuitable due to its distance from the airport and the disruptions to staffing which would arise by relocating the mail centre there.

41. The site is about two hectares in area and Australia Post believes it will provide adequately for the collocation of mail processing and transport operations. It has good access to the airport and to arterial roads. (A Locality Plan is at Appendix C, Illustration C-1.)

42. Building Description The following paragraphs describe significant features of the design of the complex. Construction details are at Appendix B. A site plan of the proposed complex is at Appendix C, Illustration C-2.

43. The mail handling area of the building will be a single-storey structure with large roof spans and few supporting columns to provide flexibility to accommodate mail handling operations.

44. A dedicated area for Customs will be located on the north east corner. This area will be readily accessible to the public.

45. A bulk delivery area will be located adjacent to the Customs area.

46. Loading docks for Australia Post vehicles will be located along the south-eastern side of the building.

47. Refuelling bowsers for Australia Post vehicles will be located adjacent to a group of offices to be occupied by the transport officer and overseers at the south-eastern corner. The extended awning of the mail centre building will provide weather protection to staff engaged in fuelling operations.

48. At the south-western end, the building will rise to three-storeys with the main entrance, ablution and locker facilities and various plant rooms on the ground floor; staff amenities and management offices at first floor level and major plant and equipment at the second floor level. Elevations showing the extent of the single-storey mail processing area and the three-storey amenities, administration and support services wing are at Appendix C, Illustration C-3.

49. Allocation of Space The allocation of space within the building will be as follows:

	m^2
Ground Floor (area of 4,675 square metres)	
- mail processing operations	3,400
- transport offices	150
- Customs	250
- Amenities	400
- Miscellaneous	475
First Floor (area 875 square metres)	
- administration	350
- amenities	400
- miscellaneous	125

Plans of the ground and first floors of the building are at Appendix C, Illustrations C-4 and C-5. Sections are at Illustration C-6.

50. Motor Vehicle Service Centre A separate MVSC, with a gross building area of 600 square metres, will be located to the north-west of the main building. This will be a single-storey structure designed to house facilities for servicing the Australia Post fleet of vehicles, vehicle washing and to provide covered parking for some pantechnicon vehicles. Plans, Sections and Elevations of the MVSC are at Appendix C, Illustration C-7. The MVSC will be staffed by a senior mechanic, two motor mechanics and a garage attendant. Australia Post advised that at the outset the following vehicles will be serviced at the MVSC:

<u>Type of Vehicle</u>	<u>No.</u>
Mail vans	44
Mail trucks	1
Pantechnicons	13
Courier vehicles	16
Sedans	10

51. **Parking** Undercover parking will be provided for 73 Australia Post vehicles in the vehicle parking area which will extend along the south-eastern side of the site. Access roads and vehicle manoeuvring areas will be designed for use by heavy vehicles. Mail vehicles will enter and leave the site from a dedicated road at the north-eastern corner.

52. A separate car park with capacity for 108 cars will be provided along the Myrang Street side of the building to accommodate vehicles belonging to mail centre staff.

53. Nine parking spaces for Customs officers and members of the public will be provided adjacent to the Customs area. Four car parking spaces for visitors will be provided at the south-western end of the site within easy access of the main entrance to the building. The staff and public car parks will be provided with separate access routes. (Illustrations C-2, Appendix C, shows the location and extent of car parking areas.)

54. **Design Life of the Mail Centre** Australia Post advised that the proposed building has been dimensioned to meet forecast needs to 1995. The design and specifications have taken into account a wide range of considerations including future mail growth, present and proposed technologies and assessments of staffing, equipment and space requirements based on the application of known and estimated productivity rates and standards. The main building has been designed to allow future extension by one building bay to meet all foreseeable needs for the Canberra centre.

55. The Sectional Committee questioned Australia Post market projections for Canberra. Australia Post advised that market projections for the next 10 years point to a continuing growth of about 2 per cent per annum in mail postings. Of relevance

to future space requirements is an expected change in the mix of full rate and discount rate mail. The latter category is generally pre-processed, at least in part, by customers prior to lodgment. Overall projections recognise also the impact of electronic communications.

56. Australia Post advised the following projected staffing levels for the centre (the projections include relief staff):

Staff Category	At Commissioning	
	1986/88	1995/96
Management/administration	12	12
Supervisory	10	10
Mail Processing	197	221
Transport	64	69
Support	11	12
Total	294*	324
(* Includes 8 part-time positions)		
On duty at any one time	139	151

57. Amenities The Sectional Committee questioned the provision of amenities for the staff. Australia Post advised that amenities to be provided will be in accordance with the code entitled "Provision of Amenities in Australia Post Establishments".

58. Amenities to be provided include a kitchen area for the preparation of hot meals and snacks. Seating will be provided to accommodate the assessed maximum number of staff on a meal break at any one time. In 1986/87 the number is expected to be 37, in 1995/96 it is expected to be 40.

59. Facilities for the Disabled Provision will be made for ramped access to the building for disabled persons. A unisex toilet for the disabled will be provided at ground floor level.

60. Security Australia Post advised that adequate security features will be installed to protect the entire mail centre, including the yard, buildings and their contents. Appropriate external lighting will be provided, including the car parking and driveway areas. An area, remote from the building, will be provided for the placement of suspect items of mail awaiting examination by proper authorities.

61. Substation A small single-storey building located south-east of the main building will accommodate an electricity substation which will provide power to the entire complex.

62. Reactions to the Proposal The Committee received written submissions from the Australian Postal and Telecommunications Union and Canberra Consumers Incorporated and representatives of the two organisations addressed at length a number of aspects of the proposal at the public hearing.

63. Australia Post provided details of the dates on which consultative meetings were held with representatives of staff associations. The APTU representatives claimed that matters which they wished to discuss at these meetings were deferred. Nevertheless, there was some evidence that plans of the proposed complex were considered at these meetings. The Committee understands that changes made to a number of features, e.g., access for the disabled, were largely as a result of these consultations with staff associations.

64. Prior to the public hearing and as part of the consultation process, Australia Post had arranged an inspection of the Turrella mail centre by representatives of staff associations. This centre is representative of modern purpose-designed facilities, and the inspection would have enabled the representatives to view at first hand operational practices and

arrangements at a modern facility. The visit was called off at short notice. During the public hearing Australia Post offered to provide transport for a reasonable number of staff association representatives to view operations at Turrella during daily peak periods. The Committee commands Australia Post for this action.

65. At the public hearing APTU representatives expressed misgivings about the ability of the proposed building and transport area to efficiently cope with operational requirements which differ from those at existing Sydney centres. Australia Post assured the Sectional Committee that differences in operations at Canberra were recognised and are reflected in the design of the building. The loading dock area has been designed with this in mind. A non-load bearing curtain wall will provide flexibility for the provision of entry and exit points. The length of the loading dock interface area is about the same as the St Leonards centre which receives twice the daily volume of mail as the Canberra centre. The use of small slides and conveyors will cater for different vehicles loading or unloading.

66. The Sectional Committee also received a telegram from the Branch Council of the ACT Branch of the Australian Labor Party which suggested that the Committee delay reporting on this reference pending successful negotiations between Australia Post and the APTU. The Committee cannot agree to this request.

67. The Committee believes the building design recognises that changes in the method of operations will occur over the physical life of the building. Australia Post assured the Sectional Committee that special operating arrangements which exist at present and which could arise in future can be accommodated within the building. Given these flexibilities any concerns regarding the use and location of mechanical equipment, the physical layout of equipment and workflow can be the subject of consultations while construction of the building proceeds.

The Committee believes that several aspects of an occupational health and safety nature raised at the public hearing can be satisfactorily dealt with during the on-going consultation process.

68. The APTU requested that the Committee recommend that the staff car parking area be covered to counter the effects of frost during the winter months on vehicles belonging to the night shift staff. Australia Post advised that it is not within their policy guidelines to provide covered car parking for private vehicles. The Committee is sympathetic to the possible adverse effects of frost on staff vehicles but does not support a course of action which would vary with established Australia Post policy.

69. The APTU also questioned the adequacy of the number of car parking spaces proposed. It was felt that the 108 spaces would be insufficient for all staff requirements during busy periods. Australia Post advised that by 1995/96 the estimated number of staff on duty at any one time will be 151. The Committee believes an approximate ratio of two parking spaces for every three staff members should be adequate.

70. The question of the provision of child minding facilities at Australia Post and Telecom Australia facilities has been canvassed in previous reports by the Committee. The position is that Australia Post is not required to provide such centres. The Government has the wider question of the provision of such centres at all Commonwealth establishments under consideration. Australia Post will adjust its policies in line with future Government pronouncements on the matter. The Committee agrees with this approach.

71. The APTU and Canberra Consumers questioned the non-inclusion of the Australia Post Courier facilities at the new mail centre. Australia Post advised that the courier service is in direct competition with commercial courier companies. A commercial decision had been taken by Australia Post to keep the two organisations separate.

72. The availability of public transport at the proposed site was also questioned by the APTU. The Committee was advised that the site is served by public transport and that provision exists for standing bookings for bus transport to be made should it be necessary. The proposed site is not very far from the existing site and those members of the staff wishing to avail themselves of public transport will not be significantly disadvantaged by the relocation.

73. The provision of facilities for the disabled was also questioned by both organisations. Access to all ground floor areas is provided. A toilet for the disabled will be provided on the ground floor. Australia Post is an equal opportunity employer and if in future disabled people are employed at the centre, access to the first floor amenities area would be provided by a motorised platform for which installation provision was to be incorporated in the design of the stairway. It is understood that such a platform has been demonstrated at a Sydney mail centre.

74. The representative of Canberra Consumers also questioned a number of aspects relating to Australia Post's network structure and facilities and services available at the new centre for the public. The Committee believes the provision of a multi-coin stamp vending machine has merits and should be considered further by Australia Post.

75. Committee's Conclusion The Committee is satisfied that the location, design and scope of the proposed Canberra Mail Centre will be a significant improvement on the existing centre and will adequately cater for the requirements of the ACT/NSW region and the needs of Australia Post staff.

ENVIRONMENTAL CONSIDERATIONS

76. DHC advised that the Department of Arts, Heritage and Environment (formerly the Department of Home Affairs and Environment) has accepted that the proposal is of limited environmental significance and has agreed that the submission of an Environmental Impact Statement is not necessary.

COSTS AND TIMETABLE

77. The estimated capital cost of the buildings in the proposed complex is \$7.52 million at August 1985 prices.

78. The 99-year lease of the site for the complex was secured at a nett cost of \$110,000. Completion and occupation of the proposed complex will enable existing leases currently costing \$95,000 annually to be terminated.

79. The estimated building completion time is 65 weeks after the signing of contracts. Equipping and setting up of the building in readiness for occupation will take a further eight weeks. The target for occupation is the second quarter of 1987.

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

RECOMMENDATIONS AND CONCLUSIONS

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

Paragraph

1. THE EXISTING CANBERRA MAIL CENTRE HAS NUMEROUS OPERATIONAL AND PHYSICAL DEFICIENCIES WHICH DO NOT REFLECT MODERN DECENTRALISED MAIL PROCESSING REQUIREMENTS. A NEW PURPOSE-DESIGNED MAIL CENTRE SHOULD BE CONSTRUCTED. A NEW MOTOR VEHICLE SERVICE CENTRE SHOULD BE COLLOCATED WITH THE CENTRE AND SUFFICIENT SPACE FOR THE OVERNIGHT PARKING OF AUSTRALIA POST VEHICLES SHOULD ALSO BE PROVIDED.

37

2. THE COMMITTEE IS SATISFIED THAT THE LOCATION, DESIGN AND SCOPE OF THE PROPOSED CANBERRA MAIL CENTRE WILL BE A SIGNIFICANT IMPROVEMENT ON THE EXISTING CENTRE AND WILL ADEQUATELY CATER FOR THE REQUIREMENTS OF THE ACT/NSW REGION AND THE NEEDS OF AUSTRALIA POST STAFF.

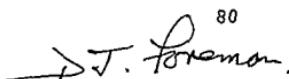
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3. THE ESTIMATED CAPITAL COST OF THE BUILDINGS IN THE PROPOSED COMPLEX IS \$7.52 MILLION AT AUGUST 1985 PRICES.

77

4. THE COMMITTEE RECOMMENDS CONSTRUCTION OF THE WORK IN THIS REFERENCE.

80



(D.J. FOREMAN)

Chairman

Parliamentary Standing Committee
on Public Works
Parliament House
CANBERRA

26 November 1985

APPENDIX A

LIST OF WITNESSES

Armstrong, R.G., Esq., Acting Project Manager, Department of Housing and Construction, ACT Region, Sirius Building, Furzer Street, Phillip, Australian Capital Territory, 2602

Bonus, G.M., Esq., Associate, Allen Jack and Cottier, Architects, 6A Liverpool Street, Paddington, New South Wales, 2021

Cole, M.F., Esq., Associate Director, Department of Housing and Construction, ACT Region, Sirius Building, Furzer Street, Phillip, Australian Capital Territory, 2602

Fennell, K.J., Esq., General Manager, Estates Management Department, Australia Post Headquarters, 71 Rathdowne Street, Carlton South, Victoria, 3053

Gazlay, D.J., Esq., President, Canberra Sub-Branch, Australian Postal and Telecommunications Union, 7 La Perouse Street, Red Hill, Australian Capital Territory, 2603

Hattam, J.I., Esq., Special Advisor, NSW/ACT Mail Network, Australia Post Headquarters, 71 Rathdowne Street, Carlton South, Victoria, 3053

Johnston, R.W., Esq., Town Planner, National Capital Development Commission, 220 Northbourne Avenue, Canberra, Australian Capital Territory, 2600

Kirby, C.A., Deputy State Manager, Country Services, Australia Post, 1st Floor, General Post Office, Martin Place, Sydney, New South Wales, 2000

Peters, Dr F.E., Executive Member, Canberra Consumers Inc., 12 Bavin Street, Curtin, Australian Capital Territory, 2605

Whiteford, E., Esq., Secretary, Canberra Sub-Branch, Australian Postal and Telecommunications Union, 29 Bourne Gardens, Cook, Australian Capital Territory, 2614

CONSTRUCTION DETAILS

1. Foundation and Structure The foundation of the building will be driven piles. DHC explained that these foundations were selected following an examination of sub-surface conditions.
2. The structure of the building will comprise a reinforced concrete frame to the western three-storey portion, a steel frame to the large single-storey portion and a steel framed roof.
3. External Finishes The building will be finished externally with clay bricks. The Sectional Committee questioned the use of this cladding material and was assured that it is compatible with local sub-surface conditions.
4. The roof will be clad with a pre-finished and insulated metal deck. Windows will be metal-framed with double glazing and internal venetian blinds in some locations.
5. Internal Finishes Internal wall finishes will be clay face brickwork, plasterboard vinyl-faced partitions and ceramic tiles to toilets and showers.
6. Floors will be tiled in heavily trafficked areas and other circulation spaces, with carpet to offices and staff areas. Mail handling operations areas will have a floor finish appropriate to the floor loading. These areas will have a combination of carpet, heavy duty quartz polymer tile and hardened concrete topping floor finishes, depending on the type of traffic likely to be encountered. Ceilings will generally be suspended plasterboard or acoustic tiles with integral electrical and mechanical services.

7. Electrical Services The building will be supplied from an Australian Capital Territory Electricity Authority substation on the site. This will service a main voltage switchroom located on the ground floor. Loads will be divided into essential and non-essential sections so that either consumer mains or portable emergency generation plant can supply essential loads.

8. Artificial lighting will generally be fluorescent and in accordance with Australian Standards.

9. Emergency lighting and illuminated directional signs will be provided as required by regulations.

10. Exterior lighting for mail docks, vehicle parking areas and security will be provided.

11. The building will be provided with an internal block cabling telephone facility together with localised intercom facilities and a public address system.

12. Mechanical Services Air conditioning will be provided to mail processing, office and staff recreation areas. Natural gas-fired hot water boilers will be used to provide heating.

13. Exhaust ventilation will be provided to equipment, maintenance areas, stores and toilet areas.

14. Work bays in the motor vehicle workshop will be evaporatively cooled in summer, heated in winter and provided with exhaust systems to remove vehicle exhaust gases.

15. Hot water for amenities will be provided by small electrically heated units at points of use.

16. Hydraulically operated dock levellers and scissor lifts will be provided to cater for trucks with different tray heights.

17. Hydraulic Services Adequate water, sewerage and drainage facilities are available to the site. Wastes discharged to the sewerage system will meet the requirements of local authorities.

18. A waste oil reclamation system will be installed to the motor vehicle service centre building to allow recycling of waste oil products.

19. Fire Protection An automatic fire sprinkler system will be provided throughout the building. An external system of fire hydrants will be located to suit fire brigade requirements and small bore hose reels will be located internally. Portable extinguishers will be provided where necessary.

20. Landscaping All road frontage perimeters to the site will be landscaped to minimise the visual impact of the building and vehicle parking areas.

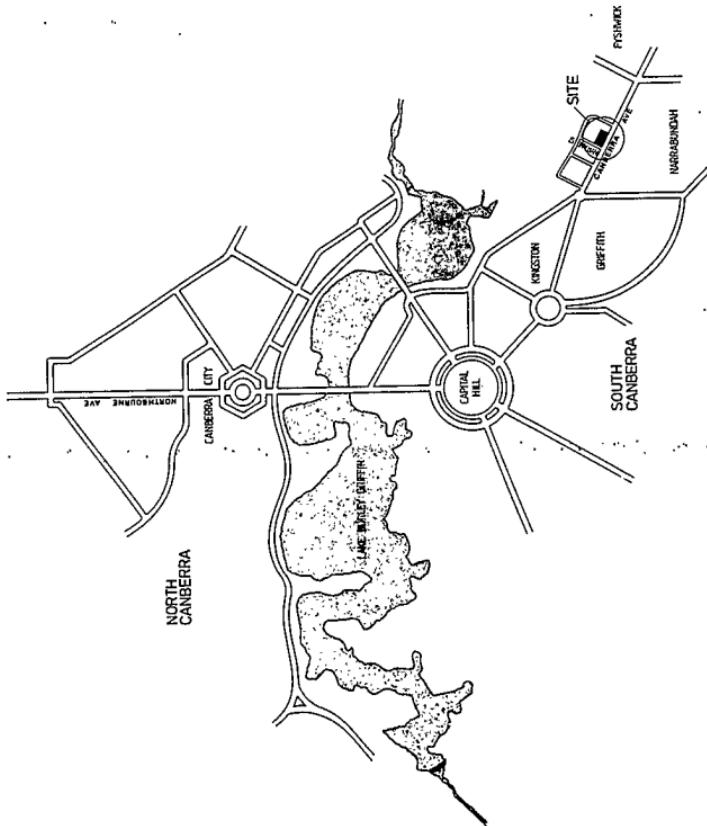
21. Security An internal security system will be provided to monitor the operation of exit doors and to main processing areas.

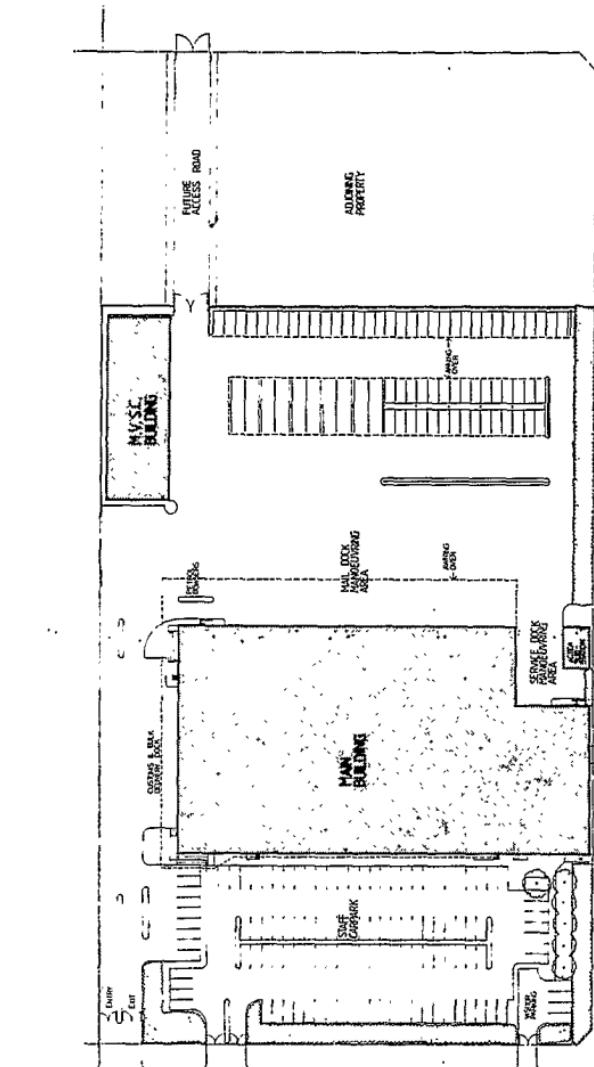
22. A closed circuit television system will be installed to monitor the security of mail handling operations.

23. Vertical Transportation A small goods lift will provide access to first floor amenities.



DEPARTMENT OF HUSING AND CONSTRUCTION
CANBERRA MAIL CENTRE
LOCATION PLAN
CA 86/102





WYRANG STREET
(G-2)

DEPARTMENT OF CANBERRA HOUSING AND MALL CONSTRUCTION CENTRE

BUILDING
INSTITUTIONS

卷之三



- NORTH-EAST ELEVATION

SOUTH-WEST ELEVATION

NORTH-WEST ELEVATION

SOUTH-EAST ELEVATION

An architectural elevation drawing of a long, multi-story building. The building features a central entrance with a set of stairs leading up to it. Above the entrance is a balcony. The facade is divided into sections by vertical and horizontal lines, representing windows and doors. The drawing is done in a technical style with hatching and cross-hatching to indicate different materials and shadows.

CENTRE

DEPARTMENT OF
CANBERRA
HOUSING
MA

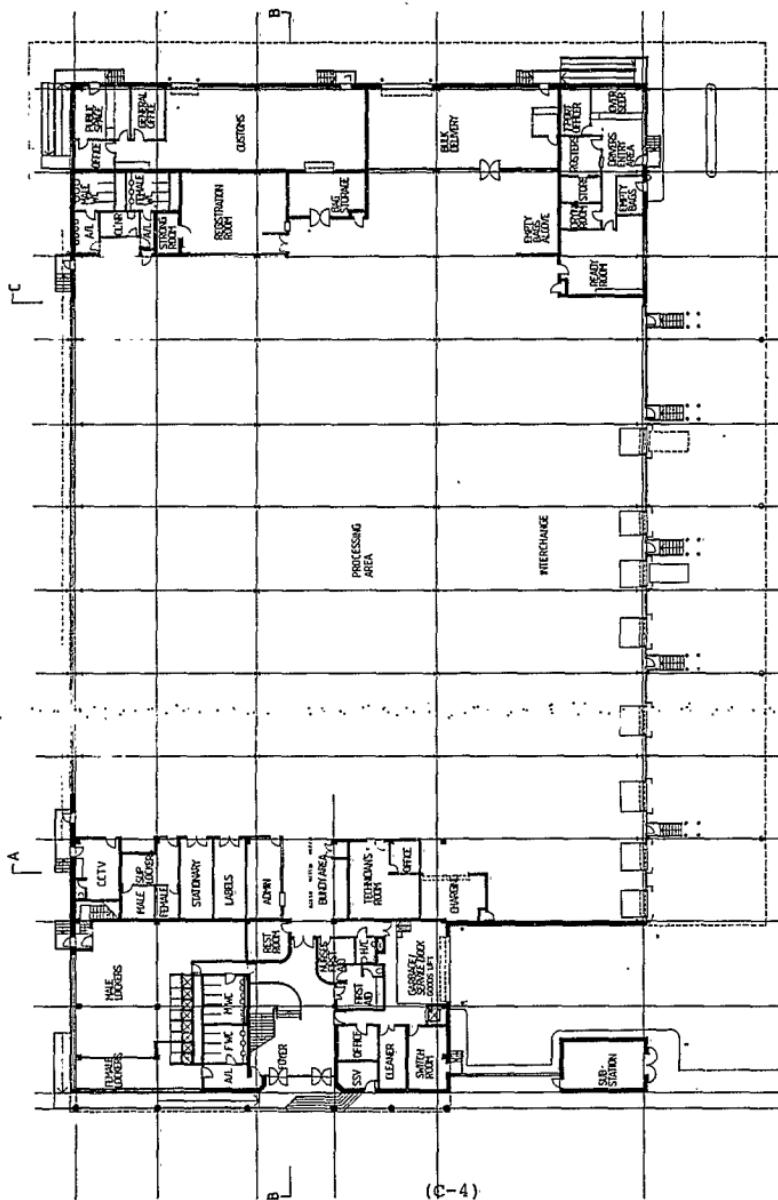
MAIN BUILDING
GROUND FLOOR PLAN

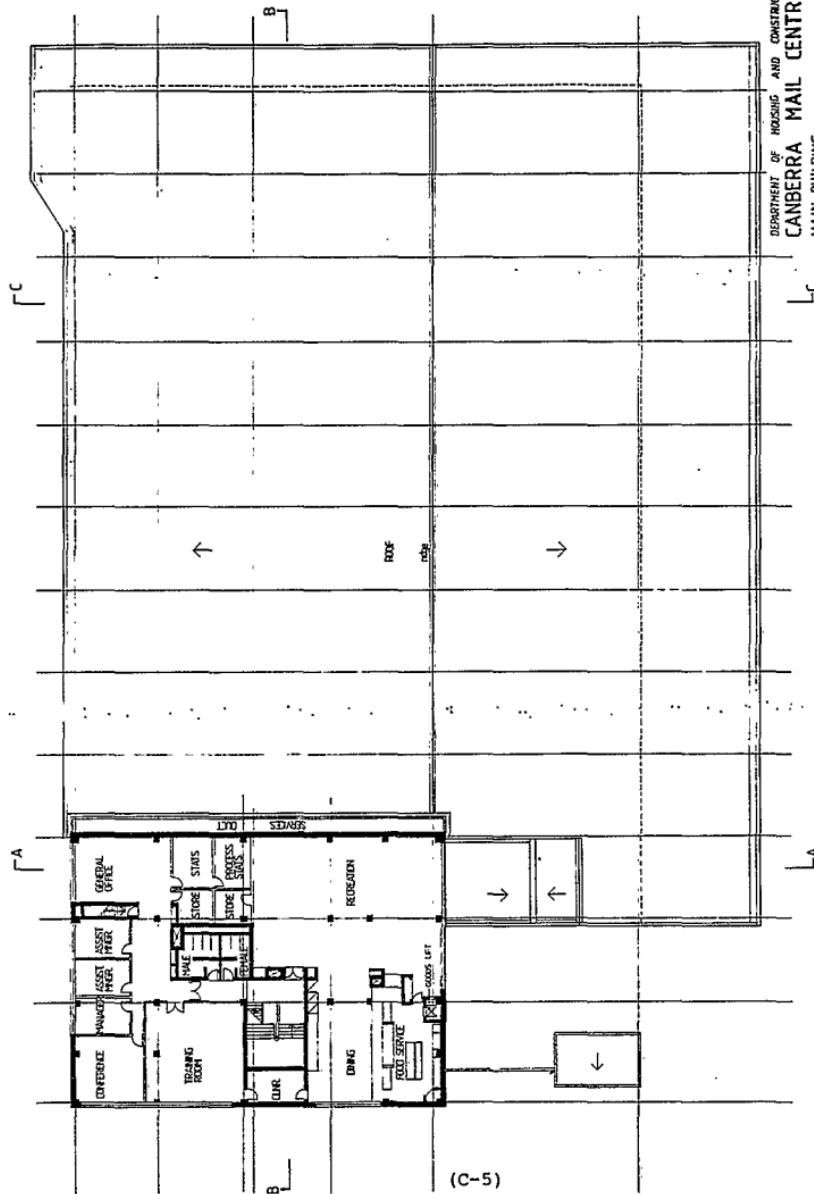
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CA 50%
CA 25%
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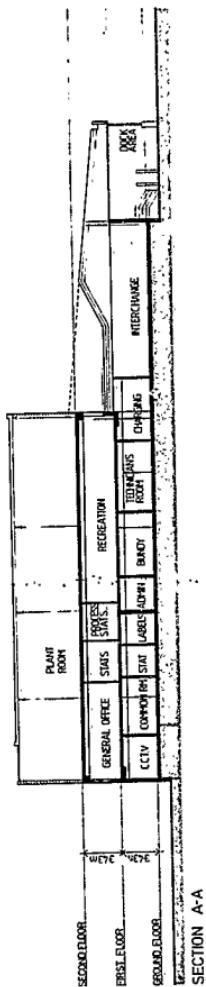
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LA

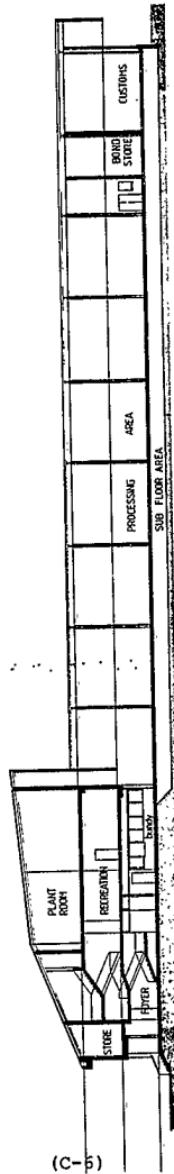
(C-4)



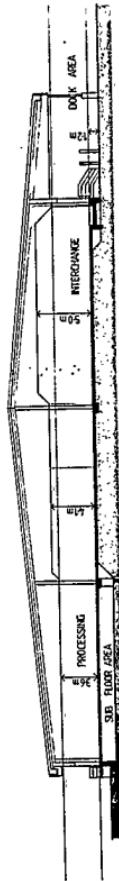




SECTION A-A



SECTION B-B



SECTION C-C

DEPARTMENT OF CANBERRA HOUSING MAIL

MAN BUILDING
SERVICES

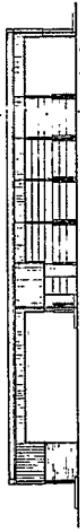
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NE ELEVATION



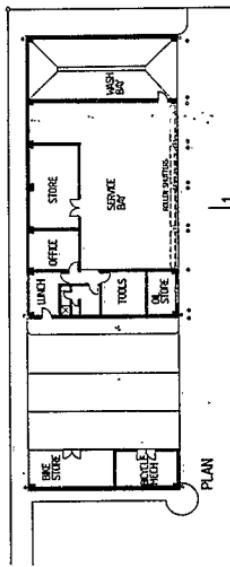
NW ELEVATION



SW ELEVATION



SE ELEVATION



PLAN



SECTION 11

DEPARTMENT OF HUSING AND CONSTRUCTION
CANBERRA MALL CENTRE
M.V.S.C. BUILDING
CATALOGUE
PLAN & ELEVATIONS



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0 5 10 15 20

THURSDAY, 28 NOVEMBER 1985

SENATOR D.J. FOREMAN

IN ACCORDANCE WITH THE PROVISIONS OF THE
PUBLIC WORKS COMMITTEE ACT, I PRESENT THE REPORT
RELATING TO:

CONSTRUCTION OF CANBERRA MAIL CENTRE,
FYSHWICK

I MOVE THAT THE REPORT BE PRINTED.