

Parliamentary Standing Committee on Public Works

REPORT

relating to the

CONSTRUCTION OF STATE MAIL CENTRE, 501 WILLIAMSTOWN ROAD, PORT MELBOURNE

(Third Report of 1986)

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

R E P O R T

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501 WILLIAMSTOWN ROAD,
PORT MELBOURNE

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Canberra 1986

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C O N T E N T S

	<u>Paragraph</u>
THE REFERENCE	1
THE COMMITTEE'S INVESTIGATION	3
BACKGROUND	
Functions of Australia Post	9
Decentralisation	11
Victorian Network	16
THE NEED	23
Committee's Conclusion	31
SITE SELECTION	32
Essential requirements	35
Criteria for efficient layout	36
Role of Department of Housing and Construction	37
Expressions of interest	40
Preferred submission	41
Committee's Conclusion	47
THE PROPOSAL	49
Building Design	50
Functional Planning	51
Functional Areas	52
Design Life	53
Amenities	55
Security	56
Vehicle Accommodation	57
Involvement of DHC	58
Australian Postal and Telecommunications	
Union Reaction	59
Committee's Conclusion	63
ENVIRONMENTAL CONSIDERATIONS	64
CONSULTATIONS	65
COST AND TIMETABLE	67
Committee's Recommendation	71
RECOMMENDATIONS AND CONCLUSIONS	72
	<u>Page</u>
APPENDIX A - List of Witnesses	A-1
APPENDIX B - Construction Details and	B-1
APPENDIX C - Illustrations	C-1 to C-6

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

CONSTRUCTION OF STATE MAIL CENTRE,
501 WILLIAMSTOWN ROAD, PORT MELBOURNE

R E P O R T

By resolution on 14 March 1986 the House of Representatives referred to the Parliamentary Standing Committee on Public Works for consideration and report the proposal for the construction of a new State Mail Centre for Australia Post at 501 Williamstown Road, Port Melbourne.

The Committee has the honour to report as follows:

THE REFERENCE

1. The work proposed under this reference involves the construction of a new State Mail Centre for the processing of mail and loading bays for mail trucks and containers, as well as offices, staff amenities and official and staff car parking. The centre will be the main Victorian facility for the exchange of mail between Victorian mail centres and other States and for customer lodgment of bulk mails.
2. The limit of cost of the proposed work was \$9.95 million at February 1986 prices when referred to the Committee and then amended to \$10.8 million at April 1986 prices at the public hearing on 22 April 1986.

THE COMMITTEE'S INVESTIGATION

3. The Committee received written submissions from Australia Post, the Department of Housing and Construction (DHC) and the Australian Postal and Telecommunications Union (APTU) and took evidence from their representatives at a public hearing which began in Melbourne on 22 April 1986 and was continued in Canberra on 26 May 1986. On 5 June 1986 the Committee received further evidence from the Australia Post witnesses at a private meeting.
4. A submission was received from the Victorian Branch of the Administrative and Clerical Officers' Association.
5. Letters were also received from the Australian Telecommunications Employees Association and the City of Port Melbourne.
6. Prior to the hearing the Committee inspected the existing Chief Parcels Office building, the Central Mail Exchange building and the proposed site for the new State Mail Centre at 501 Williamstown Road, Port Melbourne.
7. A list of witnesses who appeared at the public hearing and the organisations which they represented is at Appendix A.
8. The Committee's proceedings will be printed as Minutes of Evidence.

BACKGROUND

9. 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 operation.

10. Australia Post is required by the 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.

11. Decentralisation Traditionally mail circulation was based on a Central Mail Exchange (CME) in each State capital. In time, with population growth and an increasing amount of mail, the buildings have become congested and the CME staff numbers unwieldy. In 1972 the Director-General of the then Postmaster-General's Department approved a master plan for the decentralisation of mail processing in Victoria. The master plan for Victoria envisaged a network of mail centres comprising the following elements:

- a State Mail Centre to process interstate and overseas mail and the exchange of mails between intrastate processing facilities.
- a City or Melbourne Mail Centre to process central city postings.
- four suburban and five country mail centres each processing mail originating and terminating within a defined geographic area.

12. Planning for decentralised mail centres was supported by the Vernon Commission of Inquiry into the Australian Post Office in 1973/74.

13. Australia Post told the Committee that decentralisation aims to improve the efficiency of mail processing by dismantling the single mail exchange concept. This concept, involving very large staff numbers (4000 by the year 2000), could lead to service, operational and staffing inefficiencies.

14. A maximum staff of about 500 at any one establishment has, by experience and studies, proved to be the desirable number for optimum operational efficiency and industrial harmony. Smaller staff numbers also lead to improved management and working conditions and, in most cases, can be more easily located to residential areas. A decentralised system is also less likely to collapse under a breakdown.

15. There are 12 Mail Centres in Victoria. Others have been or are being established progressively in New South Wales (11), Queensland (9), Tasmania (2) and Northern Territory (1). A further two Mail Centres are to be provided in New South Wales. Central Mail Exchanges are still operating in Adelaide and Perth.

16. Victorian Network The decentralised mail network in Victoria includes an International Mail Centre, a State Mail Centre, Melbourne Mail Centre, four suburban Mail Centres and five country Mail Centres which serve a defined portion of the country area.

17. The International Mail Centre was established in 1981 in South Melbourne. It employs about 450 staff to process incoming and outgoing overseas mail.

18. The State Mail Centre was created in March 1979 and located temporarily in the 70-year old Central Mail Exchange Building. It employs about 300 staff to process bulk lodgments of mail, parcels and performs the interchange function for the Victorian network.

19. The Melbourne Mail Centre created in March 1979 is also located in the Central Mail Exchange and is to be relocated to a new building at the corner of Spencer and La Trobe Streets. It employs about 480 staff to process Central Business District postings and incoming interstate mail.

20. Suburban facilities have been established in four centres. The centres, year of establishment, staff employed and average daily number of standard letters handled at each centre are as follows:

Centre	Year	Staff	Average number daily letters ('000)
Blackburn	1975	340	850
Clayton South	1978	470	1000
Preston	1979	280	575
Footscray West	1979	<u>210</u>	<u>375</u>
	TOTAL	<u>1300</u>	<u>2800</u>

21. Country Mail Centres have been established in five provincial centres serving a defined portion of country Victoria. The centres, year of establishment, staff employed and average daily number of standard letters handled at each centre are as follows:

Centre	Year	Staff	Average number daily letters ('000)
Geelong	1975	80	200
Ballarat	1976	60	115
Bendigo	1977	60	115
Seymour	1977	50	125
Morwell	1977	<u>60</u>	<u>170</u>
	TOTAL	<u>310</u>	<u>695</u>

22. Australia Post told the Committee that decentralisation is to be accompanied by the introduction of new generation indexing/sorting equipment and containerisation. Containerisation refers to the use of multi-sized plastic containers, lifting devices and trucks, to improve mail handling.

THE NEED

23. Australia Post told the Committee that the Victorian network of decentralised mail centres is functionally complete except for the provision of a new Melbourne Mail Centre and State Mail Centre both of which are located in the multi-storey Central Mail Exchange (CME) building at the corner of Bourke and Spencer Streets. Some State Mail functions are also located in the CME annex and the smaller multi-storey Chief Parcels Office (CPO) at 300 King Street.

24. The Central Mail Exchange, built in 1917, has been used primarily for administrative accommodation with a mail branch and post office on the lower floors and processing operations for all categories of mail except parcels on upper floors. Parcels services are conducted in the CPO which was built in 1922.

25. It was obvious during the Committee's inspection that both buildings are in need of major refurbishment because of age and, in the case of the CME, a major fire in 1967 and the closure of two floors. Mail services would also be improved if operations were consolidated into one building.

26. The CPO has poor loading, operational and amenity facilities and a dog-leg narrow driveway exiting on to an alley way junction.

27. Australia Post officials pointed out the following deficiencies in the interior of the multi-storey CME.

- floor surfaces are breaking down creating safety problems and requiring frequent and costly maintenance;
- fire protection facilities are in need of upgrading;
- lighting needs to be upgraded;
- ventilation and air conditioning are unsatisfactory;
- staff amenities are poor;
- passenger lifts, dating from 1917, are difficult to service and still operate on DC power;
- windows are corroded and in need of replacement;
- ceilings and walls need repainting; and
- although major refurbishment is needed throughout, this cannot be undertaken unless the entire CME is evacuated. Evacuation is required because asbestos was used in temporary restoration work on the third and fourth floors following a fire. Both floors were vacated and closed late in 1983 because of industrial action.

28. In addition to these internal deficiencies, Australia Post described the multi-storey CME building with its conveyor belts and ramps as outdated and ill suited to new mail processing methods, i.e., containerisation and mail sorting machinery which requires wide open, single level space.

29. Efficient mail handling is also hampered by serious vehicle congestion in the small CME yard which has no potential for expansion or segregation of customer and Australia Post vehicles. The streets leading to the CME are congested at delivery times and vehicles are often backed up to Little Bourke Street waiting entry to loading/unloading docks. Semi-trailers used on the Melbourne-Sydney route are too big to use the CME yard and are prohibited by Melbourne City Council to use Little Bourke Street, the only truck access route to the yard. Unlimited truck access and dock space is critical for Australia Post which has moved away from rail to road delivery and will be using more trucks, forklifts and other mechanical aids to handle containerised vehicles.

30. In addition to rationalising the State Mail Centre into one location, the new building will provide accommodation for the Office of Distributor of Stamps which is now located at 191 Queen Street with ancillary offices in two other locations. Relocation to the State Mail Centre will rationalise the offices and provide direct access to the mail network for distribution of stock.

31. Committee's Conclusion The two buildings currently occupied by the State Mail Centre are more than 60 years old, have numerous operational deficiencies and do not meet the requirements of new mail handling techniques.

SITE SELECTION

32. Australia Post originally planned to relocate the State Mail Centre on the perimeter of the city business district and refurbish the Central Mail Exchange for the Melbourne Mail Centre and for administrative functions. After review it was decided for economic, operational and industrial reasons to abandon the 70 year old Central Mail Exchange and to seek new premises for both centres.

33. After conducting unsuccessful conventional property searches for the State Mail Centre, Australia Post, through the then Department of Administrative Services, advertised in April/May 1983 for improved properties or for the construction of buildings for the State Mail Centre. Advertisements were also placed for the Melbourne Mail Centre. Although decentralisation was approved in 1972, Australia Post was not able to begin a site search for the State Mail Centre until the early 1980s. This was because of commitments to other capital demands throughout Victoria and Australia.

34. Australia Post told the Committee that the State Mail Centre advertisement included offers for the construction of a building as this offered land holders sufficient incentive to make occupied land available (i.e., removing lessees).

35. Essential requirements The essential site/building requirements for the State Mail are:

- location within about 3 km of the Melbourne GPO.
- good public transport access for staff.
- good access for Australia Post and customer vehicles to National Association of Australian State Board Authorities limitations.
- a building of 10,000-11,000 sq.m. on about 2 hectares with at least 9,000-10,000 sq.m. of floor space at ground level.
- at least 12 loading docks under suitable canopies.

36. Criteria for efficient layout The essential layout requirements for the State Mail Centre are:

- (i) Efficient loading/unloading of mail from road transport and containers with minimum internal traffic congestion.
- (ii) High security of mail centres, including registered articles and ease of staff supervision.
- (iii) Operational safety of staff.
- (iv) Staff amenities to nominated standards (Provision of Amenities in Australia Post Establishments).
- (v) Access for disabled.
- (vi) Adequate parking for official and staff cars and for mail vehicles.
- (vii) Minimum local and access traffic hazard.
- (viii) Single level operations area.

37. Role of Department of Housing and Construction DHC has acted as adviser to Australia Post in preparation of the Technical Brief which describes accommodation and service standards requirements for the State Mail Centre.

38. The Brief was used by prospective builders as the basis for their submissions. DHC reviewed the submissions to see that they conformed to the brief standards for materials, finishes, equipment performance, safety and accommodation. This process ultimately ended in the selection of the preferred submission.

DHC then arranged for further details of the preferred submission to be made available and scrutinised by State and Local Authorities to ensure compliance with the Technical Brief and the Australian Standards and Local Regulations.

39. At the public hearing the DHC witness told the Committee that the preferred design is efficient, economic and is a reasonable price.

40. Expressions of interest Thirty-three expressions of interest were received from the advertisements. Many failed to meet size, location or accessibility requirements. The following six firms or consortiums were invited to submit more detailed proposals following DHC's Technical Brief:

- (i) Moore Farm Equipment Pty Ltd
501 Williamstown Road, Port Melbourne
- (ii) Brady Investments Pty Ltd
223-273 Normanby Road, South Melbourne
- (iii) Consulere Pty Ltd
- (iv) Hollstone Properties Pty Ltd
- (v) Leighton Contractors Pty Ltd
- (vi) Lewis Construction Co. Pty Ltd

All of these four submissions were offered as joint developments between the State Ministry of Transport and the firms listed on occupied Crown land at 1-141 Normanby Road, known as the Montague Shipping Sheds site.

41. Preferred submission The Consulere Pty Ltd/Ministry of Transport submission was selected as preferred in April 1984. The site, 1.4 km from the GPO, has appropriate operational access, is served by tram and bus and within .76 km of Spencer Street Rail Station.

42. Negotiations with the principals were concluded in October 1984 and action was proceeding to refer the project to the FWC when, on 29 November 1984, the State Government told Australia Post that the site was no longer available. Written confirmation followed on 1 March 1985.

43. Australia Post asked the Premier of Victoria to reconsider but he replied that the decision was irreversible. The land was withdrawn because the Ministry for Planning and Environment had dedicated the site and surrounds for public use oriented developments. In addition, potential industrial difficulties had arisen within the union workers on the site which precluded early availability of the land.

44. The Committee accepts that 501 Williamstown Road, Port Melbourne, is the only site available for Australia Post's purposes within the criteria determining its activities.

45. The Committee recognises an alternative optimum site originally proposed was denied Australia Post as a consequence to the Victorian Government finding it necessary to withdraw the site. Those circumstances compounded Australia Post's difficulty in meeting an increasingly urgent requirement to relocate from its existing grossly inadequate Spencer Street facility.

46. Some elements of the transaction left the Committee a little less than fully satisfied. Nevertheless, the Committee, on balance, accepts that the course of action proposed is the only option to Australia Post to meet an urgent requirement.

47. Committee's Conclusion The Committee accepts that 501 Williamstown Road, Port Melbourne, is the only site available for Australia Post's purposes within the criteria determining its activities.

48. The Committee expresses concern that Australia Post was obliged to accept this site after the Victorian Government withdrew the preferred site.

THE PROPOSAL

49. The proposal is to construct a new State Mail Centre at 501 Williamstown Road, Port Melbourne.

50. Building Design The proposed mail centre will be essentially a single storey building with only a plant room above. All operational facilities, including staff amenities, offices and loading bays will be on ground level. The building has a simple facade set back from both street frontages and is landscaped to conform with recent local development. Construction details and services are at Appendix B. (Building elevations and sections are at Appendix C, pages C-1 to C-6).

51. Functional Planning The design achieves the following objectives:

- location within the nominated distance of the CBD;
- efficient loading/unloading of mail from road transport and contains with minimum internal traffic congestion;
- high security of mail articles, including registered articles and ease of staff supervision;

- operational safety of staff;
- staff amenities to nominated standards;
- access for disabled;
- adequate parking for official and staff cars and for mail vehicles;
- minimum local and access traffic hazard;
- single level operations area.

52. Functional Areas The proposed allocation of functional areas within the building will be as follows:

	sq.m.
- Mail acceptance and processing	3950
- Mail transfer depot	2600
- Central bag store	1000
- Administration and training	710
- Canopies	2450
- Distributor of Stamps	1200
- Common use areas including lunch room, toilets, lockers, etc.	670
- Plant rooms, fire escape, corridors, etc.	920

53. Design Life Australia Post advised that the building will meet forecast needs to the year 2005. 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.

54. Australia Post believes the design meets adequately the functional requirements to the design year.

55. Amenities The building has been designed to incorporate amenities in accordance with the code "Provision of Amenities in Australia Post Establishments". Amenities will include a lunch room equipped to dispense food under the Cook-Chill method (a catering system whereby food is prepared and cooked in the normal way in a central kitchen, then freshly chilled and stored in low temperature conditions, transported and finally reheated and served). Seating will be provided to accommodate the maximum assessed number of staff on a meal break at any one time. Space has been provided for active and passive recreation. Provision has been made for handicapped staff in respect of access to the building, facilities and amenities.

56. Security Adequate security features will be installed to protect the mail centre including the yard, buildings and their contents. Appropriate perimeter lighting will be provided.

57. Vehicle Accommodation Parking space for four visitors' cars and four Australia Post cars will be provided near the main administration areas while parking bays for ten Australia Post trucks will be provided near the outward dock area. No garaging or servicing of operational vehicles will be undertaken on site as this function is centralised at the Transport Depot in Dudley Street, West Melbourne. It is proposed to provide 158 staff car parking spaces. This meets local council and Australia Post assessed requirements. Vehicles will access the site from Bridge Street and exit to Bertie Street, Port Melbourne.

58. Involvement of DHC The involvement of DHC in this proposal has been one of adviser to Australia Post in the preparation of the technical brief as a basis for prospective Developer submissions and then in the review of these submissions. The review process tested the submissions to see that they met the briefed standards for materials, finishes, equipment performance, safety and accommodation. DHC requested architectural and engineering consultants to the developer to provide more details

of the building and its services. These were studied and discussions undertaken with the Developer's technical consultants, State and Local Authorities, to ensure compliance with the technical brief, Australian Standards and Local Regulations.

59. Australian Postal and Telecommunications Union Reaction

The union has three reservations:

- (a) The operational concept of the State Mail Centre which would limit job variation and create more labouring rather than skilled duties.
- (b) The location in a general industrial area without as readily accessible public transport as is available at the current location in Spencer Street.
- (c) The lack of child-care facilities.

60. Australia Post told the Committee that they are planning further discussions and negotiations with the APTU to increase the sorting component to about 50 per cent of the total volume of mail handled. This is expected to create the situation and opportunity for job variation. It is also expected that there will be shift variation. Australia Post said their plans for staffing allow half of those on duty on any given day to be working one of the two day shifts as is done now.

61. As regards the location, Australia Post told the Committee that a bus service is available and that a railway stop is about 3 km from the Centre. Overtime work requirements would take bus schedules into consideration to the maximum extent possible. Perimeter fencing is to be provided for the staff car park.

62. The question of child minding facilities at Australia Post facilities has been canvassed in previous Committee reports. 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 Government directives.

63. Committee's Conclusion The Committee is satisfied that the design of the new building adequately fulfills the requirements of new mail handling techniques and provides sufficient space to cater for forecast needs to the year 2005.

ENVIRONMENTAL CONSIDERATIONS

64. The Department of Housing and Construction advised the Committee that the proposed new development will not have an adverse affect on the physical or visual environment. A Notice of Intention was submitted to the Department of Arts, Heritage and Environment, which advised in January 1986 that an Environmental Impact Statement (EIS) was not required.

CONSULTATIONS

65. Consultations have taken place with the following authorities:

- Department of Arts, Heritage and Environment;
- State Ministry of Planning and Environment;
- Port Melbourne Council.

66. Australia Post advised that the project has been discussed with staff organisations in accordance with normal practices.

COST AND TIMETABLE

67. The estimated cost of the proposal, when referred to the Committee was \$9.95 million at February 1986 prices, and increased to \$10.8 million at April 1986 prices, to allow for building price index increases and variations in design for security and other features.

68. Annual operational costs are estimated at \$290,000 at April 1986 prices with a design life for the building of 50 years.

69. DHC advised that construction time from the signing of the contracts will be 24 months:

- bond transaction, documentation,
vacant possession - 6 months;
- demolition - 8 months;
- construction - 10 months.

70. Installation of equipment will require about a further four months before the centre can begin operations.

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

RECOMMENDATIONS AND CONCLUSIONS

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

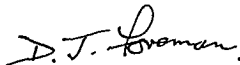
Paragraph

1. THE TWO BUILDINGS CURRENTLY OCCUPIED BY THE STATE MAIL CENTRE ARE MORE THAN 60 YEARS OLD, HAVE NUMEROUS OPERATIONAL DEFICIENCIES AND DO NOT MEET THE REQUIREMENTS OF NEW MAIL HANDLING TECHNIQUES. 31
2. THE COMMITTEE ACCEPTS THAT 501 WILLIAMSTOWN ROAD, PORT MELBOURNE, IS THE ONLY SITE AVAILABLE FOR AUSTRALIA POST'S PURPOSES WITHIN THE CRITERIA DETERMINING ITS ACTIVITIES. 47
3. THE COMMITTEE EXPRESSES CONCERN THAT AUSTRALIA POST WAS OBLIGED TO ACCEPT THIS SITE AFTER THE VICTORIAN GOVERNMENT WITHDREW THE PREFERRED SITE. 48
4. THE COMMITTEE IS SATISFIED THAT THE DESIGN OF THE NEW BUILDING ADEQUATELY FULFILLS THE REQUIREMENTS OF NEW MAIL HANDLING TECHNIQUES AND PROVIDES SUFFICIENT SPACE TO CATER FOR FORECAST NEEDS TO THE YEAR 2005. 63
5. THE ESTIMATED CAPITAL COST OF THE PROPOSAL, WHEN REFERRED TO THE COMMITTEE WAS \$9.95 MILLION AT FEBRUARY 1986 PRICES, AND INCREASED TO \$10.8 MILLION AT APRIL 1986 PRICES TO ALLOW FOR BUILDING PRICE INDEX INCREASES AND VARIATIONS IN DESIGN FOR SECURITY AND OTHER FEATURES. 67

Paragraph

6. THE COMMITTEE RECOMMENDS CONSTRUCTION OF THE
WORK IN THE REFERENCE.

71



(D.J. FOREMAN)
Chairman

Parliamentary Standing Committee
on Public Works
Parliament House
CANBERRA

5 June 1986

APPENDIX A

LIST OF WITNESSES

Bowler, Mr D.B., Secretary/Treasurer, Australian Postal and
Telecommunications Union, 551 King Street, West Melbourne,
Victoria

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

Nance, Mr J.J., Associate Director, Department of Housing and
Construction, Tivoli Court, Bourke Street, Melbourne,
Victoria

Robinson, Mr P.J., Project Manager, Department of Housing and
Construction, Tivoli Court, Bourke Street, Melbourne,
Victoria

Scott, Mr B.A., Project Manager, Civil and Civic Pty Ltd,
601 St Kilda Road, Melbourne, Victoria

Venning, Mr B.W., Manager, Development Projects Department,
Australia Post Victoria, 191 Queen Street, Melbourne,
Victoria

APPENDIX B

CONSTRUCTION DETAILS AND SERVICES

1. Structure The single storey building with plant room above will have a structural steel frame with precast concrete cladding and colourbond roofing. The reinforced concrete slab floor will be on ground with the structural steel portal frame supported on isolated pad footings. The reinforced concrete plant room floor will be supported on reinforced concrete plant columns. All operational facilities, including staff amenities, offices and loading bays will be on ground level.

2. Building materials

- Exterior - The building will have precast concrete cladding and colourbond roofing. It will be set back from both street frontages and will be landscaped to conform with recent local development. The windows will be anodised aluminium with sun protective glass.
- Interior - A plasterboard internal finish will be used in office areas and off form concrete will be used in operational areas. Interior finishes will be painted. Office and amenities areas will have acoustic tile ceilings. Operational areas will have a prefinished ceiling. Floor finishes will suit various functions throughout the work areas: seamless epoxy in operational areas, carpet in offices, vinyl tiles in the amenities and quarry tiles in the canteen.

3. Mechanical Services

- All internal functional areas will be air conditioned for staff comfort. The State Mail Centre, mail transfer and stamp distribution zones will be air conditioned by built up fan coil units using an outside air cycle. The roof top packaged heat pump unit will supply air conditioning to the meals area and recreation room. A central plant will contain duplicate boilers and chillers.
- Because the Centre has dock access for large vehicles, care has been taken to dispel truck fumes with low level exhaust fans to ensure a thorough removal of such fumes. Ventilation and exhaust systems will be provided in accordance with AS 1668 Part 2.

4. Electrical Services

- A 1000 kVA substation from Port Melbourne Electricity Supply will provide power to the Centre. The Centre's estimated load is 850 kVA. Fluorescent lighting will be used throughout the Centre except in the mail transfer depot zone which will have surface mounted mercury vapour fittings. Emergency power will also be provided with a 600 kVA automatic start diesel generator. Evacuation lighting and an audible emergency warning system will also be installed.

5. Hydraulic Services

- The existing water supply, sewerage system and stormwater drainage are adequate to serve the new building. The water supply is sufficient for domestic and fire fighting requirements. There will be a fire brigade booster connection installed in Williamstown Road just outside the proposed building. The Melbourne and Metropolitan Board of Works sewerage mains are of adequate capacity. The site sewerage system is a conventional gravity flow. The stormwater drainage is adequate for the run off from the building site.

6. Access Roads and Parking

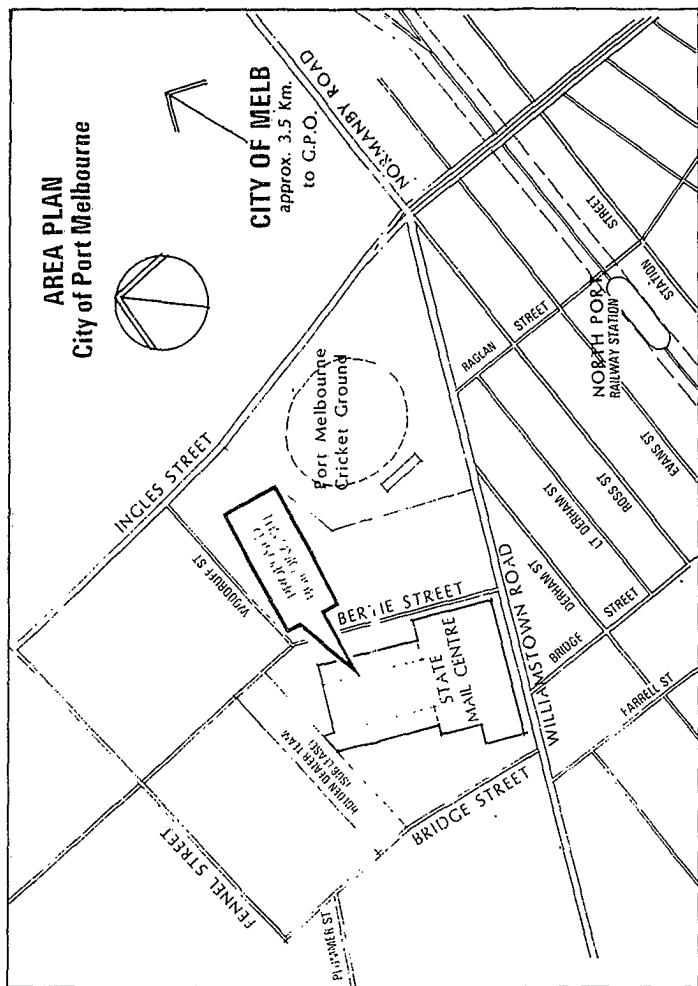
- Vehicular access is critical to the operation of the new State Mail Centre because of the introduction of containerisation and the move away from rail to road transport. The new site provides adequate access for large vehicles from Bridge Street into the mail centre and into Bertie Street from the mail centre. This traffic arrangement has been designed to cause minimum effect on local traffic patterns. Local authorities have been consulted and their recommendations incorporated in the traffic layout. Off street parking will be provided for 158 staff vehicles (about 75 per cent of staff on duty). This meets the requirements of the relevant authorities.

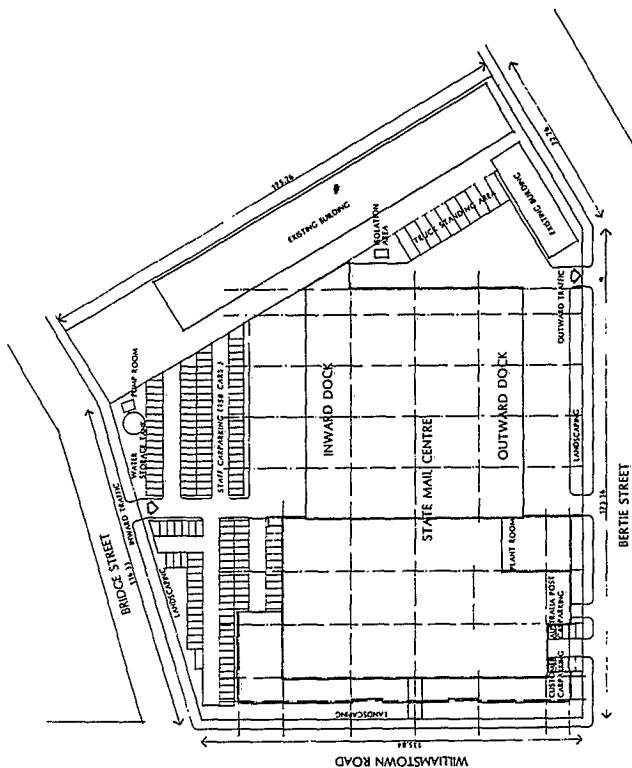
7. Fire Protection

- Automatic sprinklers, fire hose reels and appropriate portable fire extinguishers will be installed throughout the building. The layout and building materials have been selected to minimise fire hazards.

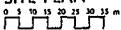
8. Security

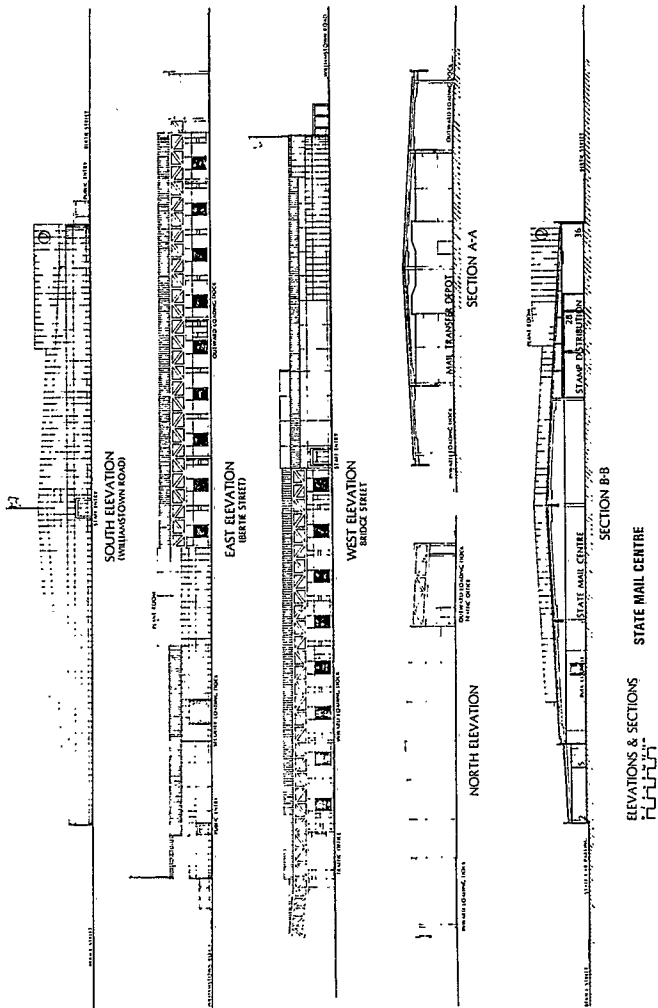
- Secure areas will be included in the building for storage and handling of valuable articles and registered mail articles. Internal security will be monitored by a closed circuit TV system. A secure area of solid construction will be built next to the loading dock area to hold suspect articles for investigation or removal.

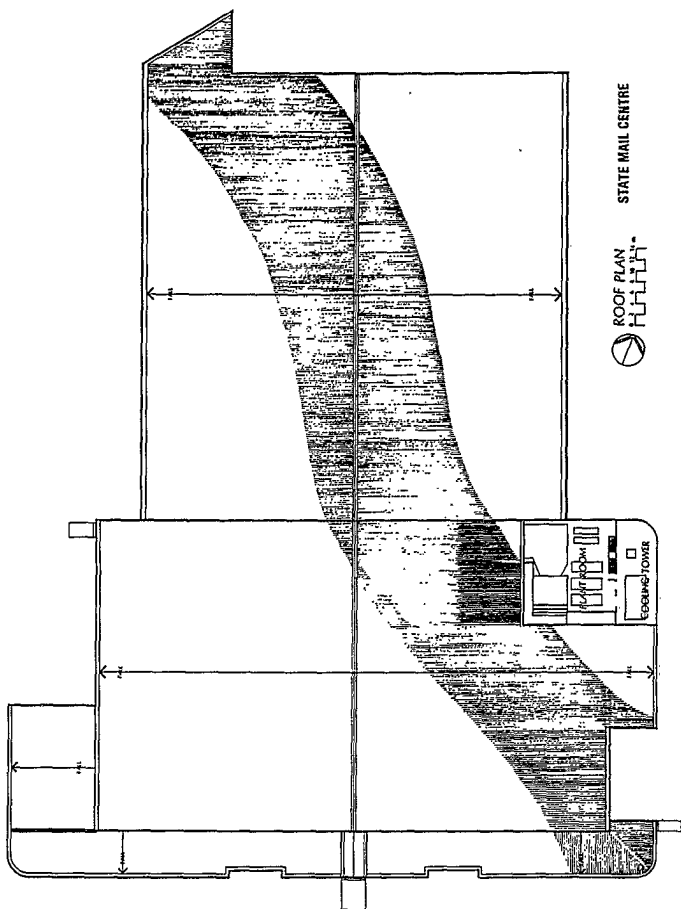


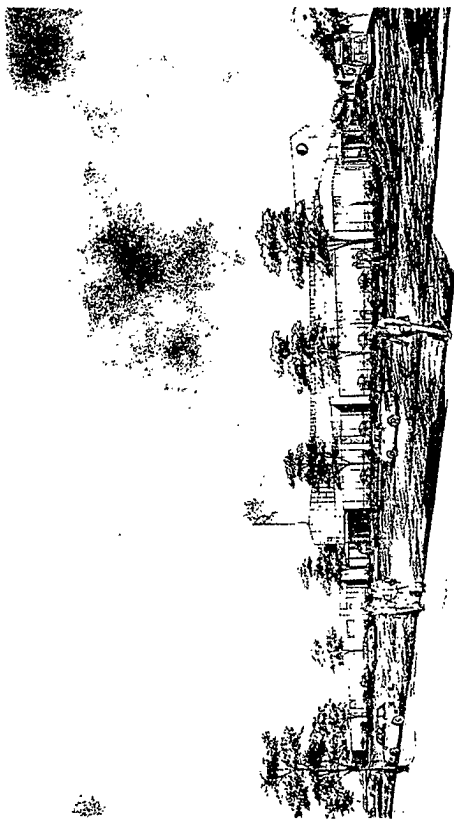


SITE PLAN









PERSPECTIVE PROPOSED STATE MAIL CENTRE

