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<i>J.R. Odgers</i>	
(Clerk of the Senate)	

Parliamentary Standing Committee on Public Works

REPORT

relating to the proposed development of a

JUNGLE TRAINING CENTRE

at

Canungra, Queensland

(TWENTY-SECOND REPORT OF 1972)

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PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

JUNGLE TRAINING CENTRE
CANUNGRA, QUEENSLAND

R E P O R T

On 27 July 1972, His Excellency the Administrator in Council referred to the Parliamentary Standing Committee on Public Works for investigation and report to the Parliament, the proposal for development of the Jungle Training Centre at Canungra, Queensland.

The Committee have the honour to report as follows:

THE REFERENCE

1. The proposal referred to the Committee involves construction of permanent accommodation and facilities and extension of some existing buildings at the Jungle Training Centre (J.T.C.), Canungra.
2. It comprises:
 - a tactics wing building;
 - a battle wing headquarters building;
 - a Q.M. stores compound;
 - a recreational centre including an assembly hall/gymnasium, squash and tennis courts and a swimming pool;
 - a fire station and guard room;
 - transport and fuel compounds;

2.

- a medical/dental centre;
- Disappearing Automatic Metallatory Target (DART) storage facilities;
- a ration store/butchers shop;
- two sleeping blocks for student officers and senior N.C.O.s;
- an O.R.s' mess and a canteen;
- a combined kitchen, and messes for all ranks; and
- extensions to J.T.C. Headquarters, officers' and senior N.C.O.s' messes and sleeping blocks, O.R.s' sleeping blocks and to the transport compound administrative block.

3. The work is estimated to cost \$6.3 million.

THE COMMITTEE'S INVESTIGATION

4. The Committee received written submissions and drawings from the Departments of the Army and Works and took evidence from their representatives at a public hearing in Canberra. We inspected the existing facilities at the Centre and the sites for the proposed buildings.

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

JUNGLE TRAINING CENTRE, CANUNGRA

6. The Jungle Training Centre was established at Canungra in 1954. It was developed from the Australian Training Centre (Jungle Warfare) which used the area during World War II for training all ranks before posting to operational areas. In 1960, the School of Tactics and Administration was moved to Canungra and incorporated in the Centre.

7. Location J.T.C. is located 52 miles south of Brisbane and 37 road miles west of Southport. The administration, instruction and accommodation facilities which occupy some 392 acres are sited a mile south of the Canungra township. Field training areas extend to east and south-east. The Centre is in a valley bounded by Mount Tamborine, the Beechmont Plateau and Darlington Range and covers about 14,300 acres.

8. J.T.C. facilities are sited on five ridges. The first accommodates soldiers' married quarters. The second contains a workshop, a transport compound and storage facilities. The third ridge known as Centre Ridge is the location of accommodation and administrative buildings for both students and staff at J.T.C. except for those students attending courses on the fourth ridge, known as Battle Ridge. Officers' married quarters occupy the fifth ridge.

9. The camp has sufficient space for any future buildings and the Centre is large enough to ensure that the field training areas can be used in rotation to permit regeneration of the natural vegetation.

10. Role and Organization We were told that the J.T.C. Charter defines its role in the following terms:

"The Jungle Training Centre is established to train personnel of arms and services in command and administration, in approved tactical doctrine and techniques with particular emphasis on the tropical environment and to prepare reinforcements and replacements as individuals and unit groups for immediate employment overseas. In common with other Army Schools, it may be required to undertake research into tactical and related matters as required by Army Headquarters. "

11. J.T.C. is now a major army school with a large permanent staff and a high student output. The total strength of all units at Canungra is 74 officers, 123 senior N.C.O.s and 467 other ranks including civilians. It conducts field, tactical and administrative training for all corps and ranks of the Army and for some overseas' students. Courses conducted are both theoretical and practical, some catering for obligatory promotion requirements. They include tactical courses, administrative courses, tropical warfare courses for individual soldiers including battle efficiency courses, tropical warfare courses as part of collective training and officer qualifying courses.

12. Due to its isolation from other Army units, the establishment at Canungra apart from J.T.C. staff comprises supporting units. These include 10 Independent Rifle Company R.A.R., R.A.A.S.C. units, Jungle Training Centre Workshop R.A.E.M.E., and detachments from 4 Signal Regiment, Northern Command Provost Company, 10 Movement Control Group, 1 Base Ordnance Depot Laundry Platoon and 1 Army Canteen Unit.

13. The J.T.C. staff consists primarily of instructors and their assistants and has an establishment of 61 officers, 102 senior N.C.O.s and 182 O.R.s. These figures include 66 civilians. It is organized for its role into Headquarters J.T.C., Tactics Wing, Administration Wing, Battle Wing, and J.T.C. Administration Company.

THE NEED

14. Due to the obligations of the Army in Vietnam, a high tempo of training and a large student throughput has been maintained in recent years despite the many inadequacies of the training facilities. We noted that this was achieved by adopting expedients, improvised methods and restrictions on some types of training and/or the number of students for some courses.

15. The reduction in the Vietnam commitment will reduce the large numbers requiring individual battle efficiency training and J.T.C. will be able to revert to its original role of training in advanced tropical warfare techniques, patrolling and navigation, and instruction techniques. We were told that this is important if the level of expertise in the Army is to be preserved and will be directly facilitated by the accommodation and training facilities proposed in this reference.

16. A reduction in the National Service obligation will have little effect on the requirements for additional facilities at J.T.C. as these soldiers would normally attend only when undergoing collective field training with formed units. On the other hand, regular soldiers attend a progressive series of courses throughout their careers. In addition, there is a requirement to conduct courses for the C.M.F. which have been curtailed due to the Vietnam demands. C.M.F. tactics courses have been a regular feature and will continue, but it is desired that more members of the C.M.F. should attend individual training courses and also that some C.M.F. units and sub-units undertake collective training.

17. Apart from Australian forces, we were told of the increasing commitment for the Army to train overseas students, especially those from South East Asia. In this respect, J.T.C. courses are in constant demand from many countries.

18. Existing Facilities Following the Army expansion in 1965 the accommodation position at J.T.C. became so critical that two permanent 108-man barracks blocks were built. However, most of the buildings at the Centre are timber and galvanised iron structures. Several temporary prefabricated buildings have been erected as expedients but these are now inadequate in size and design. Many older buildings are now obsolete,

have become uneconomic to maintain, are not suitable for present needs and only provide a low standard of accommodation and amenity.

19. J.T.C. Headquarters is shared with the Tactics Wing and the building is overcrowded and underscale for its purpose. The syndicate rooms and model/lecture rooms are poorly equipped, are too small and are insufficient in number for present needs.

20. Stores are currently held in a number of small buildings dispersed throughout the area. The result is inefficient stock control and accounting, and a low level of security. Radio controlled mechanical target equipment is also inadequately housed and covered vehicle parking is deficient. The existing ration store/butchers shop is too small for adequate stock levels to be maintained and a timber building with two external portable cool rooms is being used as a temporary measure.

21. Recreational facilities are limited to a squash court built from amenities and regimental funds, a sports field, a golf course built by unit labour and two tennis courts. The only swimming area is in the nearby Coomera River. It is unsuitable for the below average swimmer and the waters are frequently a health hazard.

22. There is no guard room or fire station. Picquets when off duty sleep in their offices and the provost use the O.R.s' barracks store rooms as offices. Fire engines are parked in the open.

23. The medical centre, originally a regimental aid post was extended and modified to an 8-bed medical/dental centre. However, the building is poorly laid out, functionally inefficient and lacks appropriate facilities.

24. The barracks and mess accommodation do not meet the full requirements of the establishment. Living accommodation is deficient for all ranks. For example, officers' and senior N.C.O.s' sleeping accommodation is so crowded that on occasions those undergoing training at Centre Ridge have to be housed in tents, and Sergeants on the staff have to occupy O.R.s' barracks. We noted, however, that those in training on Battle Ridge sleep in tents and will continue to do so.

25. There are two O.R.s' kitchen/messes, one on Centre Ridge and the other on Battle Ridge. The former, of timber and galvanised iron construction, serves staff and Centre Ridge students. The latter serves Battle Ridge trainees and consists of a prefabricated kitchen building, dining huts and marquees. Both messes are underscale and the evidence presented to the Committee clearly pointed to the need for these facilities to be replaced. In addition, the rank and file canteen on Battle Ridge, an old timber and iron building provided from amenities funds, is substandard and in need of replacement.

26. The Committee's Conclusion After an inspection of the present facilities, the Committee found that there is clearly a need for the work in this reference.

THE BUILDING PROPOSALS

27. The Committee noted that the "Services Scales and Standards of Accommodation" have been followed where applicable.

28. Tactics Wing This two-storey building, 245 feet long by 53 feet and 35 feet wide, will contain offices, syndicate rooms, model rooms, theatrettes with stage and rear projection facilities, and a model workshop.

29. Battle Wing Headquarters This part two-storey building, 325 feet long and of varying widths, will contain offices, a Q store, and two theatrettes with projection facilities. One theatrette will seat 60 for model demonstrations, and the other, 160 for general purposes.
30. Q.M. Stores Compound The compound will include a building 240 feet by 62 feet for bulk stores, issue points, offices, an armoury and workshop, and a loading dock. A canvas engineers' stores, 100 feet by 20 feet, and a small flammable goods store will also be provided.
31. Recreation Facilities The assembly hall/gymnasium will include two squash courts with a gallery and change rooms. The latter will serve both this complex and an adjacent swimming pool 33½ metres by six lanes wide. Film projection facilities and a stage will be provided in the hall. Two tennis courts are proposed.
32. Fire Station and Guard Room This single storey building will house three fire engines, an associated workshop and store, and accommodation for guards, prisoners and fire crew.
33. Transport and Fuel Compounds The transport compound, 300 feet by 170 feet, will include covered parking for 62 vehicles, open parking for 40 vehicles, a workshop and store, maintenance ramps, car wash areas and an administrative block.
34. The fuel compound, 150 feet by 140 feet, will contain storage facilities for aviation fuel and P.O.L.
35. Medical/Dental Centre This building will include an 8-bed ward, an isolation ward, two dental surgeries and a recovery room, dental laboratories, offices and toilet facilities.

36. DART Storage Facilities and Ration Store/Butchers Shop The DART storage enclosure, 160 feet by 120 feet, will contain a store 50 feet by 45 feet and a target storage building 20 feet by 35 feet.

37. The ration store will be 104 feet by 55 feet and will include a butchers shop and changing and toilet facilities.

38. Sleeping Blocks for Student Officers and Senior N.C.O.s These two three-storey buildings will accommodate 177 student officers and senior N.C.O.s. The rooms generally will be grouped around a central services core containing toilets, ablutions and box rooms. Laundry facilities will be provided in the basement of both buildings.

39. O.R.s' Mess and Canteen The O.R.s' mess will be located on Centre Ridge and will provide a 400 man scale kitchen, and dining facilities for 375. The canteen to be sited on Battle Ridge will include a milk and snack bar, a wet canteen and recreational facilities all scaled to a capacity of 400 men.

40. Combined Kitchen and Messes This building on Battle Ridge will have a central kitchen scaled to an 850 man capacity, which will serve two O.R.s' dining rooms and separate dining rooms for officers and senior N.C.O.s.

41. Extension and Alterations to Existing Buildings Extension and alterations are also proposed to several buildings including J.T.C. Headquarters, officers' and senior N.C.O.s' messes, sleeping blocks and to the existing transport compound administrative block.

CONSTRUCTION OF THE PROPOSED BUILDINGS

42. Siting A master plan for the Centre has been agreed jointly by the Departments of the Army and Works. The Committee noted that the siting

of the individual buildings and facilities in this reference follow the master plan and are compatible with likely future development. They adjoin buildings with similar functions and are convenient to working and recreation areas. The Committee consider that the sites selected are suitable.

43. Construction Site investigations have shown that foundations should be generally spread strip footings in conjunction with steel frame construction. In some areas, due to sloping sites, piers may also be necessary.

44. Generally, the buildings will have face brick external walls, concrete floors and metal deck roofing. Doors and windows will be aluminium framed. Stores and similar buildings will be steel framed with metal cladding and roofing. Floors will be concrete.

45. Materials for building extensions will generally match the existing construction. However, completely new kitchens will have brick walls and concrete floors and have other finishes appropriate to their purpose.

46. Internal Finishes Internal finishes will be durable and be economical to maintain. Typically, they will comprise face brick or painted hollow block internal walls, and demountable partitions in office areas. Walls and floors of wet areas and kitchens will be tiled. Accommodation buildings will be provided with built-in furniture.

47. Engineering Services Mechanical services will include air conditioning of the dental facility, mechanical ventilation and heating systems, cooking, refrigeration and laundry equipment, L.P. gas storage and reticulation and domestic hot water supply. Other items will include compressed air, bottled oxygen supply and petrol storage and dispensing equipment.

48. Electrical services will include substations at suitable points, street lighting, general purpose light and power services and electric radiant heaters for offices, sleeping quarters and recreation areas.

49. Fire protection measures include automatic fire detectors, hose reels, portable extinguishers, hydrants and fire sprinkler systems.

50. Water and sewerage services will be extended to connect with existing systems and a new sewerage pumping station will be constructed.

51. Road connections to the new buildings, kerbs, gutters, concrete footpaths and drainage systems will be provided as necessary.

52. Areas in the vicinity of the new buildings will be grassed and landscaped.

53. The Committee's Conclusion Subject to the recommendations which follow, the Committee recommend the construction of the work in this reference.

SERVICES SCALES AND STANDARDS OF
ACCOMMODATION

54. Over the last two years, the Committee has been pressing the Government to critically re-examine the standards used in the provision of domestic accommodation for the Services. In particular, we have been suggesting that motel-style living quarters may be more appropriate under present conditions than the conventional single room/community ablutions and toilet arrangement for officers and senior non-commissioned officers and have also been seeking a decision on the wider use of carpets as a floor covering in living accommodation buildings.

55. On the latter issue, whilst observing that a decision to generally amend the scales and standards has not been taken, we noted with satisfaction that a special approval is being sought in this case to use carpet as a floor covering in single bedrooms, lecture and syndicate rooms and other areas at Canungra where noise reduction is required.

56. We were also told that the general question of changing the scales to include motel-style accommodation for officers and senior N.C.O.s is still being considered by the Government and that the Army, for its part, has not finally adopted a firm point of view. In respect of the present reference, it has been estimated that it would cost an extra \$60,000 to provide the new type of quarters.

57. The Committee believe that it would be appropriate to provide motel-style accommodation for officers and senior N.C.O.s at Canungra. We therefore recommend that the improved standards be applied to the work in the present reference providing the Department of the Army concurs in the change.

ESTIMATE OF COST

58. The estimated cost of the work when referred to the Committee was \$6.3 million made up as follows:

	\$
Building work	4,048,000
Electrical services	619,000
Mechanical services	682,900
Civil work	950,100
	6,300,000

PROGRAMME

59. It is proposed to construct the work in two stages. After an approval to proceed is given, documentation and calling of tenders for the first stage is expected to take 8 months and construction time, 11 months. Stage 2 works will then follow.

RECOMMENDATIONS AND CONCLUSIONS

60. The summary of recommendations and conclusions of the Committee is set out below. Alongside each is shown the paragraph in the report to which it refers.

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1.	THERE IS A NEED FOR THE WORK IN THIS REFERENCE.	26
2.	THE SITES SELECTED ARE SUITABLE.	42
3.	SUBJECT TO THE RECOMMENDATIONS WHICH FOLLOW, THE COMMITTEE RECOMMEND THE CONSTRUCTION OF THE WORK IN THIS REFERENCE.	53
4.	IMPROVED STANDARDS OF LIVING ACCOMMODATION FOR OFFICERS AND SENIOR N.C.O.S SHOULD BE APPLIED TO THE WORK IN THE PRESENT REFERENCE PROVIDING THE DEPARTMENT OF THE ARMY CONCURS IN THE CHANGE.	57
5.	THE ESTIMATED COST OF THE WORK WHEN REFERRED TO THE COMMITTEE WAS \$6.3 MILLION.	58


(C.R. Kelly)
Chairman

Parliamentary Standing Committee on Public Works,
Parliament House,
CANBERRA.

14 September 1972.

1972

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Parliamentary Standing Committee on Public Works

REPORT

relating to the proposed development of

R.A.A.F. BASE

at

Townsville, Queensland

(TWENTY-THIRD REPORT OF 1972)

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PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

DEVELOPMENT OF RAAF BASE,
TOWNSVILLE, QUEENSLAND

R E P O R T

By resolution on 17 August 1972, the Senate referred to the Parliamentary Standing Committee on Public Works for investigation and report to the Parliament, the proposal for the development of RAAF Base at Townsville, Queensland.

The Committee have the honour to report as follows:

THE REFERENCE

1. The proposal referred to the Committee involves the construction at RAAF Base Townsville of new buildings and services and extension of a number of existing facilities. The work will provide for the permanent location at the Base of an RAAF Utility Helicopter (Iroquois) Squadron, the replacement of unsatisfactory technical and base support facilities and for expansion generally.
2. The estimated cost of the proposed work is \$8 million.

THE COMMITTEE'S INVESTIGATION

3. The Committee received written submissions and drawings from the Departments of Air and Works and took evidence from their representatives at a public hearing in Canberra on 29 August 1972.

4. We also took evidence at a public hearing in Townsville on 6 September, including evidence from the Deputy Mayor of Townsville and from a representative of Group Action to Stop Pollution (G.A.S.P.). On the same day we inspected facilities at the Base and the sites proposed for the new buildings and services.

5. The Committee's proceedings will be published in printed form as Minutes of Evidence.

RAAF BASE TOWNSVILLE

6. Background RAAF activity at Townsville commenced in 1938 with the establishment of a Citizen Air Force Squadron on the aerodrome then known as Garbutt. At that time it was owned and operated by the Townsville City Council. Control of the aerodrome was transferred to the Commonwealth for defence purposes in 1940. During that year work commenced on a number of buildings and engineering services for the RAAF and No. 24 General Purpose Squadron moved to the Base. During World War II, Headquarters North-Eastern Area was based there with responsibility for protecting trade through sea lanes to the north of Australia and for providing air bases throughout the Pacific Islands. It was also used by the United States Army Air Corps for the assembly of medium and heavy bombers.

7. In 1949 No. 10 General Reconnaissance Squadron was formed at the Base, equipped with long range Lincoln aircraft. In 1953 it was renamed No. 10 Maritime Reconnaissance Squadron and was re-equipped with its current aircraft, the Neptune P2V7 in 1962.

8. Headquarters North-Eastern Area became Headquarters RAAF Townsville in 1956 and the organisation of the Base has remained relatively static since then.

9. The Airfield RAAF Base Townsville covers an area of 1,520 acres and a further 340 acres are being acquired. The RAAF also has a number of small properties near the Base for communication and air navigation aids. The airfield is a RAAF - Department of Civil Aviation joint-user aerodrome and an area is allocated for the Townsville Civil Airport Terminal facilities. Regular public transport aircraft and light aircraft operate from the airfield using the main runway which is 8,000 feet long. A secondary cross runway is used by light and passenger aircraft up to Fokker Friendship class under certain wind conditions.

10. RAAF Operations The airfield is an operational base for elements of the RAAF maritime force and also for elements of the short range transport force which support Army training in north and central Queensland. It provides domestic support for other RAAF units located in Townsville, viz the RAAF Provost Unit, the North Queensland Air Training Corps and the Recruiting Centre and is used as a staging airfield for aircraft proceeding further north. The current establishment is 695 officers and other ranks and 34 civilians. Headquarters RAAF Townsville, Base Squadron Townsville and No. 10 Maritime Reconnaissance Squadron comprise the units stationed at the Base.

NEED FOR NEW AND ADDITIONAL FACILITIES

11. No. 9 Squadron The RAAF provides utility helicopters for training and operational support to the Army task force located at Townsville. With the build up of Army activities in the area, operations from Townsville of the short range transport force have increased and are expected to remain at a high level.

At present utility helicopters are deployed to Townsville by No. 9 Squadron from its base at Amberley but this is an unsatisfactory and uneconomic arrangement which does not allow maximum utilisation of aircraft. It is therefore proposed to permanently relocate No. 9 Squadron at Townsville. There are no facilities on the Base for a squadron of helicopters and it is proposed to provide new buildings and services in time for the move programmed for 1974.

12. Technical and Base Support Facilities Since World War II comparatively little development has taken place at the Base. The main runway was re-constructed in 1954/55 and more recently, an operations building and miscellaneous technical, recreational and domestic facilities have been provided to meet particular requirements as they have arisen. Consequently the position today is that the majority of buildings are of war-time origin, being of temporary timber frame construction with corrugated iron or asbestos cement cladding. Most of the buildings are not suitable for the functions which of necessity are carried out within them, generally they are unable to meet existing and planned technical, administrative and domestic needs and have been maintained beyond their normal economic life. It is therefore proposed to rehouse unsatisfactorily accommodated units and facilities in modern purpose-designed buildings and to provide new buildings and facilities to cope with expansion generally at the Base.

13. The Committee's Conclusions In view of the long term commitment to provide training and operational support to the Army in north and central Queensland and the difficulty in maintaining this service from Amberley, the Committee agree that there is a need to provide squadron level facilities at RAAF Base Townsville for helicopter operations.

14. At the site inspection the Committee noted the difficulties experienced in operating in out-moded and inadequate buildings. We therefore agree that there is a need to construct modern facilities at the Base and to provide for expansion.

BUILDINGS AND SERVICES

15. Master Plan The buildings and services in this reference are sited in accordance with a master plan for the Base agreed jointly by the Departments of Works and Air. The plan also provides for the future development of additional domestic facilities and, possibly, a new main runway, which, with any other works that may become necessary will be the subject of further scrutiny by the Committee.

16. The Base is located four miles from the Townsville business district and some of the intervening space is occupied by urban development. Fears were expressed at the public hearing in Townsville that aircraft noise might become a problem with increased activity on the Base and it was suggested that perhaps consideration should be given to relocating it. The Committee were told by Department of Air representatives that an aircraft noise study is now nearing completion and its results will assist a noise abatement committee yet to be formed, in determining any necessary abatement measures. It was noted that in the event of a new runway being provided, its location on the master plan could shift approach and take-off paths further away from residential areas.

17. No. 9 Squadron The facilities proposed for No. 9 Squadron include an apron for the parking, re-fuelling and routine servicing of the squadron's aircraft, an access taxiway, a hangar for squadron level maintenance with annexes for workshops and flight line control purposes and a squadron headquarters building providing administrative offices, briefing and operations rooms, store rooms and other services.

18. Ground Telecommunications Equipment Workshop This permanent building is to be extended to provide facilities for the maintenance of new surveillance radar and approach control equipments which are to be installed at the Base.

19. Central Battery Section A new building is required for the charging and maintenance of the various types of batteries in use and will replace existing sub-standard facilities.

20. Ground Equipment Maintenance Facility The operations of this facility, which handles the maintenance of aircraft ground support equipment and motor vehicles are handicapped by having to work from two dispersed buildings. It is therefore proposed to extend the workshop facilities into an adjacent building to provide machining, body building and allied trades work areas and add an administrative and storage annexe.

21. Motor Transport Section A new facility is required to replace an old fibro cement structure of inadequate capacity. Industrial type shelters and a wash down area will be provided for vehicles and a new administrative office will be constructed.

22. High Frequency Transmitting Station The high frequency transmitting station is located in the Townsville suburb of Belgian Gardens.

However, as it is planned to develop a new RAAF residential complex in this area and because of urban encroachment generally, it is proposed to relocate the transmitters on Commonwealth owned land about three miles from the Base. The new site is sufficiently remote that such encroachment will not arise in the foreseeable future.

23. The work proposed will include a transmitter building with emergency power room and generator, workshop and amenities areas. A 100 ft steel tower and concrete bases will be provided for antenna to be installed later by the RAAF.

24. Fire Station The fire section provides an aircraft crash rescue service for RAAF and civil aviation activities on the airfield. Its operations are carried out in a number of widely separated temporary buildings and it is proposed to centralise these in a new building to improve efficiency. The building will provide a watchroom, office accommodation and sleeping quarters for the fire crew.

25. Telephone Exchange A new building is required to house automatic telephone exchange equipment which will replace the present inadequate and obsolete equipment.

26. Air Movements Section To meet substantial increases in RAAF movements through the Base a new air movements section is planned to provide improved cargo storage and handling and more suitable areas for administration and waiting passengers.

27. Explosives Storage Area The present facility is in the way of the proposed helicopter operating area and a new facility is planned in a more remote part of the airfield.

28. Central Store and Accounting Section A new facility is required to consolidate functions dispersed in temporary buildings and to provide for expansion.
29. Barracks Store Improved facilities are required to provide the domestic services outside the normal range of services provided by the Department of Works.
30. Police Services Building Existing facilities are inadequate and inappropriate for this function. The proposed new building will contain a detention centre, offices and accommodation areas for rostered service police and guards. A new security guard and police dog accommodation facility is also required and will be sited in a remote area of the Base.
31. Power Station A new central emergency power station is required to cope with the increased loads of the expanded services on the Base.
32. Committee's Conclusion The Committee concluded that the buildings and facilities proposed are appropriate to the needs of the Base.

CONSTRUCTION

33. Structure "Industrial" type construction will be used for hangars and similar buildings and will consist of steel framing with pre-finished metal cladding of walls and roofs. Floors will be of concrete. Administrative and other buildings will be of masonry and reinforced concrete construction. Steel frames will be used where large spans are required. Roofs will be of metal deck and floors will be of concrete.

34. Finishes and Fittings External finishes will be selected in keeping with existing permanent buildings and to provide serviceability with a minimum of maintenance. Masonry construction will be in face brick or split face concrete block. Windows and entrance door frames will be of aluminium. The large hangar doors will be of steel frame construction and will be power operated.

35. Internal finishes and fittings will be similar to those in permanent buildings on the Base and will include face brick work in corridors and foyers. Toilets and other wet areas will have ceramic tiled walls and floors. Floor coverings in administrative and similar areas will be of vinyl or linoleum sheeting.

36. Noise Factors The Committee were told that with the exception of hangar space, buildings will incorporate measures to achieve levels of noise attenuation recommended by the Commonwealth Acoustic Laboratories.

37. Mechanical Services Ducted air-conditioning systems will be installed in areas where there are technical requirements for environmental control. Mechanical ventilation or ceiling fans will be installed in areas which cannot be naturally ventilated because of noise attenuation measures. A variety of mechanical equipment is to be provided including domestic hot water, compressed air, hoisting facilities and garage equipment.

38. Electrical Services Services to be provided will include establishment of a new intake sub-station and central emergency power house, extension and modification of high voltage and medium voltage electrical reticulation and street, car park and security lighting. Fire alarm and control cabling systems will be installed.

39. Fire Protection Generally buildings will be provided with automatic fire protection systems, portable fire extinguishers and small bore hoses. In areas of particular fire hazard containing vital or expensive equipment, automatic extinguishing systems will be installed. Automatic opening roof vents will be installed in hangars to allow heat and smoke to escape through the roof.

40. Hydraulic Services Water, sewerage and stormwater reticulation will be extended as required to serve the new facilities. Sewage will be discharged to the existing treatment plant which has capacity for the increased load.

41. Site Works Sealed roads and car parks will be provided to give access to the new buildings. The proposal also includes the construction of paths, paving and landscaping around buildings.

42. Aircraft Pavements Aircraft aprons and taxiways will be constructed in bituminous surfaced pavement or concrete pavement depending on location and weight of aircraft. Taxiway centre lighting and apron edge lighting will be installed. Aircraft service facilities will be installed in the aprons and will include power outlets, tie down and earthing points. A graded and grassed area will be provided for helicopter operations.

43. The Committee's Conclusion The Committee recommend the construction of the work in the reference.

PROGRAMME

44. It is proposed to call tenders for the work in two stages for budgetary reasons and to allow the Department of Works to commit a substantial amount of work at an early date.

After an approval to proceed is given the preparation of working drawings, tender documents and the invitation and acceptance of tenders for stage 1 is expected to take 7 months. Construction is expected to take 18 months from the time contracts are let. For stage 2 the times are 9 months and 15 months respectively.

ESTIMATE OF COST

45. The estimated cost of the work when referred to the Committee was \$8 million as follows:

Stage 1 - comprising hangar, headquarters building, avion and taxiway for the helicopter squadron, high frequency transmitter building, central store and accounting section, power station and associated internal and external engineering services.

	\$	\$
Building works and associated engineering services	3,060,000	
Engineering and site works	<u>1,995,000</u>	5,055,000

Stage 2 - balance of work.

Building works and associated engineering services	2,145,000	
Engineering and site works	<u>800,000</u>	<u>2,945,000</u>
		<u>\$8,000,000</u>

RECOMMENDATIONS AND CONCLUSIONS

46. The summary of the recommendations and conclusions of the Committee are set out below. Alongside each is shown the paragraph in the report to which it refers.

Paragraph

- | | |
|--|----|
| 1. THERE IS A NEED TO PROVIDE SQUADRON
LEVEL FACILITIES AT RAAF BASE TOWNSVILLE
FOR HELICOPTER OPERATIONS. | 13 |
| 2. THERE IS A NEED TO CONSTRUCT MODERN
FACILITIES AT THE BASE AND TO PROVIDE
FOR EXPANSION. | 14 |
| 3. THE BUILDINGS AND FACILITIES PROPOSED
ARE APPROPRIATE TO THE NEEDS OF THE
BASE. | 32 |
| 4. THE COMMITTEE RECOMMEND CONSTRUCTION OF
THE WORK IN THE REFERENCE. | 43 |
| 5. THE ESTIMATED COST OF THE WORK WHEN
REFERRED TO THE COMMITTEE WAS.
\$8 MILLION. | 45 |


(C.R. KELLY)
Chairman.

Parliamentary Standing Committee on Public Works,
Parliament House,
CANBERRA, ACT.

14 September 1972.