



**PROPOSED MELBOURNE IMMIGRATION  
TRANSIT ACCOMMODATION PROJECT**  
at  
**120-150 CAMP ROAD, BROADMEADOWS  
VICTORIA**

**STATEMENT OF EVIDENCE**

**SUBMISSION 1**

**to the**

**PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS**

Department of Immigration and Border Protection  
Canberra, ACT

November 2016

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## GLOSSARY

Abbreviation	Meaning
AS	Australian Standard
BCA	Building Code of Australia
DDA	Disability Discrimination Act
DIBP	Department of Immigration and Border Protection
EMP	Estate Management Plan
EPBC Act	Environment Protection and Biodiversity Conservation Act (1999) (Cth)
ESD	Ecologically Sustainable Development
FMA	Financial Management Act
IDC	Immigration Detention Centre
IDN	Immigration Detention Network
IHMS	International Health and Medical Services
IMA	Illegal Maritime Arrivals
ITA	Immigration Transit Accommodation
MITA	Melbourne Immigration Transit Accommodation
MNES	Matter of National Environmental Significance
MOU	Memorandum of Understanding
PM/CA	Project Manager and Contract Administrator
PWC	Public Works Committee
YHIDC	Yongah Hill Immigration Detention Centre

## 1. Executive Summary

### 1.1. Policy Framework

The Immigration Detention Network (IDN) exists to support the delivery of Government policy including the Department's detention and compliance objectives in relation to immigration and border protection. Immigration detention remains an essential component of effective border management, contributing to national security and community protection.

The held immigration detention population is reducing given lower risk detainees are generally placed in the community as soon as practicable. This has significantly changed the profile of the held immigration detention population, with a growing proportion of the population being medium to high risk. An increasing number of the immigration detention population have had their visas cancelled on character grounds, due to criminal convictions and links to organised crime or outlaw motorcycle gangs. Others are not able to be released into the community for security reasons, or because of behavioural concerns while residing in an immigration detention facility.

Most facilities in the IDN are not fit-for-purpose to manage an increased higher risk cohort, and to maintain separation between cohorts, as they were largely designed to accommodate a low to medium risk caseload. They also do not have appropriate facilities and security to manage the visitors of higher risk individuals, who also present a range of risks to the good order of immigration detention facilities.

The Department of Immigration and Border Protection (DIBP) has reviewed its immigration detention capability with a view to contracting the immigration detention footprint, and delivering an onshore IDN that will meet operational requirements now and into the future. Facilities must provide flexibility to manage a range of cohorts, including higher risk groups, and provide sufficient security to support the maintenance of good order.

In the 2016-17 Budget process, the Government announced the closure of three immigration detention facilities over the next 24 months, given the reduction in the held detention population, and the decision not to extend the lease of a fourth. It also announced investment in three key remaining facilities in the network to make them fit for purpose to manage increasing numbers of higher risk detainees. These are the Melbourne Immigration Transit Accommodation (MITA), the Yongah Hill Immigration Detention Centre (YHIDC), and Villawood Immigration Detention Centre. Timing of some facility closures is linked to establishment of new higher security capability at the three key sites listed above, which are required to support compliance operations in the east and west.

The MITA is the subject of this Parliamentary Standing Committee on Public Works (PWC) referral.

### 1.2. Need for the Works

The IDN is being rationalised given the reduction in the held immigration detention population. The closure of Maribyrnong IDC was announced in the 2016-17 Budget as it was aged and too small to support operations, leaving MITA as the primary immigration detention precinct in Melbourne to accommodate both low and higher risk detainees. Timing for closure of Maribyrnong IDC is linked to the replication of the capability it provides at other key sites, including MITA.

MITA is a low security facility and given that the held detention population is trending to medium to higher risk, DIBP proposes to upgrade two compounds to provide 140 higher security beds with associated amenity, reception and visitors' area, and security infrastructure. The higher security compounds must be segregated from the lower security areas to ensure the maintenance of good order.

The proposed works will provide a level of amenity consistent with the features of existing Australian mainland IDCs that accommodate higher risk detainees. As MITA is a brownfield site there are existing infrastructure and engineering services that can be tapped into for the upgrade. Some facilities, such as the medical centre, will be shared by lower and higher risk caseloads to minimise project costs.

Design principles are based on the assumption that the facility will be basic yet functional. The principles also assume that the higher risk compounds will be largely self-sufficient so that they can be managed in lock down for extended periods in the event of detainee unrest.

### **1.3. Proposed Approach**

The design and construction methodology balances the economy of construction with sustainable design principles through the implementation of off-site construction methodology and minimisation of material waste, embodied energy and transport energy when compared with conventional construction methodologies.

Detainee accommodation rooms are proposed to be furnished with basic and functional fittings that are appropriately secure and the facilities would reflect the style of other mainland Australian immigration detention centres that provide higher levels of security.

Buildings will be designed and constructed in a manner that considers the ongoing repairs and maintenance costs to ensure best value for money over the life of the centre, with longevity of the assets a key consideration.

The MITA facilities upgrade will include:

- a) Decommissioning of existing bedroom accommodation in the Calder and Eildon compounds which are not fit-for-purpose for the higher risk caseload;
- b) Construction of 140 hardened beds in four compounds at a cost of \$29.067m, including the following amenities and facilities:
  - i) A new vehicle sallyport;
  - ii) 70 new ensuite bunked bedrooms providing 140 beds across four compounds;
  - iii) A new eight bed behavioural management unit to support the management of problematic individuals;
  - iv) Repurposing of an existing recreation building to create a new visits centre;
  - v) Creation of a satellite dispensary and officers post in an existing education/programs building;
  - vi) New internal movement control points; and

- vii) The introduction of a new sterile zone with visible deterrents and active security surveillance.

Costs include associated decommissioning, civil works, in-ground services, ICT, fencing, lighting, security, landscaping, preliminaries, consultant fees and contingency.

## 2. Need for the Works

### 2.1. Project Objectives

The project objectives are to achieve:

- a) 140 higher security beds, across four compounds, and associated amenity in MITA;
- b) Flexibility to separate and manage a variety of caseloads for extended periods if required to manage tension in the facility;
- c) Improved security arrangements, including high risk visitor screening;
- d) An eight bed behavioural management unit to assist in maintenance of good order; and
- e) Cost effective and sustainable infrastructure/asset management.

The operational drivers for the MITA project are to:

- a) Provide increased higher security accommodation to meet operational requirements;
- b) Effectively manage the welfare of detainees through appropriate access to:
  - i) Health services;
  - ii) Recreation and sporting amenities; and
  - iii) A secure and safe environment.
- c) Provide a safe environment for detainees, visitors and staff; and
- d) Provide adequate delay for escape attempts to give the Detention Service Provider time to respond.

### 2.2. Historical Background

MITA was opened in 2008 as a small scale hostel-style detention facility developed from a former Officer's Mess on DIBP land at Broadmeadows. It was originally designed to accommodate a maximum of 30 short-stay, low risk detainees.

In 2010, the Government announced that the capacity of MITA would be increased by 100 beds to meet current accommodation needs as a result of the increased numbers of Illegal Maritime Arrivals (IMAs). Bass Compound was constructed using leased, second hand demountable buildings.

In April 2012, an extension of the main MITA building was completed. These works included a purpose built visits centre, reception, classrooms, gym, canteen and prayer rooms.

An additional compound, Calder, was subsequently constructed providing additional beds plus associated amenity.

Further redevelopment projects were completed in a staged manner throughout 2015. This included:

- a) Provision of a new staff administration building outside the perimeter fence;
- b) Provision of additional amenity in Calder compound, to make it more suitable for longer term detainees. A sub-compound, Eildon, was created to house long-term vulnerable detainees;
- c) Replacement of Bass compound with a secure compound that can accommodate flight risk caseloads; and
- d) Enhanced security including installation of a Securemax perimeter fence with CCTV cameras.

Most of the buildings and CCTV were re-used items from the decommissioned Curtin IDC.

The current MITA site consists of four accommodation compounds, MITA1 Avon, MITA 2 Bass, MITA 3 Calder and MITA 4 Eildon, each with shared amenities. Capacity for separation of cohorts is limited and compounds are not self-contained so lock down capacity is limited to very short periods.

A site plan of the existing centre is attached (**Annexure B**).

### **2.3. Identified Need**

In putting forward its 2016-17 Budget proposals the Department considered options for compressing the immigration detention footprint in Victoria. Retention of the Maribyrnong site was not supported as the facility was aged, expensive and the footprint constrained. The facility consistently operates well above capacity and modelling indicated a larger facility would be required to meet operational requirements both now and into the future.

Establishment of a new facility was discounted as it was expensive. Acquiring new land for detention purposes is also challenging given public perception.

The Department elected to maximise the use of the existing MITA facility, which is on DIBP owned land and allows for expansion, as leveraging off an existing facility and services reduces the costs of establishing new higher security capability. MITA must be substantially rebuilt in order to provide 140 higher risk beds.

Some existing parts of MITA will continue to accommodate the lower to medium risk cohort, including airport turnarounds. Co-locating all caseloads and staff in one precinct will generate significant operational efficiencies and reduce operating costs.

### **2.4. Key Legislation**

The following key legislation is relevant to this project:

- a) Environment Protection and Biodiversity Conservation Act 1999;

- b) Building and Construction Industry Improvement Act 2005;
- c) Federal Disability Discrimination Act 1992;
- d) Work Health and Safety Act 2011 (Cwlth);
- e) Work Health and Safety Act 2011 (VIC);
- f) Financial Management and Accountability Act 1997;
- g) Fair Work Act 2009 (Cwlth); and
- h) Relevant Australian Standards and the National Construction Code are applicable to all design, fabrication and installation works.

## **2.5. Caseload**

The Department requires 140 hardened beds at MITA to provide operational flexibility in managing a more difficult caseload that is trending toward higher risk detainees.

Detainees accommodated in the hardened accommodation will be medium to extreme risk of varying nationalities. It is anticipated they will all be male.

The existing compounds in MITA will house lower security caseloads, including women.

## **2.6. Accommodation Types**

New accommodation buildings will be of a modular construction. This form of construction reduces construction time, delivers cost savings through economies of scale, improves quality control, and reduces maintenance costs.

The design reference for the accommodation buildings is the NSW Corrective Services Industries modular building, with modifications. This building typology has been successfully integrated within NSW Corrections facilities.

The accommodation buildings are designed to be high security. The external perimeter of the building forms the secure containment; including walls, floors and ceiling. External doors and windows will be fabricated and installed to withstand attack. The building will provide a level of containment consistent with the operational needs of the DIBP.

Three variants of the building provide 10, 20 and 40 bedroom alternatives. Each bedroom is bunked. Each 10 bedroom 'pod' can be securely locked down in the event that cohorts need their movement restricted.

Each building is provided with an officer post, an open communal recreation space, and smaller ancillary rooms which can be adapted to multiple uses including multi-faith, storage or computer room, depending on future requirements.

## **2.7. Level of Amenity**

The existing protections and welfare arrangements for detainees will be maintained, and include:

- a) Accommodation standards commensurate with risk profile;



- b) Appropriate physical and mental health services; and
- c) Access to recreation, programs and activities.

As the MITA site has already been developed the existing recreation, educational and other amenities will be available for use by the higher risk cohort on a rostered basis.

### **3. Project Context**

#### **3.1. Purpose of Works**

Refer to section 2.3 – Identified Need.

#### **3.2. Site Description**

The MITA is located at 120-150 Camp Road, Broadmeadows, Victoria which is 15km north of Melbourne's CBD and 2km east of the Broadmeadows Town Centre. The location of the facility is shown in **Annexure A** and an existing concept site plan is contained in **Annexure B**.

The local authority is Hume City Council, one of Australia's fastest-growing and culturally-diverse communities and home to more than 198,000 residents coming from more than 160 different countries and speaking approximately 140 languages.

The City of Hume contains major industrial and commercial precincts and vast expanses of rural areas and parkland, as well as schools, libraries and sporting facilities. It is also home to major road transit routes including the Tullamarine Freeway, Western Ring Road, Hume Highway and the Craigieburn Bypass and is abutted by the Calder Freeway to the west. The MITA site is only 2.3km from the Broadmeadows Railway Station and a bus service is available along Camp Road.

The City of Hume supports the presence of the MITA within its local authority.

In terms of the transit facility itself, the MITA comprises a mix of brick and demountable buildings. There are four accommodation compounds and shared amenities. The four accommodation compounds are: MITA1 Avon; MITA 2 Bass; MITA 3 Calder; and MITA 4 Eildon.

#### **3.3. Land Acquisition, Zoning and Approvals**

The land is owned by the Commonwealth and as is such not controlled by the State Planning Scheme. There is no requirement for planning or development applications however the design and construction are subject to sign off by a registered Building Surveyor (who has been appointed to the PMCA team).

#### **3.4. Stakeholder Consultation**

During the development of the project, consultations with the following key stakeholders have been used to inform the design and operation of the MITA. Consultation with these stakeholders will be on-going throughout the project.

**Table 1: Stakeholder Groups**

Stakeholder Group	Description
Federal Government	Department of Immigration and Border Protection Department of Finance
Contractors and service providers	Serco, IHMS

**3.5. Impact on Local Community**

The upgrade of the MITA facility will have no increased long-term impact on the local community due to its operations because:

- a) The upgraded facility will reside entirely within Commonwealth owned land; and
- b) There is no increase in bed numbers at the site.

Whilst the two upgraded compounds will provide for a more difficult caseload that is trending toward medium to high risk detainees, the internal security will be improved so as to reduce risk to good order.

In the short term there is potential for the local community to be inconvenienced during the course of the construction period. The on-site works will take around 12 months to complete over the 2016-17 and 2017-18 financial years. In order to mitigate any impact to the local community during the construction period, the PM/CA will require the head construction contractor to prepare and implement its Site Management Plan as a precursor to taking possession of site.

**3.6. Long Term Use**

The Department now requires purpose-built higher security compounds at MITA to provide operational flexibility in managing a more difficult caseload that is trending toward medium to high risk detainees. This has the added advantage of allowing the closure and sale of Maribyrnong IDC, which will generate significant savings.

**3.7. Environmental Considerations**

- a) The Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) is the Australian Government's key environmental legislation. Under the EPBC Act actions that have, or are likely to have, a significant impact on a matter of national environmental significance require approval from the Australian Government Minister for the Environment and Energy.
- b) The MITA facility resides in a brownfield site. The upgraded facility will be re-developed within the existing footprint of MITA and as such, the Department understands that there are no environmental impacts that need to be taken into account in the redevelopment. Nonetheless the PM/CA and the head construction contractor will have measures in place to limit any impact the project will have on the environment and local community.

### **3.8. Heritage Considerations**

There are no known heritage issues that are required to be addressed in relation to this proposal.

## **4. Technical Information**

### **4.1. Operational Concept**

The following operational drivers underpin the design of this project:

- a) The provision of hardened accommodation to meet the shift in the type of cohorts coming through the centre;
- b) Provision of smaller compounds that can be more easily managed;
- c) Provision of a new detainee reception and dispatch building with search and vetting capability suitable for the type of cohort accommodated in the hardened accommodation;
- d) Introduction of movement control to enable movement of cohorts on site in a way that is safe for both cohorts and staff; and
- e) Provision of equitable access to amenities including recreation, health, welfare and educational facilities for cohorts.

### **4.2. Planning and Design Concepts**

The Concept Design Master Plan is shown at **Annexure C**. The following design considerations have been adopted in developing the design:

- a) The four hardened compounds of Calder A, Calder B, Calder C and Eildon A have been designed to accommodate 140 high risk detainees;
- b) The facility is designed to allow for segregation of the compounds in the event this is required for operational reasons;
- c) Detainees will be accommodated in one bedroom ensuite bunked accommodation units with access to a shared living area, recreational facilities, telephones, laundry and internet; and
- d) Meals will be provided from the central kitchen and dining area based on a programmed sitting for each cohort. Meals can also be delivered directly to accommodation buildings when required.

The scope of work is anticipated to consist of the following major elements:

- a) Decommissioning of existing infrastructure and civil works including site clearance;
- b) Prefabricated construction;
- c) Engineering site services;
- d) Security works including the introduction of a sterile zone with physical and electronic detection; and

- e) Internal roads, shelters, paving and landscape works.

#### 4.2.1. Site Planning

The accommodation buildings are positioned within secure fenced compounds. The main façade of the building acts as part of the compound secure barrier and will include anti-climb treatments so that the compound containment level is maintained.

Orientation of each building is dictated by the overall site planning requirements of each Compound. The officer post within each building is positioned to maximise casual surveillance by staff of the internal and outdoor areas. This improves staff interaction with detainee activities and helps reduce reliance on CCTV monitoring.

#### 4.2.2. Bedrooms

Bedrooms are configured as bunk bed accommodation with an internal wet area designed to provide an appropriate level of privacy for the occupants.

Furniture will be fabricated from steel, securely fixed into position and includes:

- a) Bunk Bed with integrated bunk access ladder / handrail;
- b) Storage;
- c) Desk;
- d) Wall mounted polished stainless steel mirror; and
- e) Wall mounted noticeboard.

A single stainless steel combination toilet and hand basin is provided in a shared 'ensuite' wet area that contains a shower and a single secure floor waste. The ensuite is screened by two blade walls separating it from the sleeping area.

A single secure steel framed window is positioned centrally on the external wall providing partial ventilation and natural light. Ventilation is provided via a manually adjustable louvre. The louvre is secured behind a fine grain stainless steel perforated mesh to eliminate ligature points.

The bedroom door will be a 'life safety' door of robust construction. The door will incorporate a viewing panel and an institutional grade mortice lock and associated door hardware including block hinges. The door will act as a smoke door in the event of a bedroom fire. The steel door frame will be integral with the wall fabric.

#### 4.2.3. Security

The security design aims to provide capability to manage higher risk detainees.

Security measures are made up of architectural treatments, controlled access zones, intrusion and duress alarm monitoring, CCTV surveillance and other electronic systems. The security measures enable the efficient and effective monitoring and control of activity and access for the facility without impairing authorised movement.

DIBP's security requirements will be implemented across the hardened compounds and include new internal fencing of 4.5 metre height, new external fencing of 5.4 metre height, and will be separated by a sterile zone.

#### 4.2.4. Provision for People with Disabilities

Access and facilities for detainees with disabilities will be provided where required in accordance with the Disability Discrimination Act (DDA), the relevant technical requirements of the National Construction Code - Building Code of Australia, Access to Premises Standard (2010) and associated Australian Standards.

#### 4.2.5. Work Health and Safety

Construction of the proposed works will be undertaken within the requirements of the Work Health and Safety Act 2011 (Commonwealth), Work Health and Safety Act 2011 (VIC) and the National Guideline to AFP Health Safety Management Arrangements 2007 - 2012.

DIBP is committed to improving occupational health and safety outcomes in the building and construction industry. In accordance with Section 35(4) of the Building and Construction Industry Improvement Act 2005 (Commonwealth), contractors will be required to hold full occupational health and safety accreditation from the Office of the Federal Safety Commissioner under the Australian Government Building Construction Occupational Health and Safety Accreditation Scheme.

Safety in design workshops will be undertaken during the design phases of the project.

#### 4.2.6. Materials and Finishes

Materials and finishes will be selected from those readily available locally for their functionality, durability, low maintenance and for their ecologically sustainable design properties.

New buildings will be constructed off-site as modular components and transported to site for installation. Modular construction reduces construction time frames, minimises wastage of materials and improves quality control.

Material selection and specification will achieve the containment requirements of high security accommodation, be fire retardant / non-combustible and of low maintenance.

A steel sheet laminated fibre cement product will form the main internal lining for the new accommodation buildings providing a robust, lightweight and repairable painted interior.

#### 4.2.7. Mechanical Services

Reverse-cycle air-conditioning (heating and cooling) will be provided to all habitable areas throughout the facility.

Ventilation including fresh air and exhausts will be provided in accordance with the relevant Australian Standards.

#### 4.2.8. Electrical Services

Power infrastructure will be modified for the site to suit the new arrangement and will be in accordance with AS 3000 and other relevant standards. New lighting, lighting control and exit and emergency lighting systems will be provided for the areas of work. Internal lighting will be specified based on life cycle and safety considerations such as high impact ratings. External lighting will be provided to be suitable for safe movement and a CCTV environment. Telecommunications infrastructure will be provided to suit the functional requirements of the installation.

#### 4.2.9. Hydraulic Services

Cold water and sewer infrastructure shall be modified to suit the new site arrangement in accordance with the relevant standards and authority requirements. Hot water plant and equipment will be provided locally adjacent to the buildings served as a series of satellite plant installations. Hot water temperature control will be installed throughout the area of works.

#### 4.2.10. Fire Protection and Security Measures

Smoke detection will be provided throughout each building, except in areas such as kitchen and bathrooms, which may be subject to spurious alarms and will be served by heat detectors. The fire detection system will be interfaced to the security system to enable remote release of doors as required by the operational requirements of the facility to enable safe and secure control.

Active fire protection through hydrants, hose reels and extinguishers will be provided in accordance with the requirements of the National Construction Code (NCC).

#### 4.2.11. Environmental Sustainability of the Project

The project will be designed in accordance with the Energy Efficiency requirements of Section J of the NCC.

The modular design and construction approach demonstrates better environmental characteristics for the whole of life when compared to conventional construction approach. This includes a reduction in waste, resources, material, embodied energy and transport energy and a reduction of both on-site and off-site construction times.

#### 4.2.12. Related Projects

- a) Hardening of two compounds at Yongah Hill Immigration Detention Centre.

### **4.3. Project Construction Scope**

The scope for the self-contained secure accommodation works includes at least the following:

- a) Decommissioning and removal of existing accommodation within the Calder/ Eildon compounds at the MITA, where possible retaining existing shared amenity;
- b) Construction of a new secure 140 hardened bed accommodation within the four compounds. The Department has identified a suitable modular accommodation solution based on correctional service style accommodation (**Annexure C**);
- c) The compound will provide capacity for internal separation of detainee groups;

- d) The compound is to be self-contained and include detainee amenities such as laundry, telephones, internet facilities and recreational space;
- e) The project will introduce a new sterile zone to secure both the perimeter via anti-climb fencing and internal separation fencing to meet functional requirements;
- f) Other security elements will include CCTV capability, perimeter detection and security lighting; and
- g) The project will include completion of any and all necessary civil works including connection of existing services.

As MITA will remain operational during the works, all works will have to be staged with the successful contractor(s) to ensure interruptions to the management of the centre are minimised.

#### **4.4. Applicable Codes and Standards**

The building design must comply with the latest edition of:

- a) National Construction Code of Australia 2016;
- b) Relevant Australian & New Zealand standards for design;
- c) Standard of Design and Fitout Immigration Detention Facilities; and
- d) Local authority requirements (i.e. local council, utilities, fire services).

## **5. Cost Effectiveness and Public Value**

### **5.1. Outline of Project Costs**

DIBP has established a budget of \$29.067 million (excluding GST) for the provision of 140 hardened new beds and supporting accommodation on the basis of the current conceptual design. This budget includes provision for contingencies, cost escalation and associated professional fees. Funding for this initiative is through funds appropriated to DIBP.

### **5.2. Project Delivery Strategy**

DIBP has engaged a PM/CA for the development of the works for the MITA facility in Melbourne. The PM/CA is responsible for the design of the permanent facilities and infrastructure, project management of all phases and contract administration of the construction contract on behalf of the Commonwealth.

The design team liaised with the modular supply market during the design development phase to rationalise and improve the design of the secure modules in order to drive the best value outcome.

Following an evaluation of the most appropriate procurement approach for the project, delivery of the works will be by a Principal Contractor. Following a competitive tender process a contract will be awarded under a construction contract modified by the Australian Government Solicitor to meet the specific requirements of this project.

The Principal Contractor will take on the risk and responsibility for interdisciplinary interfaces (e.g. civil, building, services and security) by managing the subcontracts for each individual trade.

### **5.3. Public Value**

While the held detention population is reducing, detainee demographics are changing significantly with the majority of the population being medium to higher risk. A growing number of the detention population have had their visas cancelled on character grounds, due to criminal convictions and links to organised crime or outlaw motorcycle gangs. Facilities in the IDN are consequently not fit for purpose to manage an increased higher risk cohort, as they were largely designed to accommodate a low to medium risk caseload. This shift in detainees has seen the requirement for hardened accommodation to ensure DIBP has suitable accommodation to deal with the change in cohorts.

Public value associated with this proposal is realised through the ability of the DIBP to provide a secure environment whilst the status of detainees is resolved.

### **5.4. Revenue**

No revenue will be derived from the Project.

## **6. Master Program**

A copy of the Master Program for the upgrade of the MITA project is contained in **Annexure D** and, subject to Parliamentary approval, construction is expected to commence in March 2017 and complete in October 2017

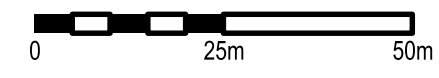
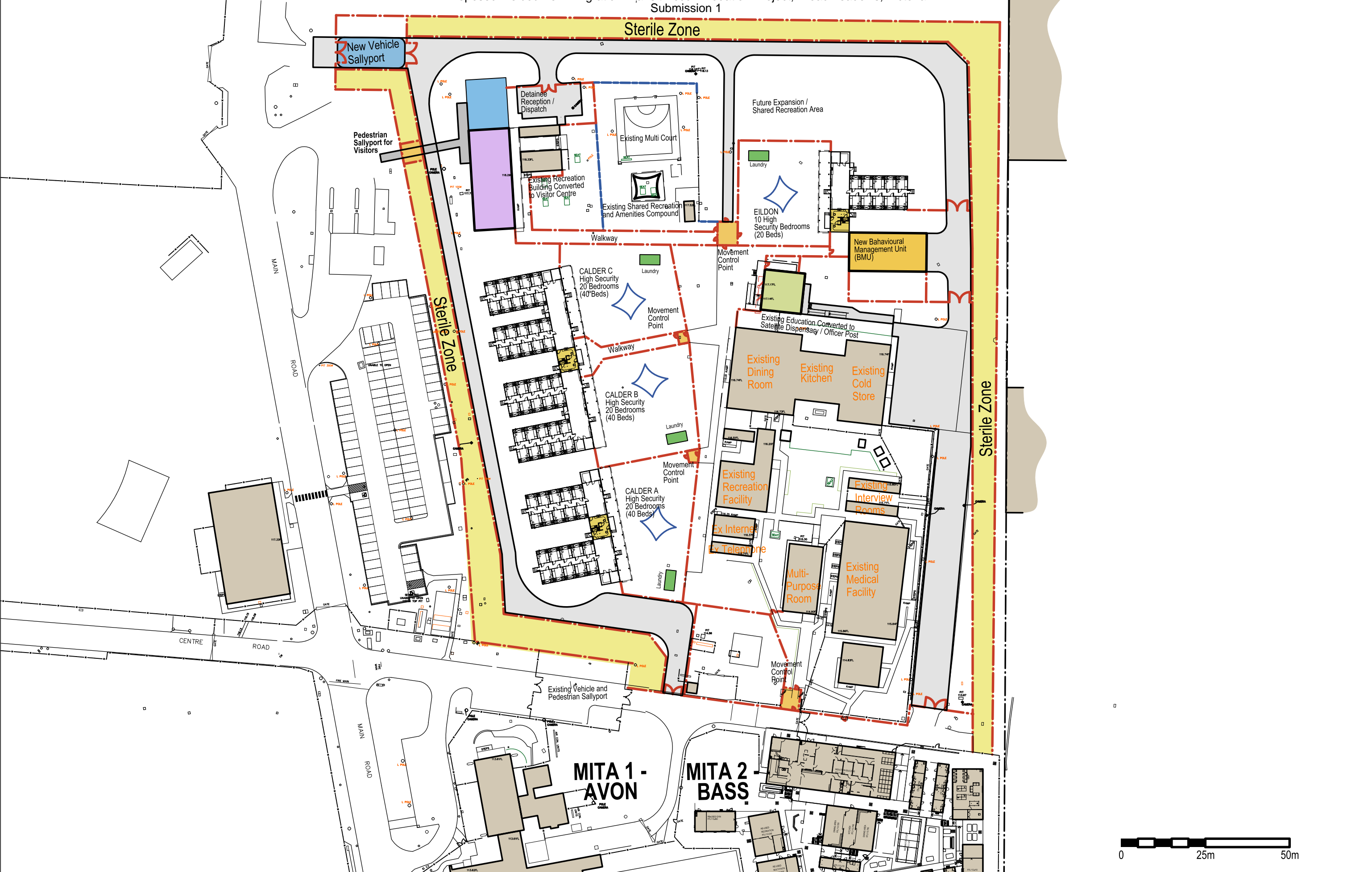
In order to achieve the above master program dates it will be necessary to obtain PWC approval for concurrent documentation.



## **ANNEXURES**

## Melbourne Immigration Transit Accommodation – location





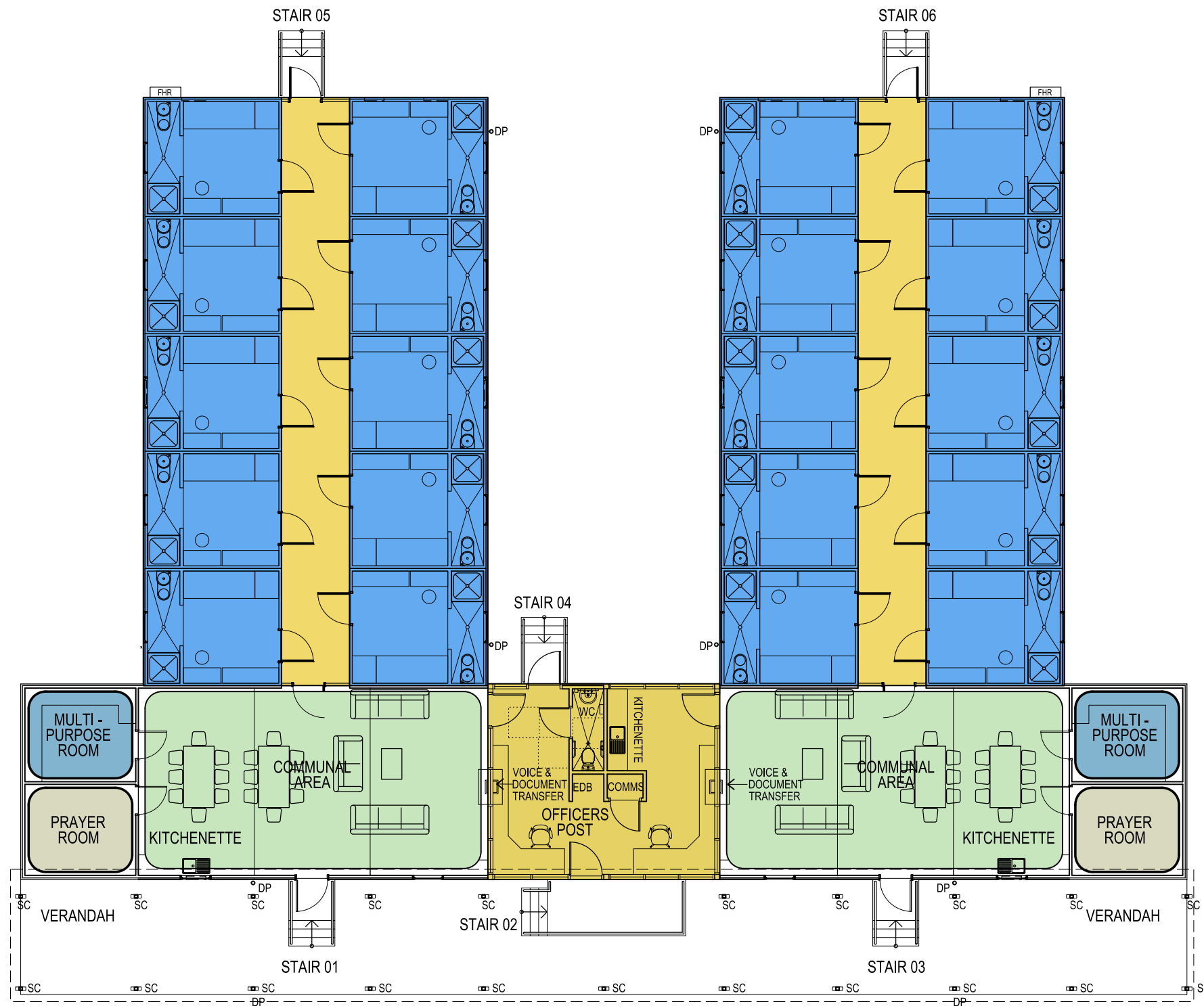
### Melbourne Immigration Transit Accommodation (MITA)

### Proposed Site Plan - Sketch 10

November 2016  
 MITA-ARC\_00\_SK10[C]  
 Scale 1:1000 @ A3







### Modular Accommodation Building

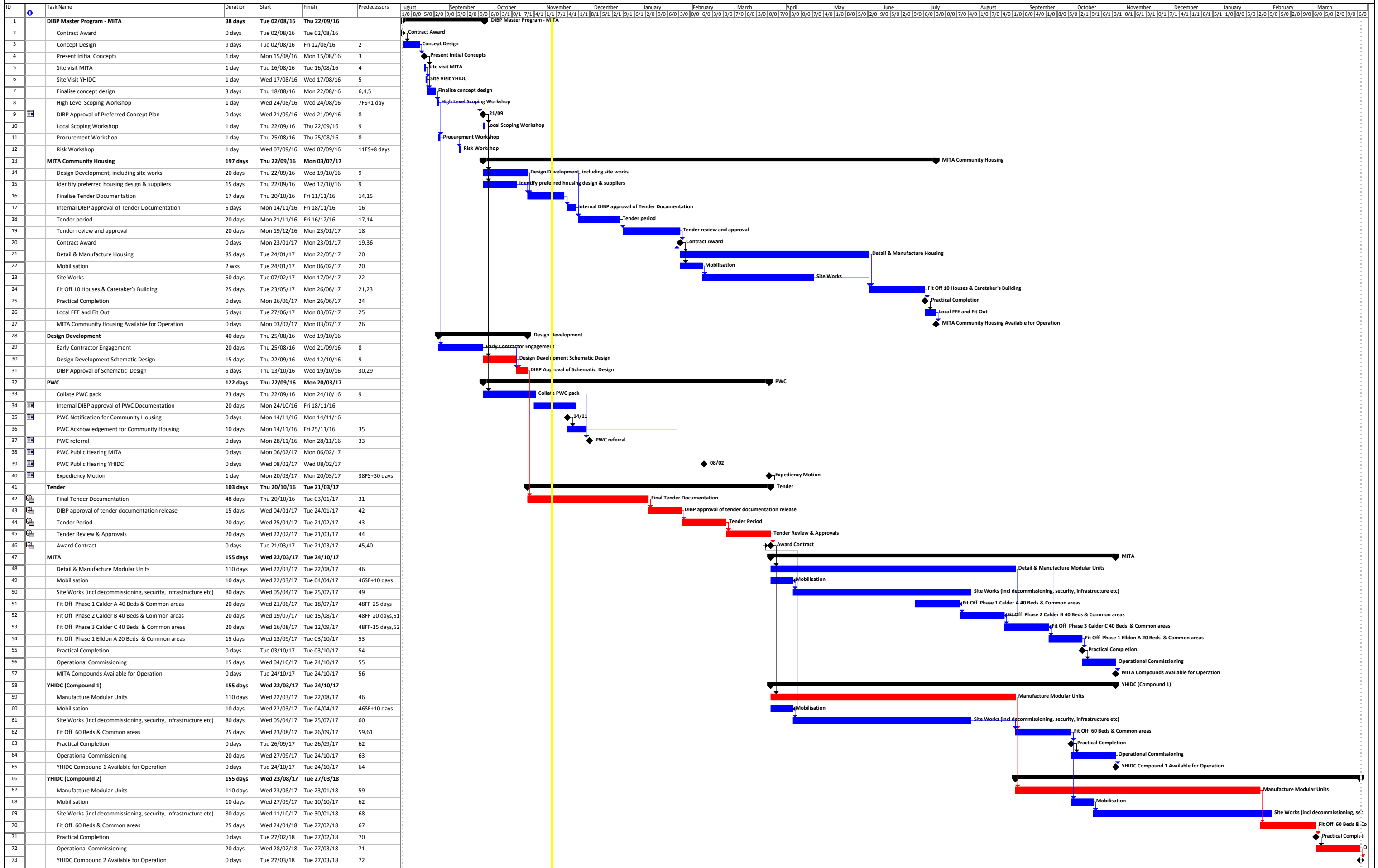
### 20 Bedroom with Ensuite - Proposed Floor Plan

September 2016  
MOD-ARC\_03\_011[A]  
Scale 1:150 @ A3



Proposed Melbourne Immigration Transit Accommodation Project, Broadmeadows, Victoria  
Submission 1

DIBP MITA & YHDC  
Master Program 04/11/16



Project: MITA & YHDC Master Program  
Date: Fri 04/11/16

Task Split Milestone Summary Project Summary External Tasks External Milestone Deadline Critical Critical Split Progress