

Parliamentary Standing Committee on Public Works

REPORT

relating to the

CONSTRUCTION OF NEW COMMONWEALTH OFFICES, SYDNEY (KINGSFORD-SMITH) AIRPORT

(First Report of 1985)

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THE PARLIAMENT OF THE COMMONWEALTH OF AUSTRALIA
PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

R E P O R T

relating to the

CONSTRUCTION OF NEW COMMONWEALTH OFFICES,
SYDNEY (KINGSFORD-SMITH) AIRPORT

(First Report of 1985)

Australian Government Publishing Service
Canberra 1985

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

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Percival Clarence Millar, Esq., M.P. (Vice-Chairman)

Senate

House of Representatives

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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. 13 DATED 27 MARCH 1985

- 16 PUBLIC WORKS COMMITTEE - REFERENCE OF WORK -
COMMONWEALTH OFFICES, SYDNEY (KINGSFORD-SMITH) AIRPORT:
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: Construction of new Commonwealth offices,
Sydney (Kingsford-Smith) Airport.

Mr West presented plans in connection with the proposed
work.

Debate ensued.

Question - put and passed.

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PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

CONSTRUCTION OF NEW COMMONWEALTH OFFICES,
SYDNEY (KINGSFORD-SMITH) AIRPORT

R E P O R T

By resolution on 27 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 new Commonwealth Offices at Sydney (Kingsford-Smith) Airport.

The Committee has the honour to report as follows:

THE REFERENCE

1. The proposal is for the construction of a four-storey office complex of approximately 4800 square metres of net usable office space to provide accommodation for Departments which carry out functions essential to the operation of the airport.
2. The estimated cost of the proposed work when referred to the Committee was \$7.6 million at February 1985 prices.

THE COMMITTEE'S INVESTIGATION

3. The reference is identical to a proposal referred to the former Committee on 6 September 1984 which lapsed on the dissolution of the House of Representatives on 26 October 1984.
4. The former Committee received written submissions from the then Department of Administrative Services (DAS), the Department of Housing and Construction (DHC), the Australian Customs Service

(Customs) and the Australian Federal Police (AFP) and took evidence from their representatives at a public hearing in Sydney on 23 October 1984. Written submissions were received from the following organisations:

- Department of Aviation (Aviation)
- The Administrative and Clerical Officers' Association
- Simpac Customs and Forwarding Pty Ltd
- APA Meadows Airfreight Pty Ltd
- Panalpina Sydney
- Australian Federation of Air Freight Forwarders Limited
- Customs Agents' Association of New South Wales
- Air Express International (Australia) Pty Ltd
- Burlington Northern Air Freight (Aust) Pty Limited

5. A list showing the witnesses who appeared before the former Committee and the organisations they represented is at Appendix A.

6. The former Committee was given a briefing on the proposal and viewed the site during a visit to Sydney on 2 July 1984.

7. The Committee considered the evidence placed before the former Committee and resolved that, pursuant to section 24 of the Public Works Committee Act 1969, the evidence taken by the former Committee be considered as evidence taken by this Committee. The Committee also resolved that neither a further site inspection nor a further public hearing was necessary.

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

THE NEED

9. Sydney (Kingsford-Smith) Airport is the hub of Australia's domestic and international airline systems and is the nation's major international airport.

10. Those elements of the Commonwealth Departments affected by this proposal currently occupy space in five separate locations on the airport and one location outside the airport boundary. The various locations are shown at Appendix B - Drawings B-1, B-2 and B-3.

11. In accordance with the airport's size and importance it is proposed that a facility be constructed on the airport which is modern, efficient and well-located to permit necessary Commonwealth functions to be performed effectively and efficiently at one location.

12. Existing Accommodation Existing Customs and AFP accommodation for the most part is separated, poorly located, over-crowded, sub-standard and generally inadequate for the purposes of present and planned future user requirements. The following paragraphs summarise the existing accommodation holdings.

13. Australian Customs Service (Customs) The Customs accommodation is cramped, spread over three locations and lacks suitable client facilities and car-parking.

14. The Customs House building was constructed in 1968 and was intended to accommodate all necessary 'on-airport' operations of the Customs freight-servicing section. This area is responsible for giving clearances to international freight and has a high degree of public contact with importers and airline companies. Staff increases, which flowed from the rapid growth of the air freight industry, caused severe over-crowding of the building and the public facilities became inadequate.

15. Owing to a shortage of space on the airport proper Customs, in 1980, leased additional space outside the airport in Coleman Street, Mascot, to allow for expansion of its freight servicing function and the re-organisation of the Customs House building. The lease of this building, the Committee was told, was considered to be a stop-gap measure at best.

16. Both buildings are now unsatisfactory in terms of meeting space and functional efficiency. At both locations the public waiting areas and counter space are inadequate to meet peak period demands. A recent survey of Customs clients indicated that an average daily total of 834 separate visits are made to the two locations with the daily peaks occurring just before and just after the lunch break and between 1545 and 1630 hours. The present over-crowding of both locations will necessitate the leasing of additional accommodation in the near future to meet Customs' needs. The Committee understands that the Coleman Street annexe is the subject of an adverse fire report.

17. Pedestrian and vehicular movement between Customs House and the annexe are made difficult by their being separated by a major road and the Botany railway line. Official vehicles are parked in the basement of the annexe but no parking is available adjacent to the building for the vehicles of the public or employees. 'No Standing' signs prohibit kerbside parking and both clients and staff are obliged to walk between the two locations or risk parking infringements.

18. Some elements of the Customs Executive and Administration (CEA) are presently accommodated within the International Terminal Building (ITB) which is two and a half kilometres from the freight clearance operation. This physical separation creates administrative inefficiencies which can only be resolved by the collocation of the two groups in the proposed new building. Furthermore, Aviation wishes to resume the CEA accommodation for its conversion to an extension of the passenger arrivals area.

19. New air freight complexes operated by QANTAS, TAA and Ansett are located in Link Road adjacent to the site of the proposed building. Since these complexes became operational in 1983 and 1984 both Customs and the airlines have experienced operating difficulties because of their two and a half kilometres separation.

20. Customs Clearance Procedures The following paragraphs describe in broad terms, the steps involved in obtaining possession of imported goods.

21. The airline presents an air waybill (equivalent to a bill of lading) to Customs for a basic risk evaluation test. This involves staff of the airline travelling to and from Customs. The importer must obtain a copy of the waybill from the airline, return to his premises to compile Customs documents and present them to Customs. He then obtains his bill of lading appropriately endorsed by Customs. Basically, three clearance streams can then be followed depending on the value and nature of the goods.

- Firstly, low value, low risk cargo is delivered immediately on presentation of the air waybill;
- Secondly, an informal clearance procedure may occur in which the importer produces the air waybill plus invoices or evidence of the nature and value of the goods; duties and sales taxes are collected and the goods immediately released;
- Thirdly, in the more complex transactions involving values higher than \$250 and possibly involving statutory and administrative requirements, formal Customs entry documents are drawn up and lodged

with Customs. Then follow input to the Customs data base, validation checks, payment of duty and authorisation to take delivery.

22. The transactions involve the importer in:

- obtaining the documentation needed to support the transaction from the airline;
- lodging that documentation with Customs;
- returning to Customs to pay assessed duties and sales tax and to obtain the bill of lading and delivery authority; and
- returning to the airfreight holding premises to obtain delivery of the goods.

23. For efficiency of operations Customs should be located as near as possible to the ITB and the air freight complexes. This view is supported by Aviation, QANTAS, TAA and Ansett and the air freight industry generally, all of whose operational efficiency would be improved by the provision of a new building.

24. In a recent report prepared for the former Department of Industry and Commerce, Mr F.J. Mahony, C.B., O.B.E., criticised existing facilities at Mascot as inadequate and recommended that "early action be given to providing accommodation for Customs on the Airport at Mascot which is suitable for Customs Airport staff and providing a central location for the importing community and the public to transact their business with Customs".

25. Australian Federal Police The Australian Government is bound by International Treaty to ensure the safety of aircraft and passengers at Australian International Airports, to provide a law enforcement presence at passenger search points and to

counter would-be hijackers and terrorists. These functions are the responsibilities of the AFP together with the requirement to perform a conventional police role at both the international and domestic terminals at the various Australian airports.

26. In order to deal with emergencies involving hijacking, terrorism and drug importation, it is necessary for the AFP to be located close to the ITB.

27. The AFP's main accommodation consists of timber huts of World War II vintage located nearly half a kilometre south of the ITB. These buildings provide little security or functional efficiency because of their age, design and generally poor state of repair.

28. The various units of the AFP attached to the airport are located as follows:

- Uniform Section - in wooden outbuildings of World War II vintage 300 metres south of the terminal building.
- Plainclothes Section - in Room 4 at the southern end of the terminal building.
- Drug Unit Supervisor - near the plainclothes section.
- Drug Unit - at the northern end of the ITB.

29. The Committee was told that the fragmentation of the police presence at the airport causes operating and administrative problems and reduced efficiency. The poor standard of accommodation contributes to lowering staff morale and has prompted Staff Association complaints.

30. The existing AFP holding cells in the north eastern corner of the ITB are badly located and are inadequate for the proper handling and supervision of prisoners.

31. AFP units are required to operate in close co-operation with other Commonwealth Departments. The Drug Unit works closely with the Customs and the Plainclothes/CIB units work with Immigration Officers and others. Collocation of the units would create an inter-relationship more conducive to efficient operations.

32. In short, the AFP are seeking fully operational, secure Police Station facilities which are close to the ITB, readily identifiable and provide easy access to the public.

33. Summary The existing Customs and AFP accommodation at Sydney (Kingsford-Smith) Airport is scattered, over-crowded and functionally inefficient. Collocation of dispersed elements of both the Customs and the AFP and the location of the two services together in the same building close to the ITB will improve operating and administrative efficiency and be more convenient for the public and industry.

34. Committee's Conclusion There is a need for a new building to accommodate the dispersed elements of the Australian Customs Service and the Australian Federal Police and to collocate the two services.

THE PROPOSED WORK

35. It is proposed to construct a four-storey, air-conditioned office complex with 4760 square metres of usable office space plus a basement of approximately 1580 square metres on Commonwealth land at Link Road, Sydney (Kingsford-Smith) Airport.

36. The building will provide accommodation for departments with essential 'on-airport' functions including Immigration and Ethnic Affairs, Defence, DAS and Foreign Affairs, as well as those elements of the Customs and the AFP already referred to. The building will contain passive and active recreation areas including a canteen, locker rooms and rest areas.

37. Planning and Design The proposal is for an office building with a basement, ground floor and three upper levels. The building will house the functional activities of the user departments including office functions, public areas and secure holding facilities for short-term detainees together with staff amenities such as a canteen, locker rooms, gymnasium and recreation areas. The basement will contain approximately 140 square metres of storage area and parking for 36 official vehicles.

38. Customs will occupy a net area of approximately 3463 square metres of the proposed building and the AFP will occupy 753 square metres net. Other departments will occupy a total of 171 square metres and public spaces, the cafeteria and amenities will occupy the remainder.

39. Customs and AFP will be located at opposite ends of the building to enable physical separation of activities and create physically distinct identities at ground level.

40. The ground floor will be dedicated to public areas and other functions requiring street level access. A plan of the ground floor is at Appendix B - Drawing B-4.

41. A secondary public area will be provided on the first floor.

42. The two uppermost floors will contain secure functions including the Customs Special Operations Group and the AFP Communications Facility. A typical plan of the upper floors is at Appendix B - Drawing B-5.

43. The site is subject to high levels of aircraft noise and the building fabric will be designed to attenuate the noise to acceptable levels.

44. High concentrations of industrial fall-out and a salt laden atmosphere require the external envelope of the building to be resistant to chemical attack and staining. The Committee was informed that the method of cladding is at present under study although DHC had already found a form of cladding which exhibits good acoustic and thermal performance, shows good resistance to staining and appears an economic solution.

45. Foundation conditions are typical of the airport area and comprise loose sand to a depth of approximately one metre, then wet sand with mud and shell deposits down to heavily weathered sandstone at a depth of approximately 20 metres. The site has a high water table and flowing water has been encountered at a depth of 3 metres.

46. In order to minimise problems associated with the high water table, the basement will be tanked and raised partially out of the ground. To prevent ground or sub-surface water seeping into the basement, a membrane will be placed around those parts of the basement which will be below ground.

47. The office space in the proposed building will generally be no more than 10 metres from a window to ensure the provision of natural light and external views. An open planned office concept is envisaged and the proposed building configuration will facilitate efficient space utilisation and provide flexibility for future variations to office layouts.

48. A perspective of the building, viewed from Link Road, is at Appendix B - Drawing B-6.

49. Construction details are at Appendix C.

50. The Site The site is located in Link Road off Airport Drive and is adjacent to the new QANTAS, TAA and Ansett freight complexes. A location plan is at Appendix B-2. Regular in shape, it has street frontages of 50 metres and 40 metres respectively. Its area is approximately 2000 square metres. The site is considered, by Aviation, to be the only one available which satisfies the basic requirements of close proximity to the three new international freight terminals and ready access to the ITB. The site is already serviced by water and power supplies, sewerage and stormwater drainage systems and provides ease of access from the main thoroughfare for staff and members of the public.

51. Growth Projections The proposed building will house five departments and cater for projected growth to the year 2000. By that time a sixth (Foreign Affairs) will be represented.

52. Growth projections by user Departments are based on historic and expected growth rates and reflect the increasing emphasis on airport operations by both Customs and the AFP.

53. The Committee was advised that allowance for future expansion in the building was based on:

- (i) the usual forward planning considerations;
- (ii) the lack of site area available for future horizontal expansion;

(iii) DHC advice that there is only a limited future vertical expansion capacity built into the proposed structure owing to the prohibitive costs involved;

(iv) advice from Aviation that, on present planning indications, there will be no other sites available on the airport for future Commonwealth development of this nature.

54. In evidence, the Committee was told that the current estimate includes an amount of \$40,000 to ensure that the footings, vertical columns and walls are sufficiently strong to permit the eventual addition of one more floor. If an additional floor were to be added to the project now the additional cost would be about \$1.0 million. No figures were available at the hearing on the likely cost of making provision for the building to be extended to ten floors, the absolute maximum permissible on the airport, although the Committee was told that it would be well in excess of \$1.0 million. Extension of the building to ten floors would have ramifications for the existing design in terms of additional fire safety features for example.

55. The Committee observed that the Customs House building, which was constructed in 1968, became inadequate in less than 16 years. It was advised that the larger and longer (year 2000) than normal growth projections applied to the planning for the building should ensure its continuing adequacy.

56. DAS subsequently advised the Committee that the building, as it is presently designed, has the capacity to absorb an increase in staff of 21 per cent. One additional floor would increase its capacity by some 25 per cent.

57. Benefits accruing from construction of proposed building
The Committee was informed that the following savings and benefits will accrue from the construction of the proposed building:

- (a) rental savings of \$57,400 per annum when the lease of 7 Coleman Street, Mascot, is terminated;
- (b) potential revenue of \$80,000 per annum when Customs vacates 170 square metres of accommodation within the ITB and allows the Department of Aviation to re-let the area.
- (c) potential revenue of \$14,000 per annum when AFP vacates 30 square metres of cells within the ITB;
- (d) the existing Customs House building of 872 square metres net can be transferred to the Department of Aviation for use as an administration building;
- (e) a portion (approximately 80 square metres) of Building 139 located adjacent to the domestic terminal and occupied by Defence (Army) will be transferred to Aviation to facilitate future airport building programs;
- (f) demolition of the existing AFP headquarters building will facilitate future airport extension programs.

58. The Committee was informed that revenue collected at Sydney (Kingsford-Smith) Airport during 1983/84 amounted to \$207 million and that this amount can be expected to increase at the rate of some \$20 million per annum.

59. Car Parking The proposed development will provide secure, undercover parking for up to 36 Commonwealth vehicles and on-site and median strip parking for a further 37 spaces for official parking, visitors and the disabled. The Committee was informed that studies carried out by the major users indicate that the number of visitors' spaces will adequately provide for their average daily needs.

60. Staff parking will be provided in areas to be nominated by Aviation. Associated development costs will be included in the total cost of the project. Dedicated staff parking is required because of the airport's relatively remote location and its lack of adequate public transport, particularly for shift workers. An estimated 130 staff parking spaces will be required in the short term and provision for these has been made in the current estimate. The provision of additional staff parking for the long term is being negotiated with Aviation and adjoining land users.

61. Staff Amenities Staff amenity guidelines for Commonwealth Offices (Code of Practice 305, *Personal Facilities*) were observed in the planning of sanitary accommodation, tea rooms, rest rooms and the common use cafeteria and amenity area.

62. The Food Services Projects Committee of DAS has agreed to a cafeteria seating 44 persons and providing a light refreshment/hot snack service. Food and drink vending facilities will be provided for the convenience of normal and out of hours use.

63. Common-use active and passive recreation areas will be provided. The Committee noted that, in the design presented to it, the cafeteria and the recreation area were separated. DHC representatives advised that, when the design of level 4 is refined, the cafeteria and the amenities/recreation area will be contiguous.

64. A small gymnasium will be provided to meet the operational and recreational needs of both the Customs and the AFP.

65. Provision will be made for locker and change rooms in which male and female shower facilities will be included. There was considerable confusion at the public hearing over the space allocated to change and locker facilities in the building design. The Committee accepts the assurances it was given that detailed design will provide adequate space for the number of lockers required by the occupants.

66. Facilities for the Disabled The building is designed for full access by disabled persons in accordance with the Australian Standard AS 1428 'Design Rules for Access by the Disabled'. The design presented to the Committee allowed for the provision of two separate toilets for use by the disabled; one at ground level and the other on the uppermost floor near the cafeteria.

67. Committee's Consideration The Committee considers that toilets for the disabled should be installed on every floor of the building. This view is based on oral evidence from DHC that the additional cost would be marginal. It would permit greater flexibility in the employment location of disabled persons.

68. Summary The site for the building is satisfactory. Its design is, in the main, also satisfactory but the Committee recommends that toilets for disabled persons be installed on each floor of the building. The Committee notes that DHC intends to redesign level 4 to make the amenities and recreation area contiguous with the cafeteria.

69. Committee's Conclusion The site for the proposed building is satisfactory and the building's expansion capacity is adequate. Toilets for the disabled should be provided on each floor and the cafeteria, amenities and recreation areas should be made contiguous.

ENVIRONMENTAL ASPECTS

70. The former Department of Home Affairs and Environment has confirmed that an Environmental Impact Statement was not required.

CONSULTATION

71. Both DAS and DHC have consulted a wide range of departments, authorities, air freight operators, councils and staff associations.

PROJECT COST ESTIMATE

72. The Limit of Cost Estimate for the work when originally referred to the Committee was \$6.9 million, including fit-out of the building, at May 1984 prices. The current cost estimate is \$7.6 million at February 1985 prices.

PROGRAM

73. DHC advised that documentation will take approximately eight months from the date of approval for documentation to proceed. Construction is estimated to take 22 months from the awarding of the main contract.

74. Committee's Recommendation Subject to its recommendations in regard to the provision of additional toilets for the disabled, the Committee recommends the construction of the work in this reference.

RECOMMENDATIONS AND CONCLUSIONS

75. 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. THERE IS A NEED FOR A NEW BUILDING TO ACCOMMODATE THE DISPERSED ELEMENTS OF THE AUSTRALIAN CUSTOMS SERVICE AND THE AUSTRALIAN FEDERAL POLICE AND TO COLLOCATE THE TWO SERVICES. | 34 |
| 2. THE SITE FOR THE PROPOSED BUILDING IS SATISFACTORY AND THE BUILDING'S EXPANSION CAPACITY IS ADEQUATE. | 69 |
| 3. TOILETS FOR THE DISABLED SHOULD BE PROVIDED ON EACH FLOOR AND THE CAFETERIA, AMENITIES AND RECREATION AREAS SHOULD BE MADE CONTIGUOUS. | 69 |
| 4. THE ESTIMATED COST OF THE PROPOSED WORK IS \$7.6 MILLION AT FEBRUARY 1985 PRICES. | 72 |
| 5. SUBJECT TO ITS RECOMMENDATIONS IN REGARD TO THE PROVISION OF ADDITIONAL TOILETS FOR THE DISABLED, THE COMMITTEE RECOMMENDS THE CONSTRUCTION OF THE WORK IN THIS REFERENCE. | |

*D. J. Foreman*⁸⁴
(D. J. FOREMAN)
Chairman

Parliamentary Standing Committee
on Public Works
Parliament House
CANBERRA A.C.T. 2600

28 March 1985

WITNESSES

Cotis, G., Esq., Assistant Collector, Air, Australian Customs Service, International Terminal Building, Sydney (Kingsford-Smith) Airport, Mascot, New South Wales.

Diamond, W.J., Esq., Project Officer, Department of Administrative Services, Commonwealth Government Centre, Chifley Square, Sydney, New South Wales.

Gallery, A.F., Esq., Acting Chief Property Officer, Department of Administrative Services, Commonwealth Government Centre, Chifley Square, Sydney, New South Wales.

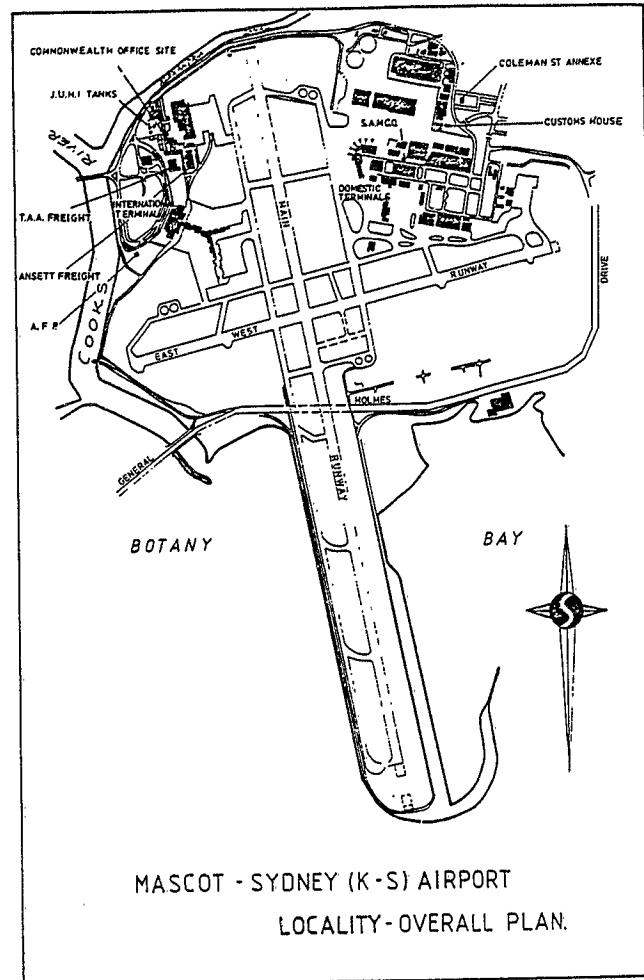
King, G.R., Esq., Principal Architect, Department of Housing and Construction, 470 Northbourne Avenue, Dickson, Australian Capital Territory.

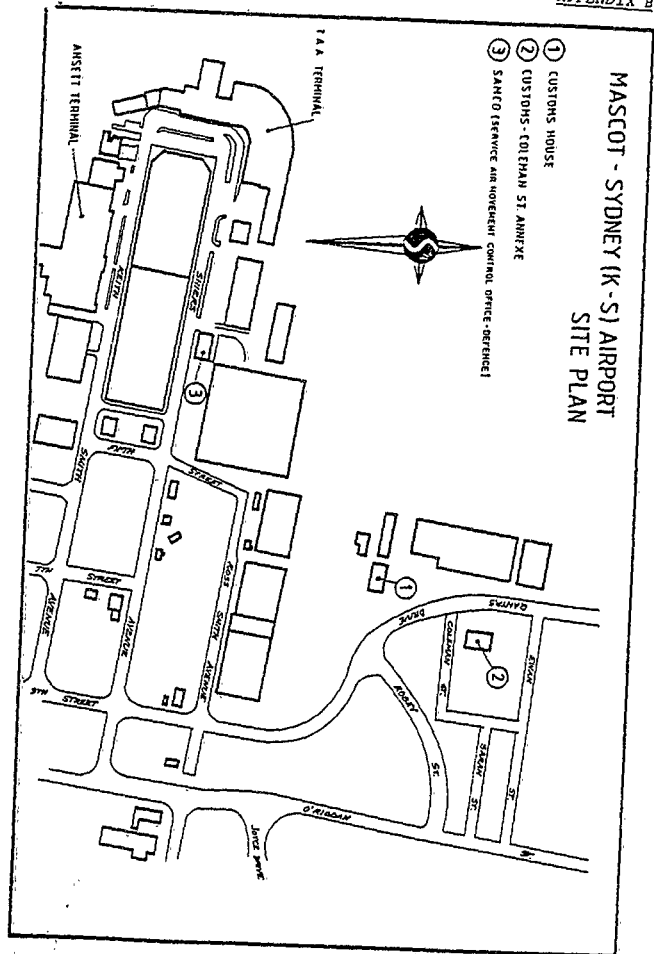
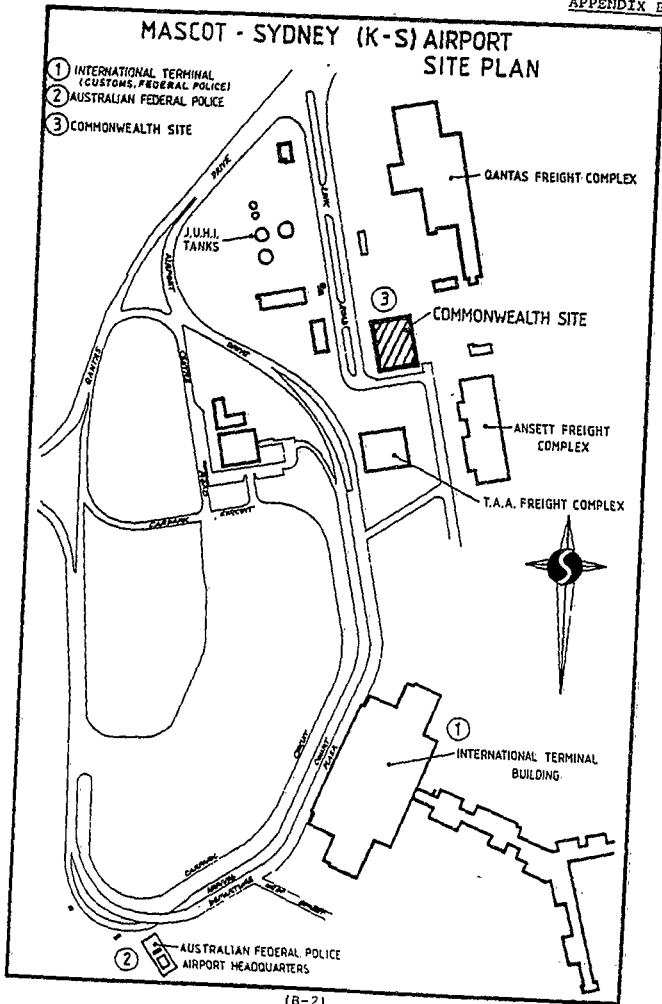
McCabe, R.J., BEM, Assistant Commissioner, Australian Federal Police, Commander Eastern Region, P.O. Box 179, Redfern, New South Wales.

McHugh, P.T., Esq., Acting Project Manager, Department of Housing and Construction, Tower Building, Australia Square, Sydney, New South Wales.

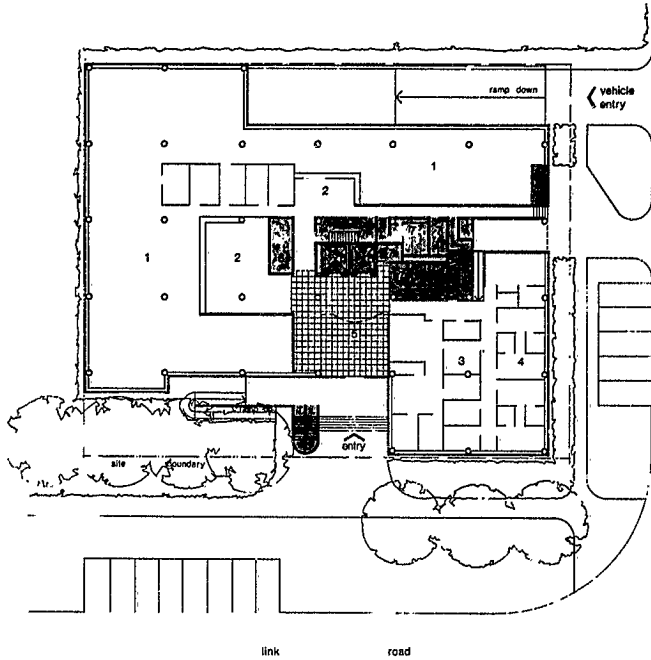
Slater, D.J., Esq., Associate Director, Projects Division 3, Department of Housing and Construction, Tower Building, Australia Square, Sydney, New South Wales.

Toohey, L.T., Esq., Assistant Collector, Management Services, Australian Customs Service, 117 Clarence Street, Sydney, New South Wales.

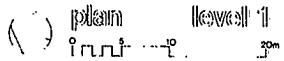




APPENDIX B

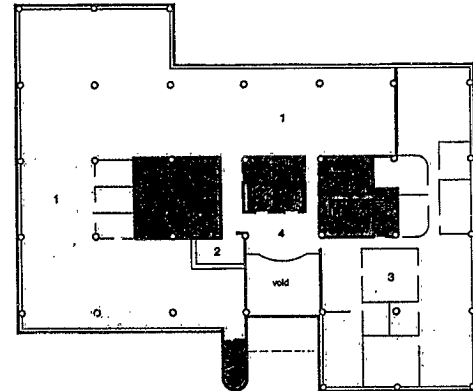


- 1 customs
- 2 customs - public access
- 3 australian federal police
- 4 immigration & ethnic affairs
- 5 public lobby
- 6 lift
- 7 toilet
- 8 plant



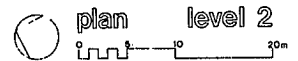
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APPENDIX B



legend

- 1. customs
- 2. customs - public access
- 3. australian federal police
- 4. common lobby
- 5. lift
- 6. toilet
- 7. plant



(B-5)

APPENDIX B

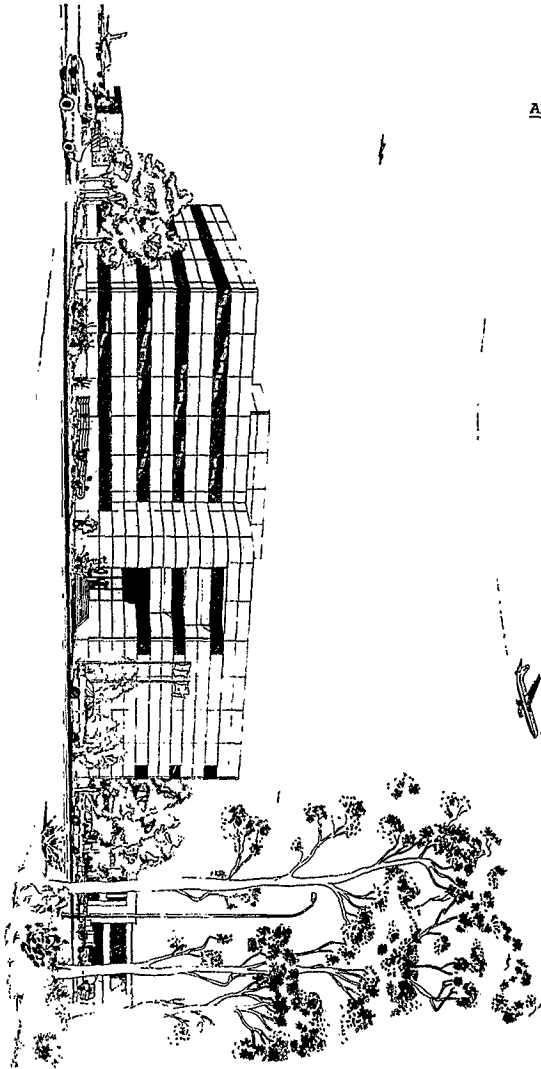
APPENDIX C

CONSTRUCTION DETAILS

1. Building Structure A reinforced concrete construction with piled footings, flat slab floors, structural core, perimeter beams and columns on a 7.8 metre grid is proposed.
2. Wind loads will be resisted by shear walls and a rigid core.
3. The roof will be insulated and supported by a steel beam structure, spanning between the core and perimeter walls.
4. Lightweight walls and partitions will be used to minimise footing loads.
5. Materials and Finishes The external finishes will be resistant to staining and corrosion. A prefinished metal cladding and roofing system has been allowed for in the current estimate and the final choice will be made on grounds of life-cycle performance and costs prevailing at the design development stage.
6. Windows will be double glazed for acoustic and thermal control and will have heat-absorbent external glass and integral venetian blinds to provide user-adjustable control of glare and solar heat gain. The windows will be openable to enable cleaning from inside the building and to permit natural ventilation in the event of power failure.
7. Internal finishes will be durable and low maintenance and commensurate with current commercial office standards. Public areas will have low maintenance finishes and office areas will be carpeted. Suspended acoustic ceilings will be provided throughout occupied areas.

(C-1)

view from link road



(B-6)

8. Mechanical Services Air-conditioning will be provided to all occupied areas and will comprise a central plant at roof level and separate air handling units for each occupied floor.
9. The central plant will include two sets of chillers, a cooling tower and a gas-fired low-pressure hot water boiler. Heated and chilled water will be reticulated to the air handling units as required.
10. The air handling plant will comprise multi-zone package type units located within the areas which they serve; generally one per floor. Fresh air will be supplied through a central shaft.
11. Separate air handling units of smaller capacity will be provided to serve areas with extended-hours occupancy. The smaller of the two sets of chillers will be of a size to meet this load.
12. A full outside air cycle will be incorporated in order to reduce energy consumption when external conditions are suitable.
13. The basement will be served by a separate ventilation system to remove vehicle exhaust gases.
14. Toilet exhausts will be served by fan systems located in the central plant room.
15. Hot water will be provided by gas-fired water heaters located in the central plant room.
16. Provision will be made for future cable reticulation and enhanced air-conditioning throughout the office areas in anticipation of increased computer usage.

17. Electrical Services The power supply to the building will be obtained from a nearby sub-station.
18. An emergency diesel generator to supply essential services will be integrated with the electrical supply system. It will be situated in the main plant room.
19. Lighting will be provided in accordance with Australian Standard AS 1680-1976 "Code of Practice for Interior Lighting and the Visual Environment". Special attention will be paid to the minimisation of glare and reflections from visual display screens.
20. The lighting installation will be designed to minimise use of electrical energy by paying attention to the efficiency of light fittings and by provision for zoned switching.
21. Self-contained emergency lighting and illuminated exit signs will be provided and will be installed in normal luminaires where possible.
22. Exterior lighting will be provided for security reasons and to illuminate access points.
23. Telecom block-cabling will be provided and additional duct space will be made for special services including security cabling, computer cabling and radio antenna cabling.
24. Hydraulic Services Adequate water, sewerage and drainage services are available to the site. Hot and cold water will be provided to each sink, basin and shower. Chilled drinking water will be available from self-contained dispenser units at central locations in the building.

25. Lifts The building will be equipped with two inter-connected electric passenger lifts serving all occupied levels of the building.

26. Fire Protection The building will be of fire resistant construction. Fire hydrants and hose reels will be provided throughout, with outlets on all floors. Portable extinguishers will be provided where necessary.

27. The building will be equipped with a fire detector system comprising fire indicator panel, thermal and smoke detectors in accordance with Australian Standard AS 1670, 1974, "Code for Automatic Fire Alarm Installation". The system will be connected into the Airport Security Building and from there to the N.S.W. Fire Brigade alarm network.

28. The building will also be provided with an Emergency Warning and Intercommunications System on all levels.

29. Security The building will incorporate a range of physical and electronic security measures.

30. Landscaping Landscaping will be provided to external site areas and will be arranged to avoid interference with underground services. Low maintenance native species similar to existing planting will be used and the Department of Aviation will be consulted on the selection of species suitable for use on the Airport.

31. Access Pedestrian access to the building will be from Link Road, on the western elevation of the building. Vehicular access to the basement and loading dock will be strictly controlled. Official vehicles parking in the basement will gain access via a ramp on the south eastern corner of the building.