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PRESENTED	
<i>R. M. P.</i>	
Clerk of the Senate	

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

R E P O R T

relating to the proposed erection of

STAGE TWO

of the

COMMONWEALTH CENTRE,

MELBOURNE, VICTORIA.

Mr. President,

I present the Report of the Parliamentary Standing Committee on Public Works relating to the proposed erection of Stage II of the Commonwealth Centre, Melbourne.

Mr. President, the Committee has recommended the construction of the building to the size and design proposed at an estimated cost of £2,560,000. This recommendation includes full air conditioning at an estimated ~~additional~~ cost of £126,000.

I would like to invite the Senate's attention particularly to this Report of the Public Works Committee with special reference to Paragraph 74 on Page 14 which reads:

"The Commonwealth Centre in Melbourne is a project of considerable magnitude, ultimately involving development of a whole city block. It is too large an investment by the Commonwealth to be developed on a piecemeal basis. That this has been the case is, we believe, indicated by the extent of over-crowding in Stage I, some of its deficiencies, and indecision even now, about the occupancy of Stage II."

I would also wish to draw attention to Conclusions No. 11, 12, 13, 14 and 15. In summary, Mr. President, these Conclusions point out that Stage II of the Commonwealth Centre, Melbourne, was submitted to the Committee on the basis of providing office accommodation of a general administrative nature. During the course of the evidence the Committee was told that it was proposed to put certain Government departments in the proposed new building including the Department of Repatriation. Evidence from the Department of Repatriation being called revealed that they would need special requirements and evidence taken from the Department of Works estimated these additional requirements would amount to something of the order of £200,000.

Finally, during the course of the hearings it was resolved departmentally that the Commonwealth Centre as proposed would only be allotted to departments with general administrative functions. This is the basis of the recommendations from the Public Works Committee.

The foregoing comment is only a brief background to evidence which prompted a number of the recommendations from your Committee. For example, Recommendation No. 6 reads:

"To ensure that new office buildings meet the needs of occupying departments, decisions about occupancy should be made in the early planning stage."

No. 7: "A comprehensive review of the needs for accommodation should be made without delay, and if necessary the master plan for the Commonwealth Centre amended accordingly."

No. 8: "An order of movement of departments to the Commonwealth Centre should be established."

Finally, Mr. President, I would draw the Senate's attention to the fact that the question of air-conditioning in Commonwealth buildings is a recurring issue of the greatest magnitude. The Committee has recommended that an enquiry into all aspects of the need or otherwise for air-conditioning in Commonwealth buildings should be put in hand.

For Senator Anderson.

I present the Report of the Parliamentary Standing
Committee on Public Works, relating to the following proposed
work:

Erection of Stage Two of the Commonwealth
Centre, Melbourne, Victoria.

For Senator Andersen.

I present the Report of the Parliamentary Standing
Committee on Public Works, relating to the following proposed
works:

Erection of Stage Two of the Commonwealth
Centre, Melbourne, Victoria.

C O N T E N T S.

	Paragraph.
General	1
History	2
The Need for Additional Office Space in Melbourne	4
Occupancy of leased space	5
Lack of consolidation	6
Overcrowding in Stage I	7
The Proposed Building	10
Design	11
Site	13
Lift services	15
Link with Stage I	18
Ventilation	23
Air-conditioning	27
Public Toilets	35
Amenities	37
Cafeteria	39
Engineering services	41
Building materials and finishes	43
Floor loadings	47
Soundproofing of offices	48
Foundations	50
Disabilities in Stage I	52
Car Parking	53
Accommodation to be Provided	55
The Floors	56
Occupancy of the Building	60
Future Planning of the Commonwealth Centre	74
Planning and Construction Period	81
Estimates of Cost	82
Summary of Conclusions	83
Summary of Recommendations	84

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS -
COMMONWEALTH CENTRE, MELBOURNE -- ERECTION OF STAGE II.

R E P O R T.

By resolution on 16th May, 1962, the House of Representatives referred to the Parliamentary Standing Committee on Public Works for investigation and report, the proposal to erect Stage II of the Commonwealth Centre, Melbourne. The Committee have the honour to report as follows:-

GENERAL.

1. The Committee inspected the site of the proposed building and observed working conditions in Stage I of the Commonwealth Centre. Evidence was taken from representatives of the Administrative and Clerical Officers Association, the Departments of the Interior, Works, Social Services, Labour and National Service, Health and Repatriation, and the Office of the Public Service Inspector. Written comments were made by the Melbourne City Council and the Melbourne and Metropolitan Board of Works.

HISTORY.

2. The site for the Commonwealth Centre which was acquired in 1948 comprises $9\frac{1}{2}$ acres and consists of the area bounded by Spring, Latrobe, Exhibition and Lonsdale Streets. Little Lonsdale Street, running approximately east and west, divides the site into two sections. Buildings on the site at the time of acquisition cover the southern half while on the northern side demolitions have cleared sufficient space for the erection of the first stage and for the proposed second stage. Demolition towards the west has left room for parking on the site.

3. The first building was completed in 1958. It consists of a basement, ground and eleven upper floors and accommodates approximately 1450 people in about 126,000 square feet of office space. The building is occupied by the Departments of External Affairs, Health, Immigration, Interior, Labour and National Service, Social Services, the Office of the Public Service Inspector, and the War Service Homes Division.

THE NEED FOR ADDITIONAL OFFICE SPACE IN MELBOURNE.

4. Since the completion of Stage I of the Commonwealth Centre in 1958 leased space occupied by the Commonwealth in Melbourne has increased by approximately 120,000 square feet. The increase in annual rental is approximately £380,000.

5. Occupancy of leased space. In June 1962 the Commonwealth was occupying 654,734 square feet of leased office space in the city of Melbourne at an annual rental of £549,199. These figures include space occupied by central offices and the figures for the Victorian branches are 429,367 square feet at a rental of £334,583 per annum. Since then the total space occupied in leased premises has increased to approximately 700,000 square feet.

6. Lack of consolidation. Apart from the high annual rental, a serious consequence of the use of so much leased space is the extent to which departments have become dispersed in different buildings in Melbourne. It is difficult to obtain large areas in one building and the effect of this is that each new demand for accommodation has to be met by the leasing of small areas. Rather than becoming more consolidated Victoria administrations are becoming more dispersed, the Postmaster-General's Department operating in some 29 buildings. This trend must have serious effects on the efficiency of the branches.

7. Overcrowding in Stage I. The absence of the development of the Commonwealth Centre beyond the first stage has led to overcrowding in the building already erected on the site. Whilst this may have been avoided by allocating space to small sections like the Bureau of Meteorology, the Electoral Branch or the Department of National Development, which could have been moved out when the larger branches needed more space, no doubt the desire to achieve consolidation and the hope that the second stage would be provided much sooner prompted the allocation of space without sufficient buffer areas. Already two sections of the Department of Social Services have been moved out of the Centre.

8. Having become established at the Commonwealth Centre it is natural and proper that departments resist scattering or moving out altogether as a solution to their problem of finding sufficient space. There is, therefore, overcrowding with the result that in some sections there has been a considerable reduction in an acceptable figure of 89 square feet of office space per person. Departments already occupying Stage I of the Commonwealth Centre will require approximately 56,000 square feet more office space by 1965.

9. There is a need for additional Commonwealth office space in Melbourne to provide urgently needed accommodation, to achieve consolidation for departments widely scattered in such a large amount of leased space and to meet the requirements of departments already in the Centre.

THE PROPOSED BUILDING.

10. To help overcome the unsatisfactory accommodation position in Melbourne it is proposed to erect the second stage of the Commonwealth Centre.

11. Design. Design of the second stage has been dictated by the design of the first. The two will be joined to form an "H" shape building and the new one will consist of basement, lower ground, ground and eleven upper floors.

12. There will be a totally enclosed mechanical equipment floor above the eleventh floor. Because of this it is proposed to raise the parapet of the first stage to bring it into harmony with the new building.

13. Site. The site has been cleared of buildings and has been used as a temporary car park mainly for the convenience of Commonwealth employees.

14. The route of the proposed Melbourne underground railway is to be located under Latrobe Street instead of under Lonsdale Street as intended when master planning of the Commonwealth Centre was undertaken. Although the exact location is still tentative, the line of the railway is planned to go across the north eastern corner of the Commonwealth Centre site. The proposed building projects further to the north than the first stage and because of likely railway development it has been located 24 feet south of the position originally intended. The location of the railway tunnel and station outlets are not expected to cause radical changes in planning.

15. Lift services. Four lifts were provided in Stage I. These proved to be inadequate in peak periods even with the staggering of starting and finishing times.

16. In order to overcome the deficiencies of the existing lift service and to make adequate provision for the second stage, eight lifts designed to carry 3,500 lbs. (23 passengers) at 500 feet per minute are to be provided. One of these will normally be used as a goods lift but will be available when necessary as a passenger lift coupled with the group control system. In order to balance traffic over the two lift groups a zoned service will be provided at peak periods.

17. This seems to us to provide an acceptable solution to the problem of providing adequate vertical transportation. We do not favour adding to the group already in Stage I and we believe that the lifts proposed will provide a satisfactory service to the occupants of the building and to people visiting the departments in it.

18. Link with Stage I. It is proposed to link the two buildings at each floor level. This will permit departments in Stage I to expand laterally through it to floors in the new building and will give additional office space. It will also permit the cafeteria in its new location to be reached easily from all parts of the building.

19. Of more significance however is the need for the lift service in the second stage partially to serve the building already erected. Without a link at each floor level the inadequacy of the existing lift service would need to be overcome by some less economical method.

20. Although, the proposal to link the two buildings imposes limitations in the design of the new one we support it because there does not appear to be any more satisfactory way of augmenting the lift service in Stage I, of providing ready access to the cafeteria or of permitting departments already located at the Centre to expand laterally.

21. As the buildings are to be linked it is desirable for the floor levels of the new building to be consistent at all levels with those of the existing building. In order to provide a more satisfactory ventilation system in the new building than in the existing one more above-ceiling space will be needed and the effect of this will be to reduce the floor to ceiling height to 8 feet 6 inches. This is six inches less than the permitted minimum in the city of Melbourne.

22. Reference will be made in the following paragraphs to the need for a more adequate system of ventilation in the new building than in Stage I and in order to make room for the necessary ductwork there is no alternative but to have a reduced floor to ceiling height. We believe that the circumstances justify the smaller dimension.

23. Ventilation. The type of air treatment system installed in Stage I has proved to be inadequate. The building was designed on the basis that it would house tenants who would require large open areas but decisions about departments to occupy the building were not made until it was being constructed and in one or two cases not until the building had been handed over. The tenants did not require open space and the result was that the ventilation system, as designed, could not cope with the large amount of partitioning used.

24. The system proposed in Stage II will provide outlets, so connected to the distribution ductwork as to permit flexibility in partitioning.

25. The installation will consist of evaporative cooling and pre-cooling. Fifteen air handling plants located on the mechanical equipment floor and in the basement will serve the various zones of the building and each will contain air filters, spray chambers, pre-cooling and hot water coils, fans, spray pumps and automatic controls.

26. Provision is to be made for conversion to full air-conditioning at a later date. To do this ductwork will be insulated in order to avoid the need to remove ceilings to do so later. The cost of making this provision for air-conditioning is estimated to be £20,000.

27. Air-conditioning. Officers of the Department of Works have calculated that it would be an economical proposition to air-condition the building. As it will be linked with the existing one and because some departments will occupy space in both, the view has

been expressed that it will be undesirable to have officers of the same department working under different conditions in the same building complex. Air-conditioning of the first building at an estimated cost of £286,000 is not considered to be an economical proposition.

28. The same argument might be used as a reason for not air-conditioning the third building, then the fourth at the Commonwealth Centre and we do not believe this provides a valid reason for not air-conditioning Stage II.

29. To make provision for air-conditioning in the future is to recognise the need for it and we believe that the full installation should be provided when the building is erected.

30. The installation of full air-conditioning to Stage II of the Commonwealth Centre at an estimated additional cost of £126,000 is therefore recommended.

31. This question of air-conditioning is one which looms large in most major proposals which come before this Committee. In this proposal, as with the Customs House in Melbourne, provision is being made for air-conditioning in the future. In Darwin some proposals include air-conditioning, others make provision for it in the future and in some, no provision is made at all.

32. Air-conditioning is becoming an accepted provision in commercial buildings and in those of Commonwealth Government instrumentalities like the Reserve Bank and the Australian National Airlines Commission. In Canberra the proposed Secretariat building is to have provision for air-conditioning in the future and applications have been invited from firms interested in tendering for air-conditioning and mechanical services in the proposed Reserve Bank of Australia building.

33. This is a matter of policy which deserves the study of the Government, perhaps by a committee which could make recommendations about air-conditioning for buildings to house various Commonwealth activities. Many factors such as recruitment, efficiency, contented staff and economic aspects would need to be considered and this would be outside the scope of our Committee.

34. We therefore recommend that an enquiry into all aspects of the need or otherwise for air-conditioning be made so that principles may be established.

35. Public toilets. Evidence was given of the need to ensure that adequate toilet facilities, separate from those provided for the staff, be available for the public visiting the building. We have been told that toilets for the public could be provided when the final disposition of space for those departments having a large number of public callers is known.

36. Adequate public toilets should be provided and it is stressed that a decision will need to be made during the design stage of the building. We would regard a lack of adequate public toilets as a serious deficiency in those areas where there will be a large number of public callers and we would view with concern any additional cost involved in amending the design during the construction stage, if the lack of a decision about occupancy of the building brought this about.

37. Amenities. Our attention was drawn to the lack of amenities areas in the first stage of the Commonwealth Centre. Apart from our desire to know which departments are to occupy Stage II and in what areas, we consider we should only express opinions about allocation of space if undesirable consequences are likely.

38. We have noted however that an amenities area could be provided on the roof of the existing building at little extra cost and we would hope that its possible use will be considered in the light of Public Service Board policy.

39. Cafeteria. At present the cafeteria is located on the first floor of the link which will connect with the second stage.

40. When the new building is completed it is proposed to move the cafeteria to the eleventh floor where approximately 10,000 square feet of space will be available. We are

satisfied that the space proposed will be adequate for the occupants of the two buildings. It will seat approximately 500 people, will provide hot entree type meals and will operate with four sittings spread over two hours.

41. Engineering services. Mechanical engineering services will include air treatment, mechanical ventilation to kitchens, toilets etc., domestic hot water supply, cafeteria and tea preparation equipment, drinking water coolers, fire extinguishers, drainage pumps and sanitary incinerators.

42. Electrical engineering services will comprise lighting and power installations, thermal fire protection, electric clocks, lifts, lightning protection and floodlighting.

43. Building materials and finishes. The external materials will be similar to the existing building with aluminium and glass on the principal facades and glazed terra cotta on the other wall surfaces.

44. The floor of the main entrance lobby will be of selected Australian marble with adjacent external landings and stairs paved with granite slabs. Lift lobbies and toilet floors will be of pre-cast terrazzo tiles; the kitchen will be tiled and elsewhere linoleum tiles will be used except where carpet is appropriate.

45. Lift lobby and the main entrance lobby walls will be of selected timber. Toilet and kitchen walls will be of ceramic tiles and linoleum wall sheeting will be used elsewhere. Columns in office areas will have linoleum sheeting also although in the entrance lobby they will be faced with Australian marble.

46. Ceilings generally will be suspended perforated acoustic tiles and demountable partitions will have appropriate surface finishes. Toilet partitions will be metal suspended from the ceiling.

47. Floor loadings. Floors in Stage I were designed for a load of 50 lbs. per square foot. With the greater use of office machines it is now considered necessary to provide for a greater loading and the floors in Stage II have therefore been designed for a load of 100 lbs. per square foot.

48. Soundproofing of offices. One of the criticisms of the office accommodation in Stage I is the absence of a sufficient degree of soundproofing of offices. We have been assured that attention will be given to the design of the partitioning in Stage II in an effort to achieve an improvement.

49. However, where demountable partitions are necessary in order to preserve flexibility in the sub-division of office space, it is difficult to eliminate entirely the transmission of sound. Advantage will be taken of research being undertaken in Australia and overseas in seeking to overcome the problem.

50. Foundations. Bores and excavations for Stage I and preliminary investigations into the proposed Melbourne underground railway have provided a considerable amount of information about foundation conditions.

51. The ground is known to be satisfactory for the support of the building by spread footings. However, because of the proximity of the proposed underground railway north of the proposed building and a dip in the geological strata in a westerly direction, it is intended to found the northern columns at a greater depth than would normally be required. Determination of the actual depth will depend on further investigations.

52. Disabilities in Stage I. We have noted that a number of disabilities exist in Stage I of the Commonwealth Centre and we were concerned about deterioration in the building. We have been assured that, with experience gained, these will not occur in the new building. Construction of the building to the design and size proposed is recommended.

CAR PARKING.

53. By making available areas where demolition has taken place, ample car parking space is available temporarily at the Commonwealth Centre and this will continue until the commencement of Stage III.

54. We point out that a firm decision about permanent parking provisions will have to be made when the development of Stage III of the Commonwealth Centre is being planned and we recommend a close study of this so that firm proposals can be put before the Committee.

ACCOMMODATION TO BE PROVIDED.

55. The thirteen floors of the building will provide 231,992 square feet of gross space. Excluding areas for circulation, services, toilets and the structure there will be 160,857 square feet of usable floor area. Excluding the basement area which will be used for storage and the cafeteria, available office space will amount to 145,427 square feet. At 90 square feet per person, 1615 people could be accommodated. The building has been designed for general administrative office purpose only.

56. The floors. The lower ground and ground floors will each have approximately 8,500 square feet and the eleven upper floors approximately 12,500 square feet, each.

57. The upper floors will provide 9,866 square feet in the main area and 2,658 square feet in the link. The main floors will be approximately 196 feet long by 68 feet wide, with the service core and part of the lift installations projecting into the floor area.

58. The service core cannot be located in the link area because the boiler room designed to serve both buildings, was installed in the basement below the link area. There is, therefore, no room for lift-wells and mechanical equipment below the link.

59. The link will be approximately 60 feet by 52 feet but the width will need to be divided by a corridor to give access to the lifts from the first stage. Thus the link will provide two areas each approximately 60 feet by 23 feet.

OCCUPANCY OF THE BUILDING.

60. During the early stages of our enquiry we sought information about the allocation of space in the building but we were informed that, apart from those departments which would expand into it from Stage I, no decision had been made. Departments already in Stage I which will require space in Stage II are Social Services, Health,

Immigration, Labour and National Service, Interior, the Office of the Public Service Inspector and the War Service Homes Division. They will take approximately 56,000 square feet leaving approximately 89,000 square feet of space to be allocated.

61. Subsequently, and presumably arising from the line of our enquiry, we were told that a decision had been made to accommodate the Department of Repatriation in Stage II.

62. Determination of the relative merits of the cases of various departments for the allocation of space in the new building is no concern of this Committee, but we believe that we should satisfy ourselves that the building, as designed, will be suitable for the proposed occupants.

63. With this in mind we obtained evidence from representatives of the Departments of Repatriation, Social Services and Health. As a result of the Committee's persistence it was revealed that the special requirements of the Department of Repatriation would call for a number of modifications in the design. It also revealed that the requirements of the Departments of Repatriation and Social Services would be in conflict and that the best solution would have resulted in other departments being allocated floors in between those occupied by the Department of Repatriation.

64. Although this was not an ideal arrangement from the point of view of the Department of Repatriation they were prepared to accept it in view of the problems they are facing in existing accommodation.

65. The other consequences of meeting the requirements of the Department of Repatriation were an increase of at least £200,000 in the estimated cost of the proposal, additional time for planning, and the building-in of permanent structural features which would have made future sub-divisional re-arrangements impossible.

66. Having been told that the Department of Repatriation was satisfactorily accommodated in other cities in buildings not designed for their special needs, the revelations of their representative,

and the subsequent advice of officers of the Department of Works of the consequences of them, indicated that this is not so in Melbourne and that there had been insufficient consultation with the Department of Repatriation by those responsible for determining the allocation of office space.

67. The reversal of the decision to allocate space to the Department of Repatriation indicates that the earlier one had been made in too much haste.

68. We have been unsuccessful in obtaining advice about which departments will move to the new building at the Commonwealth Centre. We have however been assured that space will be allocated to departments with general administrative functions only.

69. This sequence of events has been recorded because we wish to emphasize the need for earlier determination of the occupants of major office buildings so that, if departments do have special requirements, provision can be made for them in good time.

70. Reference has already been made to the spread of departments through a large number of buildings in Melbourne. Reluctance to make a decision now about occupancy in the new building results from the belief that, with changing needs, the allocation of space to departments closer to the time the building will be ready for occupation might result in greater consolidation being achieved.

71. Against this argument we would suggest that departments can and do estimate their future requirements although we realise that changes in Government policy may have a very significant influence. However without a new Commonwealth building, unexpected new demands for office space would have to be met by some other alternative.

72. Officers of the Department of Works have expressed a preference for advice of occupants of buildings in the early stages of planning and the representative of the Department of the Interior has informed us that in future it will be possible to say which departments will be occupying office buildings.

73. We stress the need to ensure that new office buildings should meet the needs of occupying departments and suggest that the only satisfactory way to be sure of achieving this is to make decisions about occupancy early in the planning stage.

FUTURE PLANNING OF THE COMMONWEALTH CENTRE.

74. The Commonwealth Centre in Melbourne is a project of considerable magnitude, ultimately involving development of a whole city block. It is too large an investment by the Commonwealth to be developed on a piecemeal basis. That this has been the case is, we believe, indicated by the extent of over-crowding in Stage I, some of its deficiencies, and indecision even now, about the occupancy of Stage II.

75. To overcome the overcrowding and some of the deficiencies it has been found necessary to link the two buildings - a development which although apparently thought of, was not given any emphasis during enquiries into the development of Stage I.

76. The position of the boiler room in the basement of the link area prevents the location of the service core in the floors above with the result that it will project into the office space, of Stage II. This has the effect of providing, in the new building, floors in the main area which, for approximately half their length of 196 feet, are only approximately 24 feet wide. This will impose limitations on the way they can be sub-divided. The need for access between the two stages at each floor level breaks up the link into two fairly narrow areas. There is also the problem of the limited floor to ceiling height. We would have preferred to see a project of this magnitude launched without these deficiencies and we hope that a similar set of circumstances do not arise with future development.

77. Five buildings are planned for the northern half of the site in accordance with the master plan. The Committee's enquiries have highlighted the need to consider the special requirements of some departments and indications are that to meet these needs it may be

necessary to vary the shape of the later buildings. This could affect the master plan.

78. The Committee consider that a comprehensive review of the needs of Victorian administrations of Commonwealth departments for accommodation, taking into account future expansion of activities, should be made without delay and that, if necessary the master plan be amended accordingly.

79. We suggest that arising out of such a review an order of movement to the Commonwealth Centre be established and that a determination of the occupants of each of the buildings should be made.

80. We realise the problems involved in fixing dates for work to commence in the future, but we stress that an indication of likely years of development would greatly assist in orderly movement to the Centre. The problems of operating in existing accommodation as evidenced by the representative of the Department of Repatriation alone, emphasize the urgent need for the provision of Commonwealth office space in Melbourne and we recommend continuous development of the northern half at least of the Commonwealth Centre site.

PLANNING AND CONSTRUCTION PERIOD.

81. Planning of the building is sufficiently advanced for work to commence in the 1963-64 financial year. Construction would take approximately 24 months.

ESTIMATES OF COST.

82. The estimated cost of the work proposed is £2,434,000. The Committee's recommendation for air-conditioning increases this figure to £2,560,000. Details are:-

Building works		£1,639,000
Mechanical Services -		
Evaporative cooling, pre-cooling and winter heating	£213,000	
Provision for conversion to air- conditioning	20,000	
Air-conditioning	126,000	
Mechanical ventilation	14,000	
Domestic hot water supply	4,000	
Kitchen equipment	12,000	
Drinking water coolers	6,000	
Miscellaneous	<u>7,000</u>	402,000
Electrical Services -		
Electrical installation } Thermal fire alarm system)	138,000	
Lifts	208,000	
P.M.G. "block wiring"	<u>9,000</u>	355,000
Partitions etc.		152,000
Temporary cafeteria		<u>12,000</u>
		<u>£2,560,000</u>

SUMMARY OF CONCLUSIONS.

83. The following conclusions have been reached by the Committee as a result of the inquiry, and alongside each is shown the number of the paragraph to which it refers.

	Paragraph.
(1) The Commonwealth is occupying approximately 700,000 square feet of leased office space in Melbourne.	5
(2) The activities of departments are dispersed over a considerable number of buildings.	6
(3) There is overcrowding in Stage I of the Commonwealth Centre.	7
(4) There is an urgent need for additional Commonwealth office space in Melbourne.	9

- (5) The final location of the Melbourne underground railway is not expected to cause any radical changes in planning. 14
- (6) Lift services proposed in the new building are expected to provide adequate service. 17
- (7) The new building and the existing one are to be linked at each floor level. 18
- (8) In order to provide adequate ventilation, and at the same time permit floor levels of both buildings to be the same, it is necessary for floor to ceiling heights to be 8 feet 6 inches. 21, 22
- (9) The proposed cafeteria is expected to provide adequate service. 40
- (10) Efforts will be made to provide improved soundproofing. 48
- (11) The building will provide 145,427 square feet of office space and accommodate 1615 people in general administrative office space only. 55
- (12) When enquiries commenced no decision had been made about departments which would move to the new building. 60
- (13) A decision made later, and subsequently reversed, to accommodate the Department of Repatriation in the new building was taken without sufficient knowledge of the special requirements of that Department. 66, 67
- (14) Public enquiries revealed that to meet the special needs of the Department of Repatriation in the building as designed would result in additional cost (approximately £200,000), additional time for planning, and undesirable allocation of space to Departments and that future sub-divisional rearrangements would be impossible. 63, 65
- (15) It is not known which departments will move to the new building at the Commonwealth Centre, but space will be allocated to departments with general administrative functions only. 68.

SUMMARY OF RECOMMENDATIONS.

84. The recommendations of the Committee, arrived at after studying the evidence submitted are set out below, and alongside each is shown the number of the paragraph to which it refers:-

	Paragraph.
(1) Full air-conditioning, at an estimated additional cost of £126,000 is recommended.	30
(2) An inquiry into all aspects of the need or otherwise for air-conditioning in Commonwealth buildings is recommended.	33, 34
(3) Adequate public toilet facilities should be provided.	36
(4) The roof of the existing building could be developed as an amenities area at little extra cost.	38
(5) When Stage III is being planned a firm decision will need to be made about permanent car parking.	54
(6) To ensure that new office buildings meet the needs of occupying departments, decisions about occupancy should be made in the early planning stage.	73
(7) A comprehensive review of the needs for accommodation should be made without delay, and if necessary the master plan for the Commonwealth Centre amended accordingly.	78
(8) An order of movement of departments to the Commonwealth Centre should be established.	79
(9) Continuous development of the northern half at least of the Commonwealth Centre is recommended.	80
(10) Construction of the building to the size and design proposed, at an estimated cost of £2,560,000, including full air-conditioning is recommended.	52, 32


(R. L. DEAN)
Chairman.