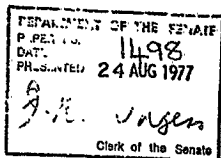


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1977

THE PARLIAMENT OF THE COMMONWEALTH OF AUSTRALIA

Parliamentary Standing Committee on Public Works

REPORT

relating to the proposed development of

RAAF BASE EDINBURGH

South Australia

(SIXTH REPORT OF 1977)

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

R E P O R T

relating to the proposed development of

R.A.A.F. BASE EDINBURGH

South Australia

(Sixth Report of 1977)

Australian Government Publishing Service
Canberra 1977

C O N T E N T S

	<u>Paragraph</u>
The Reference	1
The Committee's Investigation	4
Background	
History	7
Role and Organisation	10
The Need	
Existing Facilities	12
Committee's Conclusion	15
The Site	16
Committee's Conclusion	18
The Proposed Works	
Site Planning	19
Stage 1	
Engineering Services and Site Works (Phase 1)	28
Upgrading Hangar 592 including Tailgate	29
Electric Power Supply to Arrestor Barriers	31
Compass Swing Bay	32
Aviation Gasoline (AVGAS) Storage Facility and Improved Fuel Farm Access	33
Safety Equipment Section	35
No. 92 Wing Training Centre	37
Maintenance Squadron Headquarters	40
Wing Headquarters/10 Squadron Headquarters	41
No. 10 Squadron Crew Room	42
Barracks Tradesmen's Workshop	44
Ground Equipment Maintenance Flight and Airfield Support Vehicles Maintenance Facility	46
Extensions to Engine Build-up Section	48
Maintenance Squadron Flight Line Building	49
Main Apron and Transport Aircraft Apron Extensions	51
Car Park Technical Area	53
Engine Run-up Facility and Stop Butt	54
Maintenance Squadron Hangars	56
Paint Shop and Fibreglass Section	58
Compilation, Mission Support and Integration Training Facility	60

Paragraph

Stage 2

Engineering Services and Site Works (Phase 2)	61
Sonobuoy Storage and Preparation Building	62
Maintenance Squadron Armament Section Extensions	63
Flyaway Kit and Equipment Storage	64
Ordnance Loading Apron	65
Physical Fitness Centre and Squash Courts	66
CMI (Synthetic Training) Maintenance Facility	69
Maintenance Squadron Ground Support Equipment Shelters	70
Maintenance Squadron Avionics Section and Precision Measuring Equipment Laboratory	71
Improvements to Officers' Quarters	72
Running Transport Section	73
Central Emergency Power House and Electrical Works	74
Central Battery Section	75
Accommodation for WRAAF	76
Construction and Design	84
Committee's Conclusion	87
Environmental Considerations	88
Estimate of Cost	91
Program	92
Other Considerations	95
Recommendations and Conclusions	98
Part Site Plan - Domestic Area (i)	
Part Site Plan - Airfield Area (ii)	

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

DEVELOPMENT OF ROYAL AUSTRALIAN AIR FORCE BASE,
EDINBURGH, SOUTH AUSTRALIA

R E P O R T

By resolution on 2 June 1977, the House of Representatives referred to the Parliamentary Standing Committee on Public Works for investigation and report to the Parliament the proposal for the development of the Royal Australian Air Force Base, Edinburgh, South Australia.

The Committee has the honour to report as follows:

THE REFERENCE

1. The proposed development includes the provision of new buildings, modifications and additions to existing buildings and all associated engineering services to provide living and working accommodation for No. 92 Wing which includes Nos 10 and 11 Squadrons, No. 492 (Maintenance) Squadron and the Maritime Analysis and Training Squadron. The development will also provide for the Aircraft Research and Development Unit which recently moved from Laverton, Victoria. Other support facilities including a physical fitness centre, running transport section and barracks tradesmen's workshop will service all R.A.A.F. personnel at the base. Provision of extensive aircraft pavements and taxiways together with associated airfield drainage and lighting is also proposed.

2. A complete fire detection and protection system will be provided where necessary. An additional water reticulation service to supplement the existing service and ensure adequate supply in the event of fire will be provided. A central emergency power house will be provided to conform to the standards and requirements for power supplies on R.A.A.F. bases in the event of power failure.

3. The estimated cost of the works when referred to the Committee was \$17.4 million.

THE COMMITTEE'S INVESTIGATION

4. The Committee received written submissions from the Departments of Defence and Construction, Hooker-Rex Estates South Australia, The Corporation of the City of Salisbury, The Corporation of the City of Elizabeth and the South Australian Gliding Association and took evidence from their representatives at a public hearing at R.A.A.F. Base, Edinburgh on 14 July 1977.

5. Prior to the public hearing, the Committee inspected the existing facilities which are to be upgraded and the proposed sites for new facilities at R.A.A.F. Base, Edinburgh.

6. The Committee's proceedings will be printed as Minutes of Evidence. This document will incorporate all the submissions put before the Committee. Detailed information relating to proposed structures, external and internal finishes, electrical, engineering and civil works may be found in the Department of Construction's submission together with associated drawings.

BACKGROUND

7. History The site of R.A.A.F. Base, Edinburgh was originally developed during World War II as a cordite factory and the facilities were subsequently used by the Weapons Research Establishment (WRE) under the Joint Project Memorandum of Arrangements to govern the operation of the long range weapons project.

8. Edinburgh Field, which was officially opened on 22 March 1954 by His Royal Highness the Duke of Edinburgh, was established to provide for the WRE air support for the research and development program. This was supplied by the R.A.A.F. which was also responsible for providing domestic accommodation, stores, maintenance services and airfield management. In January 1955 Headquarters R.A.A.F. Edinburgh and Base Squadron Edinburgh were formed to perform those functions.

9. In February 1968, following a decision to relocate No. 11 Squadron (Orion P3B aircraft) at Edinburgh, the airfield and associated facilities passed to full R.A.A.F. control.

10. Role and Organisation Organisational changes which were completed in mid-1977 have made Edinburgh the home base of the new R.A.A.F. maritime wing. The formation of the maritime wing resulted from a decision, announced by the Minister for Defence in May 1975, to re-equip No. 10 Squadron with P3C Orion aircraft and relocate it from Townsville to Edinburgh. The collocation of the

two maritime squadrons, both equipped with Orion aircraft, and the formation of a maritime wing will provide the most effective use of maintenance, spares, manpower and training resources.

11. The roles of the units located at Edinburgh are:

- Headquarters R.A.A.F. Edinburgh The function of Headquarters R.A.A.F. Edinburgh is to exercise overall command and control of all R.A.A.F. units on the base.
- Base Squadron Edinburgh The base squadron provides base services such as accommodation, accounting, air traffic control and equipment supply.
- No. 92 Wing Headquarters No. 92 Wing was formed at Edinburgh on 1 July 1977. Its role is to exercise command and control over the various elements of the maritime wing: No. 10 Squadron, No. 11 Squadron, No. 492(Maintenance) Squadron and the Maritime Analysis and Training Squadron.
- No. 10 Squadron No. 10 Squadron is a maritime squadron and has been based at Townsville, Queensland since 1949. It is now in process of phasing out its SP2H Neptune aircraft. Concurrently with the phasing out of the Neptunes, the move of the squadron from Townsville to Edinburgh has started and will be completed in January 1978. The squadron headquarters transferred to Edinburgh on 1 July 1977. At Edinburgh, during the period from March to October 1978, No. 10 Squadron will re-equip with ten new P3C Orion aircraft.
- No. 11 Squadron No. 11 Squadron is a maritime squadron equipped with Orion P3B aircraft and has been based at Edinburgh since its transfer from R.A.A.F. Base, Richmond, N.S.W. in June 1968.
- No. 492(Maintenance) Squadron No. 492 (Maintenance) Squadron formed at Edinburgh on 1 July 1977 to undertake aircraft maintenance for the flying squadrons of the maritime wing and training of ground crew in maintenance procedures for P3B and P3C aircraft.

- Maritime Analysis and Training Squadron The Maritime Analysis and Training Squadron formed at Edinburgh on 1 January 1977. This unit is responsible for undertaking sortie analysis for all P3B and P3C operations and conversion/continuation training for these aircraft.
- Aircraft Research and Development Unit The Aircraft Research and Development Unit (ARDU) moved to Edinburgh from R.A.A.F. Base, Laverton, Victoria on 13 December 1976. Its role is to conduct research, experimental and development work, calibration of navigation aids at R.A.A.F. bases, trials and defect investigations to meet R.A.A.F. needs for aircraft, weapons and ground equipment. Normally, allotted to ARDU are about 20 aircraft of various types including Mirage, Macchi, CT4 and Iroquois to carry out its role. However, personnel, aircraft and specialised equipment are detached to other R.A.A.F. units as necessary.

THE NEED

12. Existing Facilities There are very few purpose designed permanent buildings at Edinburgh. Most domestic and administrative accommodation is in converted cordite factory buildings, whilst the majority of technical facilities were not built to permanent standards. With the expanding role of the base, brought about by the formation of No. 92 Wing Headquarters, No. 492 (Maintenance) Squadron and the Maritime Analysis and Training Squadron; and by the relocation of the Aircraft Research and Development Unit and No. 10 Squadron, there is a need for larger facilities as well as the replacement or improvement of those which are unsatisfactory.

13. The standard of most converted domestic accommodation is poor. Rooms are inconvenient in layout and in larger buildings particularly, receive limited natural light and ventilation. Over the past ten years, cracking has revealed that original foundations were not suited to local soil conditions. One building has been condemned and others are approaching that stage.

14. Operational, maintenance and training facilities generally require upgrading and extending to meet the expanded role of the base. These requirements are elaborated upon in the following sections of this report.

15. Committee's Conclusion There is a need to extend and upgrade existing living and working accommodation and to provide new living and working accommodation to cater for the expanded role of R.A.A.F. Base, Edinburgh.

THE SITE

16. The base occupies approximately 820 hectares of a large complex which was originally developed as a World War II cordite factory. The remaining area is currently shared by the Weapons Research Establishment and the Army. It is located to the west of the City of Elizabeth, to the north of the City of Salisbury and is approximately 25 km north of Adelaide.

17. The site is flat with a very gentle slope from the north-east to the south-west. The soil is red expansive clay to a depth of at least 5 metres. The domestic area is well screened with established eucalypts and a dense grove of pine and eucalypt trees separates the airfield zone which is paved and grassed.

18. Committee's Conclusion The site can cater for the expanded role of R.A.A.F. Base, Edinburgh.

THE PROPOSED WORKS

19. Site Planning The zoning of facilities and detailed disposition of the various components will accord with the overall base development as proposed for the airfield and domestic areas. A Master Plan has recently been prepared by the Departments of Defence and Construction. This layout describes the overall site planning with existing facilities to be retained, new and extended facilities and future zones for redevelopment or extension clearly defined.

20. The siting of the current proposals has been determined by the nature and location of existing facilities to be retained and utilised and also by the availability of suitable building sites in acceptable areas for new development.

21. The domestic facilities will be located in their zone and will be sited to provide convenient access to existing facilities.

22. The working facilities for 92 Wing Headquarters including No. 10 and No. 11 Squadron staff and crew rooms together with the 92 Wing Training Centre will be grouped in the centrally placed secure area.

23. The airfield area with existing major hangar buildings and adjacent apron and pavement areas will be developed with working accommodation and technical facilities to service and support the operational and maintenance squadron aircraft activities.

24. The central emergency power house will be located to suit the existing intake station location and distribution of ring main cables servicing the total base area.

25. A new base entry access road will be formed to provide more direct access to the airfield area enabling the airfield traffic to by-pass and minimise intrusions on the domestic zone.

26. The proposed works fall into three main categories:

- provision of new facilities to meet new commitments;
- extension or upgrading of existing facilities to meet existing and increased commitments;
- replacement of existing facilities which are of unsatisfactory temporary standard and in some cases also inadequate in size.

27. The development comprises 34 separate items. These have been combined into two stages as follows.

STAGE 1

28. Engineering Services and Site Works (Phase 1) In addition to engineering services and site works directly related to individual projects and included in their scope, there is a need for general improvements to a number of services to permit them to cater for the overall increase in commitments of the base. Improvements will be provided to roadworks and car parks, electric power reticulation and external lighting, water supply, external fire services and security fencing. (Phase 2 will be provided for in Stage 2)

29. Upgrading Hangar 592 including Tailgate Hangar 592 has had little use in recent years and, for safety reasons, has been stripped of all electric power and fire installations. With the transfer of 10 Squadron it will be necessary to use this hangar for Orion aircraft. The hangar has a slightly lower door opening than other hangars and will not admit the tail-fin of an Orion aircraft.

30. It is proposed to instal a tail-gate to the main hangar doors to allow complete entry of these aircraft. The annexes are required to support Orion aircraft maintenance activities, and improvements to these areas, mainly to improve fire ratings, are necessary to make them suitable for that function.

31. Electric Power Supply to Arrestor Barriers Aircraft arrestor barriers are an important safety requirement for ARDU operations. The barriers are an R.A.A.F. supply item and this proposal involves the reticulation of power to the sites on the runway ends.
32. Compass Swing Bay A compass swing area is required for the calibration of aircraft compasses. The present site will become part of the extended aircraft apron. A new compass swing site is to be provided clear of other aircraft operations and of magnetic disturbances.
33. Aviation Gasoline (AVGAS) Storage Facility and Improved Fuel Farm Access At present there are no serviceable storage facilities at Edinburgh for aviation gasoline (AVGAS). However, two aircraft types on the ARDU inventory and some transit aircraft use AVGAS. To meet that need a 22700 litre storage and dispensing facility is proposed.
34. Present access from the aircraft apron by R.A.A.F. refuelling tankers to the fuel storage facilities requires a return trip of over 3 kms. By the provision of limited roadworks and the relocation of some dispensing facilities, this movement will be reduced to approximately 500 metres.
35. Safety Equipment Section The present safety equipment section is located in a hanger annex. Its size and standard do not meet present day requirements. The hanger annex is planned to support aircraft maintenance operations.
36. Accommodation is to be provided in a new building comprising facilities for parachute laundry and drying, maintenance and repair of flying equipment, storage rooms, office and amenities.
37. No. 92 Wing Training Centre Currently, aircrew maritime and continuation training is carried out in building 427 and the training of ground crew personnel is undertaken in the adjacent building 424. Much of the training involves the use of mock-ups and training aids which are bulky and must be housed in rooms devoted to their particular role.
38. As some of the equipment fitted to the P3C is different from that in the P3B there is a need for additional rooms to accommodate the increased training needs. In addition, the newly formed Maritime Analysis and Training Squadron needs accommodation to house its administration, course planning activities and records.

39. A new purpose designed building is required to meet future commitments. This will be sited close to buildings 424 and 427 which are now used for this purpose. Minor modifications are proposed in these two buildings.

40. Maintenance Squadron Headquarters Maintenance Squadron Headquarters is now accommodated in part of building 506 which is an old temporary structure. A new purpose designed building, to be sited in a better location, is required. The existing temporary accommodation will be demolished.

41. Wing Headquarters/10 Squadron Headquarters No. 11 Squadron Headquarters currently occupies slightly over half of building 423. The remainder of the building, previously vacant, is available to provide part of the accommodation needed for 92 Wing Headquarters and 10 Squadron Headquarters. To meet the full accommodation requirements the building will be extended.

42. No. 10 Squadron Crew Room Building 426, a former change and ablution facility had previously been converted, with few modifications, to a crew room for 11 Squadron and has proved suitable for this purpose. The adjacent building, No. 425, is of identical plan and is currently used as a gymnasium. The two form a group with building 423 which is to become the headquarters for 92 Wing, 10 Squadron and 11 Squadron.

43. The proposal is to convert building 425 to a crew room for 10 Squadron and to build a purpose-designed physical fitness centre at a more suitable location.

44. Barracks Tradesmen's Workshop Barracks tradesmen at present operate from a number of buildings scattered throughout the domestic area of the base. The buildings are of temporary standard and generally have become available for their present role because they have been condemned as sleeping accommodation. The scattered locations preclude adequate supervision and lead to inefficiency.

45. The proposal is to provide workshop facilities and material storage for carpenters, electricians, plumbers and surface finishers. The project will represent Stage 1 of a planned barracks section complex, the remainder of which is outside the time scale of proposals in this submission. The existing buildings will be demolished.

46. Ground Equipment Maintenance Flight and Airfield Support Vehicles Maintenance Facility The collocation of 10 and 11 Squadrons supported by a maintenance squadron, plus the location of ARDU at R.A.A.F. Edinburgh will generate a much greater demand for the maintenance of aircraft ground support equipment and vehicles. The present facility in building 517 has insufficient space and will be used for flyaway kit and equipment storage.
47. It is proposed to construct a proper facility of approximately 2000m² to house equipment servicing facilities, workshops, administrative areas and amenities.
48. Extensions to Engine Build-up Section The Engine Build-up Section is housed in building 508. It is generally suitable for its present role but lacks sufficient space for the rebuilding and storage of the additional engines necessary to support the operations of a further squadron. It is proposed to extend the building by about 180m².
49. Maintenance Squadron Flight Line Building At present, flight line facilities are located in a hangar annex. The area available is limited and is not well located in relation to this role. This area is now required to house facilities in direct support of aircraft maintenance within the hangar.
50. The construction of a new flight line building, overlooking the apron area enabling oversighting of all aircraft movements is required.
51. Main Apron and Transport Aircraft Apron Extensions Existing aircraft apron facilities at Edinburgh are insufficient in area to accommodate aircraft of 10 Squadron, 11 Squadron and ARDU, plus other visiting aircraft.
52. The following improvements are required:
- extend the main apron by approximately 40000m² and instal an aircraft wash facility and tie-down points;
 - extend the air movements apron by approximately 5600m² to accommodate three Hercules C130 aircraft;
 - construct a second access taxiway to permit a flow-through pattern of aircraft movements on the main apron.
53. Car Park Technical Area Some of the areas planned for building construction are currently used for car parking. These parking areas will be lost when the building program commences. A new car park is to be developed adjacent to the technical area.

54. Engine Run-up Facility and Stop Butt Stringent maintenance procedures require aircraft and engines to be periodically tested. A run-up and test facility is required to meet these objectives. In the absence of any facility at Edinburgh, engine running is normally conducted on the aircraft apron for installed engines and at a convenient location with tie-down facilities for stand-mounted engines. This activity produces high noise levels.
55. Due to the high risk of damage to aircraft under tow, and of dust ingress to stand-mounted engines, a proper run-up facility, to be sited as close as practicable to aprons and engine workshops, is required. It is proposed to construct a run-up facility at a location convenient to the apron. This will have bays for aircraft and for stand-mounted engines. It will also incorporate a stop butt for the test firing of aircraft-mounted guns. It is to be designed to provide effective reduction of noise in surrounding areas.
56. Maintenance Squadron Hangars Because space has been readily available in the past, the annexes to hangars 594 and 595 have housed many activities not directly associated with the aircraft maintenance in those hangars. However, with the increased activities at Edinburgh, hangar annex space is required to revert to its proper role.
57. This proposal will provide for the modification and upgrading of the hangar annexes to fit them for their role in direct support of aircraft maintenance. The activities currently conducted in these areas will be accommodated elsewhere. Fire protection in hangars 593, 594 and 595 will be upgraded.
58. Paint Shop and Fibreglass Section The present paint shop is a very small building and a large percentage of painting must be done outdoors or in hangars or other buildings. These arrangements are most unsatisfactory.
59. The existing fibreglass section occupies a room in a hangar annex but it lacks an extraction system capable of removing the noxious fumes arising from the fibreglass repair process and is not large enough for the expanded commitments. The proposal is to build a new paint and fibreglass section which will incorporate current standards.
60. Compilation, Mission Support and Integration Training Facility A compilation, mission support and integration training facility is being manufactured under contract and will be provided through the supply vote. This proposal will provide a concrete base and reasonable weather protection for these cabins.

STAGE 2

61. Engineering Services and Site Works (Phase 2)

62. Sonobuoy Storage and Preparation Building A new type of sonobuoy launcher to be used includes an explosive component when assembled for launch. The launcher must be prepared in a special building which is at a safe distance from other facilities. Construction of a new building properly located in relation to other buildings and to the ordnance loading apron is proposed.

63. Maintenance Squadron Armament Section Extensions The present armament section occupies the southern annex of hangar 595 but in its expanded role requires additional space. It is proposed to extend the annex to the south to double the present area.

64. Flyaway Kit and Equipment Storage Currently, flyaway kit and equipment are stored in the annexes of hangar 595 which will be required to support aircraft maintenance operations. The total storage area required is 1200m² and it is proposed to utilise two existing buildings for the purpose, viz, 517 (a Bellman hangar) and 518 (a store shed).

65. Ordnance Loading Apron There is no ordnance loading apron as such at Edinburgh but a former WRE concrete apron is used for the purpose. However, as this apron is capable of handling only one aircraft at a time and has no taxi-through capability, aircraft must be manoeuvred and turned on the small apron. Extension of this facility is proposed to give the capacity to handle two aircraft simultaneously and to provide a taxi-through capability.

66. Physical Fitness Centre and Squash Courts The present gymnasium at Edinburgh is in building No. 425, a former change room. It is located some distance away from the major user (RTU) and is inadequate in size for its present role. It is to be converted to a crew room for 10 Squadron.

67. A physical fitness centre designed to accord with the current scale of entitlement for a major training establishment is necessary to the fulfilment of the role of a base such as Edinburgh. It is proposed to construct a new physical fitness centre at a more central site in the domestic area.

68. The base at present has one squash court in a converted former pump room. This building has been subject to structural cracking due to soil and foundation problems and must be replaced. Under current scales the base is

entitled to six squash courts. It is proposed, at this stage, to provide three new courts as part of the physical fitness centre.

69. CMI (Synthetic Training) Maintenance Facility The compilation, mission support and integration and training (CMI) facility is being manufactured under contract and will be contained in a complex of cabins which will be housed in the CMI training facility. To support the operations carried out in the cabins there is a requirement for a maintenance facility, plus amenities for maintenance and user personnel.

70. Maintenance Squadron Ground Support Equipment Shelters Shelters are required to protect aircraft ground support equipment from the weather. A building, previously used for this purpose, was demolished for safety reasons. Two carport-type shelters are required.

71. Maintenance Squadron Avionics Section and Precision Measuring Equipment Laboratory The present avionics section is housed in two temporary buildings which are too small for current commitments. As the electronic equipment fitted to the new Orion P3C will differ from that for the current P3B, considerable additional space will be needed. At present, Edinburgh does not have a precision measuring equipment laboratory (PMEL). Because the requirements for controlled environment for the PMEL and the avionics section are similar, construction of a combined PMEL/avionics section is proposed. The temporary buildings now in use will be demolished.

72. Improvements to Officers' Quarters Junior officers' quarters and some of those for senior officers are without wash basins in bedrooms. In the senior officers' accommodation block, which was converted from another role, some of the internal partitioning is not fire-rated. It is planned to correct the above deficiency.

73. Running Transport Section The present limited accommodation for the running transport section is in a converted coal bunker. It is inadequate and unsuitable for present commitments and the position will worsen with planned vehicle increases. A new running transport section is required to accommodate facilities for administration, vehicle parking and servicing.

74. Central Emergency Power House and Electrical Works At present, R.A.A.F. Edinburgh is dependent upon electrical power reticulated through WRE area and no emergency power is available. The base also lacks a ring main system to provide alternative routing of power in the event of an internal mains failure. The construction of a central emergency power house and the installation of a ring main system to serve the technical area is required to overcome these shortcomings.

75. Central Battery Section The present central battery section is housed in a temporary structure and does not have the space to cope with the increased workload that will result from additional base commitments. Future requirements can only be met by the construction of a standard R.A.A.F. battery section. When this is completed, the existing makeshift facility will be demolished.

76. Accommodation for WRAAF Accommodation for WRAAF corporals and airwomen is currently in a converted cordite factory building. This accommodation suffers from poor lighting and ventilation and the building is cracking due to unsuitable foundations for the soil conditions. Recently completed maintenance works have rendered the building safe for occupation until new WRAAF accommodation can be built. However, the Committee considers the building to be substandard for use as permanent living accommodation and it should be put to some other use when the new WRAAF accommodation is completed.

77. It was proposed to construct a three-storey block containing 24 bedrooms in the form of six four-bedroom units each sharing common ablution facilities. The design of the building was identical to new accommodation for corporals and airmen now being constructed at R.A.A.F. Edinburgh. The Committee inspected a newly completed 24-man block and found it to be quite satisfactory but noted that it provided only one common room for the 24 persons to be accommodated.

78. It is considered that the proposed building is less desirable than the new type of living accommodation recently recommended by the Committee for construction at R.A.A.F. Base Point Cook and for the Army at Randwick. Those proposals were agreed to on the basis of a common entry/living area to each four bedroom unit.

79. The Committee considers that it would be a retrograde step to revert to a lesser standard of accommodation merely to conform with the new nearby accommodation for corporals and airmen.

80. The Committee recommends that the accommodation for 24 WRAAF personnel be redesigned to provide a common entry/living area for each four-bedroom unit. It is understood that the cost can be contained within that estimated for the proposed building and within the new "design to cost target" system.

81. It was also proposed that a small adjacent recreation and common room be provided for WRAAFs both living in and living out. Following examination by the Committee, it was discovered that this was to be a separate building of approximately 60 m² adjacent to the proposed living accommodation.

82. The Committee has considered the further evidence given at the hearing relating to this proposal and the foregoing recommendation that a common entry/living area be provided for each four-bedroom unit. The Committee recommends that the requirement for this separate facility be re-examined and that the policy of providing WRAAF recreation buildings separate from airmen/airwomen's recreation centres be reviewed in the light of the new type living accommodation to be provided for the WRAAF in future.

83. The Committee is critical that more information was not provided in the departmental submissions regarding this proposal.

84. Construction and Design As previously mentioned in paragraph 6 of this report, more detailed design information regarding the proposed works may be found in the Department of Construction's submission which will be incorporated in the Minutes of Evidence.

85. The design of domestic and recreational facilities falls within the prescribed standards for the Defence Forces. All facilities have been designed after close consultation between the Departments of Defence and Construction. The resulting designs meet the requirements adequately and economically.

86. The noise exposure forecast has been taken into account in the design of facilities in this reference. Buildings will be designed and constructed to reduce external noise intrusion to a satisfactory level.

87. Committee's Conclusion The Committee recommends

- the construction of the work in this reference with the exclusion of the separate WRAAF recreation and common room;
- that the living accommodation for 24 WRAAF be redesigned to provide a common entry/living area for each four bedroom unit;
- that the requirement for the separate WRAAF recreation and common room be re-examined;
- that the policy of providing WRAAF recreation buildings separate from airmen/airwomen's recreation centres be reviewed in the light of the new type of living accommodation which will be provided for the WRAAF in future.

ENVIRONMENTAL CONSIDERATIONS

88. The location at Edinburgh of No. 92 Maritime Wing and the Aircraft Research and Development Unit has associated with it two aspects of environmental consideration:

- that associated with aircraft activity; and
- that associated with the proposed facilities.

89. A noise exposure forecast has been prepared which has been used by the South Australian State Planning Authority to prevent land, near but outside the base, subject to high aircraft noise levels, being used for residential purposes. In February 1977, a hearing took place to consider appeals lodged by land developers against the decision. The determination handed down on 10 May 1977 found that some of the land in question is unsuitable for residential development but, on the evidence, the Planning Appeal Board could not find that the remainder was unsuitable for that purpose.

90. The Department of Environment, Housing and Community Development has reviewed the facilities proposals and has advised that an environmental impact statement need not be produced provided that the work proceeds without radical change to the master plan. Neither the construction activities nor the facilities themselves are considered to create any significant environmental problems.

ESTIMATE OF COST

91. The estimated cost of the work in this reference at April 1977 prices is \$17.4 million made up as follows:

	<u>Stage 1</u>	<u>Stage 2</u>	<u>Total</u>
Building work	\$2 710 000	\$2 913 000	\$5 623 000
Hydraulic services	\$770 000	\$250 000	\$1 020 000
Civic services	\$4 875 000	\$970 000	\$5 845 000
Mechanical services	\$1 035 000	\$1 292 000	\$2 327 000
Electrical services	\$1 110 000	\$1 475 000	\$2 585 000
Total	<u>\$10 500 000</u>	<u>\$6 900 000</u>	<u>\$17 400 000</u>

PROGRAM

92. Cabinet Decision No. 2012 of 9 December 1976 agreed to detailed design and documentation of the works in this reference proceeding concurrently with arrangements for the Public Works Committee hearing.

93. Stage 1 works will be included in the 1977/78 New Works Program for authorisation in 1977/78. Construction is to be arranged in a sequential manner to achieve completion by early 1979.

94. Stage 2 works will be included in the 1978/79 New Works Program for authorisation in 1978/79. Construction is to be arranged in a sequential manner to achieve completion by mid-1980.

OTHER CONSIDERATIONS

95. Submissions were received from Hooker Rex Estates and the Corporation of the City of Salisbury suggesting that the main north/south runway be relocated to a north-east/south-west alignment to enable further residential subdivisions to the south of the base which are now within the 30 NEF zone to proceed. A case was made that the main runway at Adelaide Airport is on a north-east/south-west alignment and that the prevailing winds in the Adelaide area favoured take-offs and landings on this alignment.

96. The Department of Defence in reply stated that the existing main runway presented the R.A.A.F. with no operational problems and the existing grass runway which is on the north-east/south-west alignment is sufficient to cater for any contingencies that may arise.

97. However, the Committee sought an assurance, which was given, that the proposed development would not preclude any future decision to construct a main runway on a north-east/south-west alignment either on the site of the existing grass runway or on a site to the west of the main north/south runway.

RECOMMENDATIONS AND CONCLUSIONS

98. 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.

Paragraph

- | | | |
|----|---|----|
| 1. | THERE IS A NEED TO EXTEND AND UPGRADE EXISTING LIVING AND WORKING ACCOMMODATION AND TO PROVIDE NEW LIVING AND WORKING ACCOMMODATION TO CATER FOR THE EXPANDED ROLE OF R.A.A.F. BASE, EDINBURGH. | 15 |
| 2. | THE SITE CAN CATER FOR THE EXPANDED ROLE OF R.A.A.F. BASE, EDINBURGH. | 18 |
| 3. | THE COMMITTEE RECOMMENDS THE CONSTRUCTION OF THE WORK IN THIS REFERENCE WITH THE EXCLUSION OF THE SEPARATE WRAAF RECREATION AND COMMON ROOM. | 87 |

		<u>Paragraph</u>
4.	THE COMMITTEE RECOMMENDS THAT THE LIVING ACCOMMODATION FOR 24 WRAAF BE REDESIGNED TO PROVIDE A COMMON ENTRY/ LIVING AREA FOR EACH FOUR BEDROOM UNIT.	87
5.	THE COMMITTEE RECOMMENDS THAT THE REQUIREMENT FOR THE SEPARATE WRAAF RECREATION AND COMMON ROOM BE RE-EXAMINED.	87
6.	THE COMMITTEE RECOMMENDS THAT THE POLICY OF PROVIDING WRAAF RECREATION BUILDINGS SEPARATE FROM AIRMEN/AIRWOMEN'S RECREATION CENTRES BE REVIEWED IN LIGHT OF THE NEW TYPE OF LIVING ACCOMMODATION WHICH WILL BE PROVIDED FOR THE WRAAF IN FUTURE.	87
7.	THE ESTIMATED COST OF THE WORK WHEN REFERRED TO THE COMMITTEE WAS \$17.4 MILLION (AT APRIL 1977 PRICES).	91



(G.R. KELLY)
Chairman

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

8 August 1977.

LEGEND

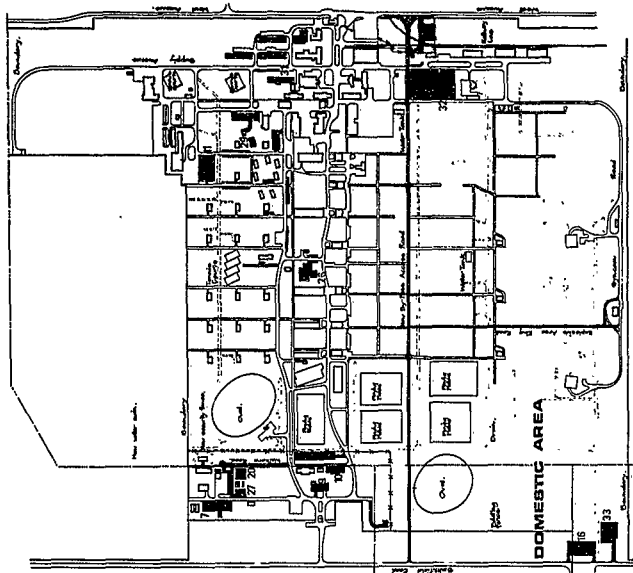
Item

- | | |
|----|---|
| 7 | Extensions to the 92 Wing Training Centre |
| 9 | Wing Headquarters/10 Squadron Headquarters |
| 10 | 10 Squadron Crew Room |
| 11 | Barracks Tradesmen's Workshop |
| 16 | Car Park to Technical Area |
| 20 | C.M.I. (Synthetic Trainer) Facility |
| 26 | Physical Fitness Centre and Squash Courts |
| 27 | C.M.I. (Synthetic Trainer) Maintenance Facility |
| 29 | Accommodation for WRAAF |
| 31 | Improvements to the Officers' Quarters |
| 32 | Running Transport Section |
| 33 | Central Emergency Power House (CEPH) |

LEGEND

Building works

Civil works Roads and Car Parking



**PART SITE PLAN
DOMESTIC AREA
RAAF BASE
EDINBURGH**

Components.

Building works

Civil Works Roads and Car Parking

PART BITE PLAN
AIRFIELD AREA

RAAF BASE EPPINGBACH

