

Parliamentary Standing Committee on Public Works

REPORT

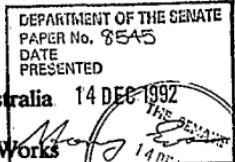
relating to the

DEVELOPMENT OF RAAF BASE SCHERGER AT PEPPAN, CAPE YORK PENINSULA, QLD

(Thirteenth Report of 1992)

THE PARLIAMENT OF THE COMMONWEALTH OF AUSTRALIA.
1992

The Parliament of the Commonwealth of Australia
Parliamentary Standing Committee on Public Works



Report Relating

to the

Development of RAAF Base Scherger at Peppan, Cape York Peninsula, Qld

(Thirteenth Report of 1992)

TABLE OF CONTENTS

	Page
Members of the 30th Parliamentary Standing Committee on Public Works	vi
Extract from the Votes and Proceedings of the House of Representatives, 19 August 1992	vii
	Paragraph
THE REFERENCE	1
THE COMMITTEE'S INVESTIGATION	5
BACKGROUND	10
Site Selection	11
Cape York Spaceport	14
Climate	19
Infrastructure	20
THE NEED	21
Defence Self-reliance	21
Existing Airfields in the North	22
Implications of not Proceeding	23
Functions of the Airfield Committee's Conclusions	24
Committee's Conclusions	26
THE PROPOSAL	31
Scope of the Works	31
Master Planning	34
Committee's Conclusion	36
Land Acquisition	37
Committee's Recommendation	39

	Paragraph
DESIGN CONSIDERATIONS	40
Standards and Codes	40
Design Philosophy	41
Cyclones	42
Acoustics	43
Termites	44
Energy Management and Conservation	46
Committee's Recommendation	51
Fire Protection	52
Committee's Recommendation	57
ENVIRONMENTAL ISSUES	58
Environmental Impact Statement	58
Environmental Management Plan (EMP)	61
Committee's Conclusion	62
Committee's Recommendation	63
Construction Traffic	64
Committee's Recommendations	69
Drainage Patterns	71
ABORIGINAL ISSUES	73
Local Community	73
Aboriginal Liaison Officer	74
LOCAL IMPACT AND EMPLOYMENT	75
Civil Aviation	75
Influx of Defence Personnel	77
Use of Local Firms and Labour During Construction	78
Committee's Recommendation	80
CONSULTATION	81
Community Consultation	81
Joint Consultative Committee	84
Queensland Government	85

**MEMBERS OF THE PARLIAMENTARY STANDING
COMMITTEE ON PUBLIC WORKS**

(Thirtieth Committee)

Mr Colin Hollis MP (Chairman)

Mr William Leonard Taylor MP (Vice-Chairman)

Senate

Senator Bryant Burns

Senator Paul Henry Calvert*

Senator John Robert Devereux

House of Representatives

Mr Ewen Colin Cameron MP

Mr Lloyd Reginald O'Neil MP

Mr Russell Neville Gorman MP

Mr Bruce Craig Scott MP

* Appointed on 24.8.90 following the retirement of

Senator Dr Glenister Sheil

**SECTIONAL COMMITTEE ON THE DEVELOPMENT OF RAAF
BASE SCHERGER AT PEPPAN, CAPE YORK PENINSULA, QLD**

Mr Colin Hollis MP (Chairman)

Mr William Leonard Taylor MP (Vice-Chairman)

Mr Lloyd Reginald O'Neil MP

Committee Secretary:

Peter Roberts

Inquiry Secretary:

Michael Fetter

Secretarial Assistance:

Sophia Konti

EXTRACT FROM THE
VOTES AND PROCEEDINGS OF
THE HOUSE OF REPRESENTATIVES

No. 138 dated Wednesday, 19 August 1992

16 PUBLIC WORKS - PARLIAMENTARY STANDING COMMITTEE - REFERENCE OF WORK - DEVELOPMENT OF RAAF BASE SCHERGER, PEPPAN, CAPE YORK PENINSULA, QLD: Mr Beddall (Minister representing the Minister for Administrative Services), pursuant to notice, moved - That, in accordance with the provisions of *the Public Works Committee Act 1969*, the following proposed work be referred to the Parliamentary Standing Committee on Public Works for consideration and report: Development of RAAF Base Scherger at Peppan, Cape York Peninsula, Qld.

Mr Beddall presented plans in connection with the proposed work.
Debate ensued.

Question - put and passed.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

DEVELOPMENT OF RAAF BASE SCHERGER AT PEPPAN, CAPE YORK PENINSULA

By resolution on 19 August 1992 the House of Representatives referred to the Parliamentary Standing Committee on Public Works for consideration and report the proposed development of RAAF Base Scherger at Peppan, Cape York Peninsula.

THE REFERENCE

1. The Government is committed to a policy of defence self-reliance within a framework of alliances and agreements. Consistent with this policy it is necessary to provide a RAAF airfield on Cape York Peninsula. The proposal referred to the Committee will provide facilities at the initial development of the base which is to support Australian Defence Force activities in the north-east of Australia. The base will complete the chain of RAAF airfields across Australia's north and provide a base for the deployment and coverage of the sea/air gap during a contingency.
2. In peacetime the primary purpose for the airfield will be exercises and deployment. During exercise periods about 20 aircraft and 400 RAAF personnel will be deployed at the airfield. It will be able to accommodate up to 1500 military personnel for combined or joint force exercises.
3. The facilities to be provided at the airfield site will cater for aircraft operations, aircraft parking, navigational aids, fuel and equipment storage, and accommodation. These facilities will be the minimum to support military aircraft operations. The airfield will contain a 3050 m runway and associated taxiways.
4. The estimated cost of the proposed works is \$166.5m at December 1991 prices.

THE COMMITTEE'S INVESTIGATION

5. The Committee received a submission and drawings from the Department of Defence (Defence) and took evidence from Defence at a

public hearing held at Napranum (Weipa South), Qld, on 17 November 1992.

6. Mrs Mavis Wilson, Senior Elder of the Peppan Tribe and Mr Jack Callope, an Elder of the Peppan Tribe, also appeared before the Committee at the public hearing.

7. Written submissions and letters about the proposed works were also received from the following:

- Comalco
- Queensland Government
- Commonwealth Environment Protection Agency (CEPA)
- Commonwealth Department of Finance
- Cook Shire Council
- Mr J Stapleford
- Gulf Freight Services
- National Trust
- Australian Safeguard Coalition
- Defence Housing Authority
- Returned and Services League of Australia
- Commonwealth Fire Board.

8. Prior to the public hearing the Committee inspected RAAF Base Curtin, near Derby, WA and the site proposed for RAAF Base Scherger at Peppan. A list of witnesses who gave evidence at the public hearing is at Appendix A.

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

BACKGROUND

10. The Defence policy information paper *The Defence of Australia 1987*, foreshadowed the need for an airfield to be provided in the north-east of Australia to support Defence force operations and in the sea/air gap during a contingency. A north-east airfield would complete the chain of RAAF airfields across Australia's north.

Site Selection

11. Defence advised that the location criteria for the airfield site were based on a combination of strategic and operational considerations. The three most important criteria were that the airfield should be:

- north of 13 degrees south for operational reasons
- inland from the west coast of Cape York Peninsula but not more than 50 km from the port of Weipa because siting of the airfield outside the Weipa area would result in reduced operational capabilities, higher construction costs and higher logistic support costs
- reasonably close to the Peninsula Developmental Road which provides road access through the Cape York area.

12. A total of 24 sites were identified as satisfying topographical requirements. These sites were further examined in detail according to other selection criteria including soil type, land use, flora and fauna, archaeology, anthropology, heritage and construction factors. As a result of this examination, the number of potential sites was reduced to ten. Detailed examination of these sites, especially with respect to conditions during the wet season and construction costs, reduced the number of potential sites to four and, finally, the preferred site was selected.

13. The preferred site is located at Peppan, approximately 26 km east of Weipa and is adjacent to the Peninsula Developmental Road. The Minister for Defence announced the site selected for the proposed airfield in September 1988 following considerable consultation with the Napranum (Weipa South) Aboriginal Council, Comalco and other interested parties.

Cape York Spaceport

14. The Committee questioned Defence about the following issues concerning the possible development of a spaceport on Cape York Peninsula:

- the distance from RAAF Base Scherger to possible spaceport sites
- the possibility of the RAAF and the spaceport using common facilities at RAAF Base Scherger
- problems which may arise as a result of the location of a spaceport on Cape York.

15. The Australian Space Office confirmed that the possible collocation and interdependence of RAAF Base Scherger and the spaceport airstrips has been under consideration for some time. The spaceport would like to use Scherger if this were possible and viable. Considerations include cost to the spaceport of a road connecting the spaceport and Scherger as well as operational costs. These costs would need to be weighed against the cost of a 'bare bones' airstrip constructed at the spaceport.

16. The Space Office also advised that a spaceport site has not been selected although Temple Bay could still be a candidate. Two spaceport proponents are currently attempting to secure the financial backing needed to proceed with the next phase of the project which would include the selection and acquisition of a site and the commencement of environmental impact assessments.

17. Defence has had discussions with one of the space port consortia on the utilisation of Scherger. In terms of the design characteristics of the airfield, it would be capable of meeting requirements in terms of length and strength of runway.

18. Defence advised that possible air traffic control problems that may arise if the spaceport were located near Weipa could be overcome by a mutually agreed danger zone or no-fly zone around the spaceport.

Climate

19. Cape York Peninsula has a tropical savanna climate and is generally hot and dry. The summer monsoon season, the 'wet', is relatively short, usually beginning in November and lasting until the end of February. The dry season is comparatively long, usually lasting from March until October. The average annual rainfall is 1713 mm and occurs mostly during the wet season.

Infrastructure

20. The infrastructure of Weipa is geared to meet the needs of Comalco and other companies in direct support of Comalco's mining operations and their respective employees. There is limited surplus capacity to meet the support needs of others. Nevertheless there are key elements within the limited support available which will be necessary for the logistics support of a RAAF base in the area. Predominant amongst these key elements are:

- port facilities - considered by Defence to be substantial enough to handle the movement of large volumes of stores
- bulk fuel handling - considered by Defence to be capable of handling the unloading of bulk and containerised fuels
- bulk fuel storage - these facilities include storage for motor transport fuel, distillate, fuel oil and aviation fuels
- airfield - Defence considers the local airfield can provide alternative facilities for limited operations of some military transport aircraft
- barge transport - there is a weekly barge service to Weipa from Karumba and there is usually spare capacity on the barge for the transport of materials and supplies
- road - the Peninsula Developmental Road is the only road route to Weipa from the east coast of the cape, linking Mareeba (near Cairns) to Weipa. The use of the road is limited during the wet season.

THE NEED

Defence Self-reliance

21. The need for a RAAF airfield to be constructed at Peppan is derived from the Government's commitment to a policy of defence self-reliance within a framework of alliances and agreements. For such self-reliance to be achieved, the RAAF must be able to perform the following roles:

- the provision of air defence and airspace control in the north of Australia
- the provision of air defence, airspace control and surveillance of Australia's northern maritime resources zone and the northern approaches
- the provision of effective reaction to possible contingencies
- the protection of vital coastal shipping in remote northern areas
- the support of extensive military operations in the north of Australia.

Existing Airfields in the North

22. Defence advised the Committee that the north and north-west of Australia contain adequate facilities for the RAAF to be able to perform the required roles in those regions. There is currently no suitable airfield between the RAAF bases at Darwin and Tindal and RAAF Base Townsville to enable the RAAF to perform the roles in the north-east.

Implications of not Proceeding

23. If an airfield were not constructed Defence believes that the Australian Defence Force would be incapable of achieving the Government's policy of self-reliance for the defence of Australia. The RAAF's essential roles of airspace control, air defence, surveillance, protection and support could not be carried out in the north-east of Australia without the provision of an airfield on Cape York Peninsula.

Functions of the Airfield

24. In peacetime the primary purpose of the airfield would be for exercises and deployments. Defence envisage that the airfield may be used for one or more exercises of several weeks duration each year and for occasional deployments. During exercise periods, there could be about 20 aircraft and 400 Defence personnel deployed to the airfield.
25. The airfield would need to be capable of accommodating up to 1500 military personnel which may be necessary if a combined or joint force exercise is held. Defence advised that in such circumstances considerable use of tent accommodation would be required. If necessary, the airfield could be upgraded to accommodate home-based flying units.

Committee's Conclusions

26. There is a need for an airfield in the north-east of Australia to enable the RAAF to undertake tasks assigned to it by the Government in relation to airspace control, air defence surveillance, protection and support of the region.
27. The airfield should be located in an area close to Weipa which satisfies strategic and operational considerations as well as having available a number of facilities important for logistic support of a RAAF base in the area.
28. The selection of the site at Peppan was carried out after an extensive site selection process.
29. The Peppan site offers considerable advantages over the other sites examined.
30. The use of the site at Peppan by the RAAF would not be incompatible with, and could be complementary to, future space port developments on Cape York.

THE PROPOSAL

Scope of the Works

31. The proposal considered by the Committee involves the construction of airfield and support facilities required to support activities outlined in paragraph 21 and, in brief, comprises the following components:

- aircraft pavements and flight strips
- squadron operational and technical facilities
- ten aircraft shelters
- site facilities for deployable air traffic control facilities and navigation aid equipment and firefighting facilities
- base operations centre
- site facilities for deployable strategic communications
- aviation fuel storage
- explosive ordnance storage
- air movements facilities
- base ground security patrol facilities comprising facilities for security dogs
- equipment store
- motor transport facility
- messing facilities
- living-in accommodation
- operational support administration facilities and medical facilities

- caretaker facilities
- married quarters siteworks and services for two married quarters
- engineering services - including roads and associated drainage, fencing and boundary clearing, water supply bores, storage and reticulation, sewerage reticulation and sewage treatment, waste disposal facility, power generation and electrical reticulation, communications and engineering services control and monitoring cabling
- support services - including services associated with the provision of hard rock for the construction of the airfield, airfield maintenance facilities and the operation and operational maintenance of engineering services and site buildings during the construction phase.

32. Descriptions and justification of the extent of each component are at Appendix B, and plans and drawings are at Appendix C.

33. The Committee sought a justification from Defence in relation to the total concept of the base, particularly the question of the cost of the project and the facilities to be provided. Defence advised that the proposal involves the provision of minimum essential facilities in accordance with the concept of operations for the airfield. Defence acknowledged also that during the development of the project a number of items were deleted, such as a fourth emergency runway and some hardstand areas.

Master Planning

34. A Master Plan has been developed for the proposed airfield which allows for proposed and possible future development. The Master Plan has identified zones within the overall site for specific functional requirements and includes a site for possible future civil aviation activities.

35. The Committee questioned Defence about lessons which had been learnt from the planning and design of RAAF Base Curtin and RAAF Base Tindal which are reflected in the planning of RAAF Base Scherger. Defence advised the Committee in response that two main lessons had been learnt, namely:

- that if the airfield is built in stages, to design it to ensure that there are no choke points for taxiing aircraft
- critical facilities should all be able to be hardened in case contingencies require.

Committee's Conclusion

36. Whilst the scope of the proposed work is extensive, the Committee agrees that in order for the airfield to function as a facility for exercises and deployments, it can be justified on the basis of operational requirements and experience which have been gained from the design, construction and operation of a similar facility at RAAF Base Curtin and the airfield at RAAF Base Tindal.

Land Acquisition

37. Drawing C - 2 (Appendix C) illustrates the extent of the proposed core and buffer areas. The southern airfield core and buffer area is owned by the State of Queensland and is currently leased to Comalco for mining purposes. The northern core and buffer area is within Aboriginal land. The Commonwealth has negotiated with the State of Queensland, Comalco and the Grantees of the Aboriginal land to finalise airfield land tenure arrangements.

38. At the public hearing, Mrs Mavis Wilson, Senior Elder of the Peppan Tribe and a Grantee of the Peppan Land, requested to be able to continue to develop a camp at Peppan Creek into an outstation. Defence was uncertain of the precise location of the camp but indicated to the Committee that, provided the location is outside the core area, it would consider any approach from the Aboriginal community about the siting of structures on the land. Defence indicated that the core area is of primary concern, particularly in terms of noise generation. Defence undertook to take the matter up with Mrs Wilson.

Committee's Recommendation

39. Provided the site of the proposed outstation is outside the core area, Defence liaise with the local Aboriginal community about its development and access.

DESIGN CONSIDERATIONS

Standards and Codes

40. Designs are to conform to:

- relevant current Australian Codes and Standards, including the Building Code of Australia
- codes and regulations of relevant statutory authorities
- Services scales and standards of accommodation (where applicable)
- Defence Fire Protection Engineering Manual (FACMAN 2)
- Defence explosive ordnance safety principles.

Design Philosophy

41. Defence advised the Committee that the design philosophy to be adopted for the proposed airfield development is for the facilities to be austere, of efficient design, suitable for the rigours of the climate and projected usage, and which utilise materials with minimum maintenance requirements.

Cyclones

42. The Committee asked Defence whether any design considerations relating to cyclone protection would be included in the designs. Defence advised that buildings will be designed to the Australian Standard to cope with wind loads dictated by cyclonic effects in the area.

Acoustics

43. The siting of facilities generally accords with relevant Australian Standards for the acoustic protection of facilities. Appropriate acoustic treatment is to be incorporated into the design of each facility where necessary.

Termites

44. During the inspection of the proposed site at Peppan the Committee noticed evidence of an abundance of termites in the area. Defence was therefore asked to specify the precautions which will be taken to prevent termite damage to structures and buildings.

45. Defence acknowledged that the Weipa area has one of the highest incidences of termites in Australia and this will be addressed in designs, for example, the piers or foundations and subfloors of transportable buildings will be steel and there will need to be a reasonable distance between ground and floor levels. As well, Defence will not use any material that termites can attack. Defence also received advice that the nylon sheathing which is used to protect cables will quite satisfactorily resist attack from termites.

Energy Management and Conservation

46. Defence advised the Committee that attention will be given to energy management and conservation to the fullest extent possible within functional and economic limitations. The above-ground buried facilities, including the base operations centre and squadron operations facility, are both intrinsically energy conserving. Where practical and economic hot water generation will be solar with electric boost.

47. All major energy consuming devices are to be dependent directly on imported liquid fuels. Defence did assure the Committee, however, that the design solutions adopted will ensure that maximum efficiency will be achieved from all energy consuming equipment.

48. All transportable and demountable buildings will be provided with insulation. All messing and accommodation buildings will be orientated to the north to minimise solar heat gain. In addition, vegetation will be cleared only where required and areas disturbed during construction will be reinstated. Landscaping will be designed for climatic control around the buildings to blend in with the immediate environment.

49. Of particular relevance to energy conservation is the provision of diesel alternators in various sizes to enable power to be generated using the diesel alternator which will most efficiently supply the load.

50. The Committee notes the energy management and conservation principles to be applied to this project. It nevertheless believes that since the proposed development is similar to that undertaken during the 1980s at RAAF Base Curtin, the lessons learnt there could well be applied to this proposal.

Committee's Recommendation

51. An energy audit of RAAF Base Curtin, both during stand-downs and deployments and exercises be undertaken during the development of RAAF Base Scherger and, where relevant, the recommendations of the energy audit be applied to facilities and other structures being provided at RAAF Base Scherger.

Fire Protection

52. Fire protection systems are proposed in the following facilities:

- equipment store
- central power station
- airfield lighting and power centre
- aviation fuel installation (a fire suppression system will be installed).

53. Fire hydrants are proposed to be installed adjacent to selected facilities and a dedicated hydrant for fire tender replenishment is to be located adjacent to the proposed fire tender hardstand. Hand-held fire extinguishers and fire hose reels will be provided as appropriate to each facility.

54. The project manager/superintendent to be engaged to manage the project is to coordinate the activities of the design consultant, supervise the construction, and is to advise the project director when completed works are fit for occupancy. Designs are to be certified by the design consultant. Determinations on building regulations will be approved by Defence following advice from the design consultant who will use fire protection specialists in fire protection design and involve the local Weipa fire service if necessary.

55. The Committee referred the Defence submission on the proposed development to the Commonwealth Fire Board (CFB) for comment. The CFB advised that fire safety and protection will be adequately addressed throughout the course of the project.

56. The Committee questioned Defence about precautions against bushfires in view of the limited number of caretaker personnel, their isolation and the long dry season. Defence advised that an area of six metres will be cleared adjacent to the perimeter fence around the airfield and this will serve as a firebreak. The core area and the buffer area boundaries will also be cleared to delineate the boundary and these will also act as firebreaks. In addition, a burning-off program will be instituted to remove the fire load from the undergrowth.

Committee's Recommendation

57. A plan should be developed for the protection from bushfires of combustible facilities and structures on the Base.

ENVIRONMENTAL ISSUES

Environmental Impact Statement

58. The Environmental Impact Statement (EIS) which comprises the Draft EIS and the Supplement to the EIS, addresses site selection considerations, comprehensively details the development proposals envisaged for the airfield, and also addresses the potential impacts these proposals may have on the environment.

59. The Draft EIS was released for public comment in February 1990. Following the receipt of comments, the Supplement to the Draft EIS was prepared and addressed the remaining concerns. The CEPA assessment of the EIS, as required by the *Environment Protection (Impact of Proposals) Act 1974* (the Act), was completed in August 1992 when the Minister for the Arts, Sport, the Environment and Territories (Hon Ros Kelly MP) advised the Minister for Defence (Senator the Hon Robert Ray) that the CEPA had completed an assessment of the EIS. The environmental assessment report and the Minister's recommendations, made pursuant to paragraph 9.3.1 of the Administrative Procedures under the Act, states that:

Matters affecting the environment to a significant extent in regard to the proposal have been examined as fully as practicable as required by the Administrative Procedures, and the object of the Act has therefore been met. Provided the undertakings given in the Draft Environmental Impact Statement (EIS) and the Supplement are implemented and the recommendations below are adopted, there is no reason on environmental grounds why the construction and operation of the proposed RAAF airfield at Weipa at Peppan, Cape York Peninsula, north Queensland should not proceed.

60. The recommendations referred to by the Minister were subsequently examined by Defence and some points of interpretation, explanation and understanding were raised with the CEPA. On 5 November 1992 the Minister for Defence Science and Personnel (Hon Gordon Bilney MP) advised Mrs Kelly as follows:

While there were some issues [concerning advice and recommendations] concerning interpretation, I am advised that they have now been resolved between the Commonwealth Environment Protection Agency and the Facilities and Property Division of the Department of Defence. The Facilities and Property Division will now proceed with the development of the Environmental Management Plan with a view to beginning construction in April 1993.

Environmental Management Plan (EMP)

61. The impacts identified in the EIS require the implementation of measures to mitigate the effects. The EMP will prescribe actions and guidelines for the achievement of environmental management objectives.

Committee's Conclusion

62. The environmental impact assessment of the proposal carried out by Defence and its consultants was extensive and all statutory requirements have been met.

Committee's Recommendation

63. The development of an Environmental Management Plan for the construction and post-construction phases should continue the process of sensitivity to environmental issues and implement environmentally sound strategies.

Construction Traffic

64. The submission to the Committee from Cook Shire Council expressed concern about dust resulting from the use of the Peninsula Developmental Road by vehicles associated with the project, including trucks hauling hard rock from the proposed quarry at Bald Hill to the construction site.

65. Defence carried out an extensive evaluation of possible quarry sites in the area before the Bald Hill site was chosen. About 250 000 tonnes of rock will be transported from the quarry to the site.

66. Defence advised that consultations have already taken place and further consultation is planned with Cook Shire and other interested organisations including Comalco with respect to question of safety and dust. Defence accepts that during the hard rock haulage period, expected to be in 1996, it will have to accept the responsibility for maintaining 170 km of the Peninsula Developmental Road.

67. Defence estimates that during construction, the normal construction-related usage will be about 18 trucks per day, peaking at about 94 trucks per day. This peak will occur during the hard rock haulage from the quarry to the airfield site and Defence plans to complete the haulage phase in one dry season.

68. Defence nevertheless acknowledged that there will be some dust associated with haulage vehicle movements and that this will create some inconvenience for other road users. Defence believes this effect will mainly be confined to the hard rock haul period and will endeavour to take all practical steps to minimise inconvenience to others. Defence assured the Committee that special attention will be given to watering of the road.

Committee's Recommendations

69. Before the haulage of hard rock from the Bald Hill quarry site commences, Defence develop a plan to minimise dust levels on the haulage road and this plan should be implemented.
70. Haulage contractors should be required to observe all reasonable precautions to ensure that the safety of motorists on the Peninsula Developmental Road is not compromised by heavy truck usage during the haulage period.

Drainage Patterns

71. Following considerable discussion during the Committee's public hearing in 1991 into the Stage 3 development of RAAF Base Tindal (Committee's Ninth Report of 1991 - Parliamentary Paper 300/1991) about the impact of the Tindal development on drainage patterns around Katherine, the Committee asked Defence for an assurance that similar problems would not arise as a result of the development of RAAF Base Scherger.

72. Defence indicated that the main runway will be on a ridge line and the aim of the drainage will be to utilise the current drainage system as much as possible. Measures are to be taken to reduce the velocity of flow in the drainage systems so that erosion can be kept under control. In addition, one of the attributes of the site is the very high permeability of the soil, so the impact of runoff from sealed pavement areas will be fairly rapidly absorbed by the soils. There will, nevertheless, be a drainage system comprising open unlined and some lined drains. Energy dissipaters will be used to reduce scouring of soils. Drains will terminate in the Mission Creek system.

ABORIGINAL ISSUES

Local Community

73. There is a large Aboriginal and Torres Strait Islander community in Cape York Peninsula and the closest of these communities to Weipa is located at Weipa South (Napranum). The Napranum Aboriginal Community is largely independent of the main town of Weipa, as it has its

own infrastructure and the local government responsibilities are performed by the Napranum Aboriginal Council.

Aboriginal Liaison Officer

74. Defence has appointed an Aboriginal Liaison Officer who visits Weipa every three to four months and is available to address issues of concern to the Napranum Aboriginal community. Defence advised the Committee that during the construction phase a RAAF Facilities Liaison Officer will be located in the Weipa area and one of the important duties of this officer will be to continue this liaison role with the Aboriginal community.

LOCAL IMPACT AND EMPLOYMENT

Civil Aviation

75. High usage of the airfield is not expected to cause any significant disruption to Weipa civil air services. Defence advised that standard RAAF air traffic control procedures would be used during exercises.

76. There is space available for civil aviation facilities at RAAF Base Scherger if required. It would be provided by Defence on a user pays principle.

Influx of Defence Personnel

77. Defence acknowledged that during exercises interaction between military personnel and the civilian community will increase. Defence expects that this interaction will have mainly positive effects. There will be increased expenditure in the local community by the Defence Force and its personnel. Local employment opportunities may eventuate to meet maintenance requirements of the airfield.

Use of Local Firms and Labour During Construction

78. Defence advised the Committee that during the construction period consideration will be given to structure some works, services and supply contracts to enable smaller north Queensland contractors and suppliers to tender. This could include some local contractors and the Napranum Aboriginal Council.

79. At the public hearing Defence indicated that during the construction of the airfield the average construction work force would be about 100 personnel, peaking at 200 personnel. Mechanical workshops, where plant and motor vehicles can be repaired are available at Weipa. At Napranum, there is a cement block-making plant and a sawmill is shortly to be set up.

Committee's Recommendation

80. Defence should encourage the use of the local work force and assist potential local tenderers in bidding for jobs.

CONSULTATION

Community Consultation

81. A community consultation and public awareness program was implemented as an integral part of the EIS process. This program consisted mainly of a telephone inquiry line, the distribution of several information sheets, media monitoring and discussions with particular interest groups.

82. At the release of the Draft EIS, specialists from Defence and Defence consultants provided public presentations to the Weipa community and to the Napranum Aboriginal community on the airfield proposal, and local and regional media were used to advertise these presentations.

83. The Napranum Aboriginal community expressed considerable interest in the airfield proposal from the outset of planning, and members of the community participated in the airfield site selection decision-making process. Regular visits by Defence personnel to the community have been undertaken since 1988. In total, 11 visits occurred during the period May 1988 to April 1992. In addition to these visits, Defence consultants have also visited the community to discuss various matters such as anthropology, land, compensation and employment issues.

Joint Consultative Committee

84. Defence has established a Joint Consultative Committee to facilitate consultation on the project and meetings have been held regularly. Membership of the committee includes representatives of:

- Defence
- Queensland Department of the Premier, Economic and Trade Development
- Napranum Aboriginal Council
- Comalco Aluminium Limited
- Cook Shire Council
- Aboriginal and Torres Strait Islander Commission.

Queensland Government

85. The Queensland Government advised the Committee as follows:

- it accepts the need for the airfield and the process that led to the selection of the site
- the liaison and open consultation that Defence has maintained with Queensland has been a major factor that has enabled the complex site issues to be resolved
- this level of consultation should continue through the detailed planning and construction phase of the project.

Comalco - Site Access Road

86. In a written submission to the Committee Comalco indicated that subject to a number of outstanding matters, to be resolved with the Commonwealth and the Queensland governments, including continuation of unrestricted access by the public along Comalco's road which connects with the Peninsula Developmental Road, discussions concerning the establishment of RAAF Base Scherger are proceeding satisfactorily. Defence advised that the Commonwealth has agreed to amend the access provisions in a manner which is acceptable to both Comalco and the Queensland Government.

Committee's Recommendation:

87. Defence should continue the already extensive process of consultation during the construction and post-construction phases.

Commonwealth Departments and Agencies

88. Defence advised that the following departments and agencies were contacted about the proposal:

- Aboriginal and Torres Strait Islander Commission
- Department of Transport and Communications
- Department of Industry, Technology and Commerce
- Australian Bureau of Statistics
- Australian Heritage Commission
- CSIRO
- Department of the Arts, Sport, the Environment and Territories, Commonwealth Environment Protection Agency
- Department of Finance
- Civil Aviation Authority.

Queensland Government Departments and Agencies

89. The following departments and agencies were contacted by Defence or its consultants regarding the development:

- Department of the Premier, Economic and Trade Development
- Department of Environment and Heritage
- Department of Family Services, Aboriginal and Islander Affairs

- Department of Primary Industries
- Department of Transport
- Department of Resource Industries
- Lands Department
- Queensland Tourist and Travel Corporation
- Queensland Electricity Commission
- Health Department
- Department of Housing and Local Government
- Department of Education.

Local Government

90. The following local government bodies were also contacted:

- Aurukun Shire Council
- Cook Shire Council
- Napranum Aboriginal Council.

Other Groups and Organisations

91. Other groups and organisations contacted were:

- Weipa community
- Napranum Aboriginal Community
- Comalco Aluminium Limited
- Australian Conservation Foundation

- Wilderness Society
- Wildlife Preservation Society of Queensland
- Queensland Conservation Council
- Wolverton Holding
- York Downs Holding
- Cape York Peninsula Development Association
- Weipa Chamber of Commerce
- Aboriginal Coordinating Council
- Australian Space Office
- Space Transportation Systems.

PROJECT PROGRAMMING

Cost

92. Defence advised that the estimated total outturn project cost of the proposed works is \$198.35m, which equates to \$166.65m at December 1991 prices. The cost includes consultants' fees and furniture fittings.

Project Completion

93. The Committee was advised that the completion of the works will be dependent on departmental priorities. Current plans envisage completion in June 1999. The Committee questioned Defence about the need for a six-year construction program. Defence indicated that the project could be finished two years earlier. The timing and duration of the project are geared to other competing priorities within the Defence budget.

Contracts

94. Defence proposes to use the Head Contract form of contract for the delivery of works packages which are required to construct the airfield.

Army Involvement in Construction

95. The Army will be used on the construction of selected works and the value of these works, if they were done by civilian contractors, would be about \$50m. The works to be undertaken by the Army will cost about \$32m, thereby creating savings of about \$18m in capital costs to Defence. The type of work that the Army will undertake will be commensurate with its capabilities and experience. Defence advised that it is planned that during the first four years of construction, most of the work will be undertaken by the Army. In 1993, it is expected that there will be about 30 Army personnel on site and, for the years 1994-96, it is expected that there will be about 90 Army personnel there.

96. The Committee asked Defence if the Army engineers had carried out similar types of work on large projects. Defence assured the Committee that the type of work that the Army will be undertaking will be commensurate with experience and capability. It will comprise bulk earthworks, heavy civil engineering construction and Army engineers have undertaken this type of work before but not on a project as large as is proposed.

Committee's Conclusion

97. The use of Army engineers for construction offers cost savings as well as providing an ideal opportunity for Army personnel to be involved in a large-scale construction project.

Committee's Recommendations

98. Defence should consider using the Army for future major Defence works of a similar nature.

99. The Committee recommends the development of RAAF Base Scherger at Peppan, Cape York Peninsula, at \$166.65m at December 1991 prices.

CONCLUSIONS AND RECOMMENDATIONS

100. The Committee's conclusions and recommendations, and the paragraph in the report to which each refers, are set out below:

	Paragraph
1.	There is a need for an airfield in the north-east of Australia to enable the RAAF to undertake tasks assigned to it by the Government in relation to airspace control, air defence surveillance, protection and support of the region. 26
2.	The airfield should be located in an area close to Weipa which satisfies strategic and operational considerations as well as having available a number of facilities important for logistic support of a RAAF base in the area. 27
3.	The selection of the site at Peppan was carried out after an extensive site selection process. 28
4.	The Peppan site offers considerable advantages over the other sites examined. 29
5.	The use of the site at Peppan by the RAAF would not be incompatible with, and could be complementary to, future spaceport developments on Cape York. 30
6.	Whilst the scope of the proposed work is extensive, the Committee agrees that in order for the airfield to function as a facility for exercises and deployments, it can be justified on the basis of operational requirements and experience which have been gained from the design, construction and operation of a similar facility at RAAF Base Curtin and the airfield at RAAF Base Tindal. 36

	Paragraph
7. Provided the site of the proposed outstation is outside the core area, Defence liaise with the local Aboriginal community about its development and access.	39
8. An energy audit of RAAF Base Curtin, both during stand-downs and deployments and exercises be undertaken during the development of RAAF Base Scherger and, where relevant, the recommendations of the energy audit be applied to facilities and other structures being provided at RAAF Base Scherger.	51
9. A plan should be developed for the protection from bushfires of combustible facilities and structures on the Base.	57
10. The environmental impact assessment of the proposal carried out by Defence and its consultants was extensive and all statutory requirements have been met.	62
11. The development of an Environmental Management Plan for the construction and post-construction phases should continue the process of sensitivity to environmental issues and implement environmentally sound strategies.	63
12. Before the haulage of hard rock from the Bald Hill quarry site commences, Defence develop a plan to minimise dust levels on the haulage road and this plan should be implemented.	69
13. Haulage contractors should be required to observe all reasonable precautions to ensure that the safety of motorists on the Peninsula Developmental Road is not compromised by heavy truck usage during the haulage period.	70

	Paragraph
14. Defence should encourage the use of the local work force and assist potential local tenderers in bidding for jobs.	80
15. Defence should continue the already extensive process of consultation during the construction and post-construction phases.	87
16. The use of Army engineers for construction offers cost savings as well as providing an ideal opportunity for Army personnel to be involved in a large-scale construction project.	97
17. Defence should consider using the Army for future major Defence works of a similar nature.	98
18. The Committee recommends the development of RAAF Base Scherger at Peppan, Cape York Peninsula, at \$166.65m at December 1991 prices.	99

Colin Hollis

Colin Hollis
Chairman

7 December 1992

APPENDIX A

WITNESSES

CALLOPE, Mr Jack, Elder of the Peppan Tribe, Post Office, Weipa South, Queensland, 4874

CORNISH, Mr Bernard Harold, Manager, Defence Projects, Australian Construction Services, 313 Adelaide Street, Brisbane, Queensland, 4001

DONAHOO, Group Captain John Patrick, Director Facilities Engineering and Services, Air Force, Department of Defence, Russell Offices, C-3-11, Australian Capital Territory, 2600

KENNEDY, Air Commodore James Frederick George, AM, Director General Facilities, Air Force, Department of Defence, Russell Offices, C-3-13, Australian Capital Territory, 2600

McCORMACK, Air Commodore Errol John, Director General Force Development (Air), Department of Defence, Russell Offices, B-1-02, Australian Capital Territory, 2600

MOODY, Mr Trevor Laurence, Senior Project Manager, Project Services, Australian Construction services, 470 Northbourne Avenue, Dickson, Australian Capital Territory, 2602

PHILLIPS, Wing Commander Richard Sidney, Project Director, RAAF Base Scherger, Department of Defence, Russell Offices, C-3-10, Australian Capital Territory, 2600

WILSON, Mrs Mavis, Senior Elder of the Peppan Tribe, Post Office, Weipa South, Queensland, 4874

APPENDIX B

DESCRIPTION AND JUSTIFICATION OF THE PROPOSED WORKS

1. Aircraft Pavement and Flight Strips

- Main runway - 3050 m long, 50 m wide (including 2.5 m shoulders on each side).

Justification: The central 23 m section of the runway is to be designed for continuous operation of aircraft up to B707 size and restricted operations of B747-400 aircraft. The outer 11 m panels cater for one movement per six month period of B707 aircraft, one movement per year of B747-400 aircraft, continuous operation of Hornet aircraft and continuous operations of airfield support vehicles.

- Parallel taxiway - 3050 m long, 30 m wide, end connecting taxiways, 300 m long, 30 m wide.

Justification: This taxiway is to be designed for continuous operations of aircraft up to B707 size. A parallel taxiway reduces the time aircraft spend on the runway, and therefore increases the rate of takeoffs and landings on the main runway. This runway also forms a 2450 m emergency runway.

- Two high speed exit taxiways - 30 m wide to connect the main runway to the parallel taxiway.

Justification: These taxiways are to be designed for continuous operation of aircraft up to B707 size. These taxiways further reduce time aircraft spend on the runway thereby increasing the rate of takeoffs and landings on the main runway.

- Extension of a high speed exit taxiway to form a 1525 m long emergency runway.

Justification: This oblique taxiway is to be designed for use by F111 and Hornet aircraft over the entire length and is to form an

emergency runway. Emergency runways provide an alternate runway for aircraft landings and takeoffs if the main runway is not available for use.

- Fighter/strike aircraft dispersal area and ordnance loading apron comprising ten dispersed ordnance loading aprons required for the loading of ordnance, aircraft parking and operational level maintenance to Hornet and F111 aircraft.

Justification: The pavements to these aprons are to be capable of withstanding continuous operations of F111 and Hornet aircraft. The ten dispersed ordnance loading aprons are required to enable deployed aircraft to be loaded with explosive ordnance in a manner that complies with Defence safety standards. Ten aprons are required to ensure two flights of four aircraft can be launched. This is necessary because each flight of four aircraft requires a fifth aircraft to be fuelled and loaded with ordnance, in the event that one of the other aircraft becomes unserviceable prior to takeoff.

- Maritime/transport aircraft dispersal area and Ordnance Loading Aprons (OLAs) comprising two OLAs for Orion (P3C) and Hercules (C130) aircraft.

Justification: These aprons are to be capable of withstanding continuous operations of P3C and C130 aircraft and are required to provide dispersed aircraft parking and for loading and unloading of ordnance to these aircraft types.

- General purpose apron comprising high strength pavement for the parking of transient aircraft.

Justification: This apron is to be capable of withstanding continuous operations of aircraft up to B707 size and to accommodate two B747 and two C130/P3C aircraft simultaneously.

- Management apron comprising apron facilities for fighter/strike aircraft at the south-west end of the main runway.

Justification: These aprons are to be capable of withstanding continuous operations of four Hornet or two F111 aircraft. Management aprons are provided to facilitate safe arming/de-arming

of aircraft weapons. Before aircraft depart on an armed mission or weapons program, they are parked on the management apron to allow final closure of all weapons systems firing circuits. This is a safety procedure to provide some measure of control over the possibility of an inadvertent discharge of a weapon during the final circuit arming procedure. Similarly, aircraft returning from a mission or weapons program require an apron where the weapons can be 'made safe to taxi'. This procedure is the reverse of the arming procedure prior to takeoffs: pins are inserted where required to prevent inadvertent discharge of weapons. The management apron can also be used by aircraft parked in a state of combat readiness for air defence operations and for marshalling strike aircraft prior to a mission.

- Two helipads for separate operation of helicopters.

Justification: These helipads are to be capable of withstanding sustained operations of Blackhawk helicopters.

- Installation of ducts at regular intervals under aircraft pavements.

Justification: Ducts are required to allow for additional engineering services and cables to be installed underground without the need to trench the pavement.

- Installation of airfield lighting on the runway, taxiways and aprons and mains and emergency power to be supplied from the airfield lighting power centre. Provision of apron floodlighting to the general purpose apron and the two maritime/transport OLAs.

Justification: Airfield lighting is necessary for safe nighttime and poor visibility daytime operations.

- Provision of drains and associated works for the collection and disposal of stormwater.

Justification: Drainage works are necessary for the prevention of flooding and erosion of the airfield and to prevent siltation of surrounding streams.

- Clearance of trees and shrubs and selective tree lopping.

Justification: Site clearing is necessary to meet RAAF airfield clearance planes and obstruction restriction criteria and to enable the construction of airfield facilities.

- Airfield revegetation comprising the revegetation of areas which are to be disturbed during construction.

Justification: Revegetation areas are required to minimise the impact of the works and to prevent erosion.

- Foundations for aircraft arrester systems.

Justification: Concrete foundations are required to enable deployable aircraft arrester systems to be installed during aircraft operations. Aircraft arrester systems are used by aircraft when aborting takeoff or when experiencing braking difficulties during landings.

- Airfield fortifications comprising two concrete pillboxes and formwork to produce additional pillboxes.

Justification: These fortifications are passive defence measures required for the ground defence of the proposed airfield. Additional pillboxes may be provided in the future as necessary prior to exercises and deployments by using the concrete formwork.

2. Squadron Operational and Technical Facilities

- Provision of permanent and transportable facilities incorporating briefing rooms, offices, mission preparation room and ablutions as well as associated technical facilities and storage space for equipment and oxygen containers.

Justification: Operational facilities are to be housed in earth-covered structures with ground level access. Technical support facilities will be housed in transportable buildings. A squadron deployed to the proposed airfield will require a facility in which flying missions can be planned, prepared and managed. Technical facilities are required to provide for aircraft operational level maintenance.

3. Aircraft Shelters

Provision of ten aircraft shelters - one at each fighter/strike aircraft OLA.

Justification: Ten aircraft shelters are required for the fighter/strike OLAs. The shelters will be open-ended and will provide a taxi-through capability and enable limited aircraft maintenance. Aircraft shelters reduce the harsh environmental effects on aircraft, equipment and personnel. The harsh environment, particularly the heat build-up combined with ultraviolet radiation degrades cockpit materials, seals and instruments necessitating premature costly replacement. Seasonal monsoon conditions lead to water ingress contributing to increased corrosion and damage to instruments. Aircraft shelters alleviate these problems by keeping the aircraft out of the sun and rain. The shelters are to be hardenable.

4. Site Facilities for Deployable Air Traffic Control Facilities and Navigation Aid Equipment; Firefighting Equipment

- The site facilities include hardstands, power and communications for deployable cabins and equipment. Firefighting facilities include transportable buildings together with a fire tender hardstand.

Justification: The deployable air traffic control and navigation equipment site facilities are required for the safe operation of aircraft. The firefighting facilities are required to provide basic accommodation and fire tender parking during exercises and deployments. Fire tenders are needed for aircraft firefighting and rescue.

5. Base Operations Centre

- The provision of an above-ground buried facility to serve as the base operations centre.

Justification: This facility is required to provide accommodation for communications, flight services and a command post for use during exercises and deployments.

6. Site Facilities for Strategic Communications

- The provision of roads, hardstands, power and communication cables and associated ductwork.

Justification: These facilities include one transmitter site and two receiver sites. These sites are necessary to establish communications during exercises and deployments.

7. Aviation Fuel Storage

- The provision of permanent facilities consisting of fourteen 150 000 litre above-ground buried tanks and associated pumps, pipework, offload and dispensing facilities, pollution control measures, an administration area, and undercover shelter for refuelling vehicles.

Justification: These facilities are the minimum required for the safe storage of AVTUR fuel to deployed aircraft. The proposed installation provides storage capacity similar to that at Learmonth and RAAF Base Curtin (WA) and conforms to the 'standard northern layout' using passive protection, standard tank sizes and other features.

8. Explosive Ordnance Storage

- Permanent facilities for two earth-covered, concrete igloo explosive ordnance storage buildings.

Justification: These facilities are required to safely store explosive ordnance. They are to be separated from other facilities by distances specified in Defence explosive ordnance safety principles.

9. Explosive Ordnance Preparation

- The provision of permanent facilities for bomb preparation and bomb pre-load (both with drive-through capability). The pre-load facility is to be a traversed area. The bomb preparation facility is to be an earth-covered concrete igloo structure.

Justification: Facilities for the preparation of explosive ordnance are necessary to support aircraft operations and they are to be separated

from other facilities by distances specified in Defence explosive ordnance safety principles.

10. Air Movements Facilities

- Permanent and transportable facilities are to be provided and include a cargo hangar with drive-through capability for cargo vehicles, an office, toilet block, and aircraft toilet waste disposal point.

Justification: The air movements cargo hangar is necessary to process incoming and outgoing air cargo and personnel, or to provide short-term storage for air cargo, or to act as a cyclone refuge for unserviceable aircraft of up to F111 size, or to provide a facility for aircraft maintenance. The hangar is to be used for plant maintenance during the construction phase.

11. Base Ground Security Patrol Facilities

- The provision of permanent shelter and transportable facilities for use by police dogs and handlers.

Justification: The facilities are required to house ten dogs and provide storage and office accommodation. Police dogs will be utilised during exercises and deployments to maintain security within the base by preventing unauthorised access to restricted areas.

12. Equipment Store

- A permanent storehouse which incorporates an armoury, vault and caged security store. Offices and toilets are to be provided in transportable buildings.

Justification: The store is required to facilitate the receipt, storage, issue, recovery and disposal of goods delivered or collected by vehicles ranging from light trucks to articulated trucks of all sizes. Initially it is proposed to house three generators to provide temporary power to the base during the construction phase until the completion of the central power station. These generators are to be housed in skid-mounted containers that are sound attenuated and ventilated. When the central power station is completed, the generators will be relocated to this facility.

13. Motor Transport Facility

- Permanent and transportable facilities consisting of an open-sided vehicular shelter and office accommodation together with hardstanding and a fuel dispensing area.

Justification: These facilities are necessary to maintain, park and refuel vehicles. During the construction phase, this facility is to be used for the refuelling and maintenance of construction plant and vehicles.

14. Messing Facilities

- The provision of modular facilities for messing, including a kitchen, dining and recreation area. The kitchen is to be designed to cater for 400 personnel and the dining area for 200 personnel.

Justification: The facilities are to serve a two-fold purpose. Initially they are to be used by the construction work force and when airfield construction is completed, they are to be used for up to 400 personnel on exercises and deployments.

15. Living-in Accommodation

- The provision of transportable facilities consisting of 40 airconditioned accommodation buildings and laundry/ablution cabins. Tent sites and an administration building are also proposed.

Justification: Ablution blocks and laundry facilities for 400 personnel, and sleeping quarters for 200 personnel are required for exercises and deployments. Tent sites are also required to accommodate 200 personnel (100 two-man tents). An administration building is required to house a manager, a reception area and a linen store. These facilities are to be used to accommodate the construction work force during the construction phase.

16. Operational Support Administration Facilities and Medical Facilities

- Transportable facilities for an administrative facility (support unit headquarters), an office and a radio workshop, base security section and ablutions. Accommodation for medical and dental facilities are also proposed.

Justification: These office, workshop and ablution areas are necessary to provide the administrative support during exercises and deployments. Medical facilities are also required including a sick bay, medical consulting and examination rooms, treatment room, reception/waiting area, dental surgery, medical/dental store and accommodation for environmental health staff. These facilities are necessary to provide medical support for service personnel on exercises and deployments. During the construction phase, these facilities are to be used as contractor site offices and for first aid.

17. Caretakers' Facilities

- The provision of transportable office facilities, storage shed and workshop, carports and hazardous goods store.

Justification: These working facilities are necessary for the two caretakers who will have ongoing maintenance responsibilities and for facilities personnel during exercises. Part of these facilities are to be used to provide for a soils laboratory and a hazardous goods store during the construction phase.

18. Site Services and Setworks to Married Quarters

- Site services only are proposed.

Justification: Site services required to service two married quarters to be provided by the Defence Housing Authority. These facilities will accommodate construction supervision personnel during the construction phase and the two caretakers and their families at the completion of construction.

19. Engineering Services

- The provision of engineering services including:

- roads and drainage
- fencing and boundary clearing
- water supply bores, storage and reticulation
- sewerage reticulation and treatment
- waste disposal facility

- power generation and electrical reticulation
- engineering services monitoring
- communications.

Justification: These works are an essential part of the proposed airfield development and are required so that basic services can be provided to the proposed facilities where necessary.

20. Support Services

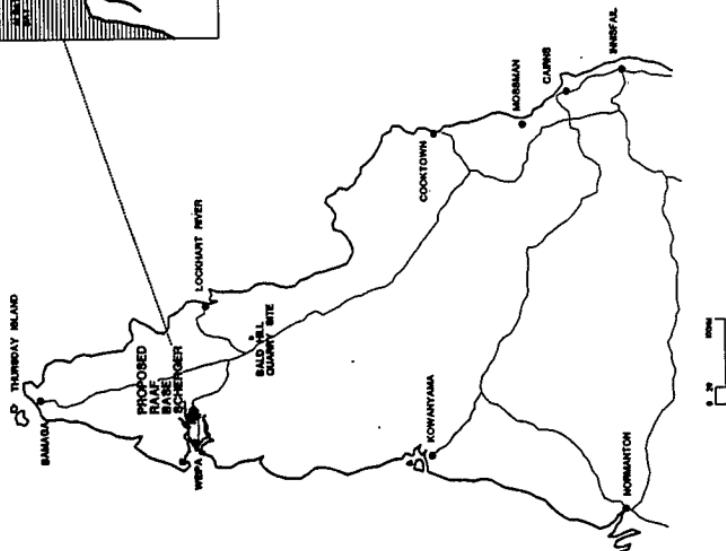
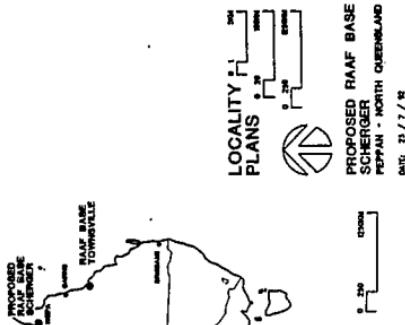
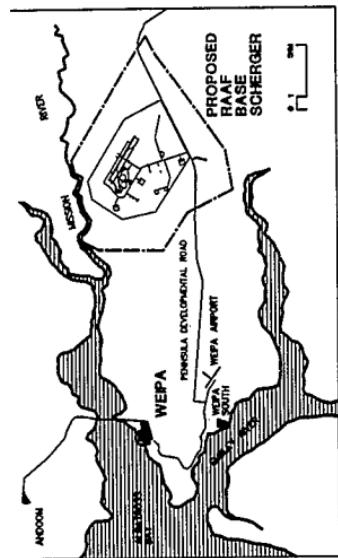
- Establishment of the Bald Hill hard rock quarry. Also included is an airfield site office, a workshop, store, and ablutions. Maintenance of the Peninsula Developmental Road and quarry royalties to the State Government are also included. In addition, the operation and operational maintenance of roads, water supply system, sewerage system, waste disposal facility, temporary power supply system and airconditioning plant to site buildings are included.

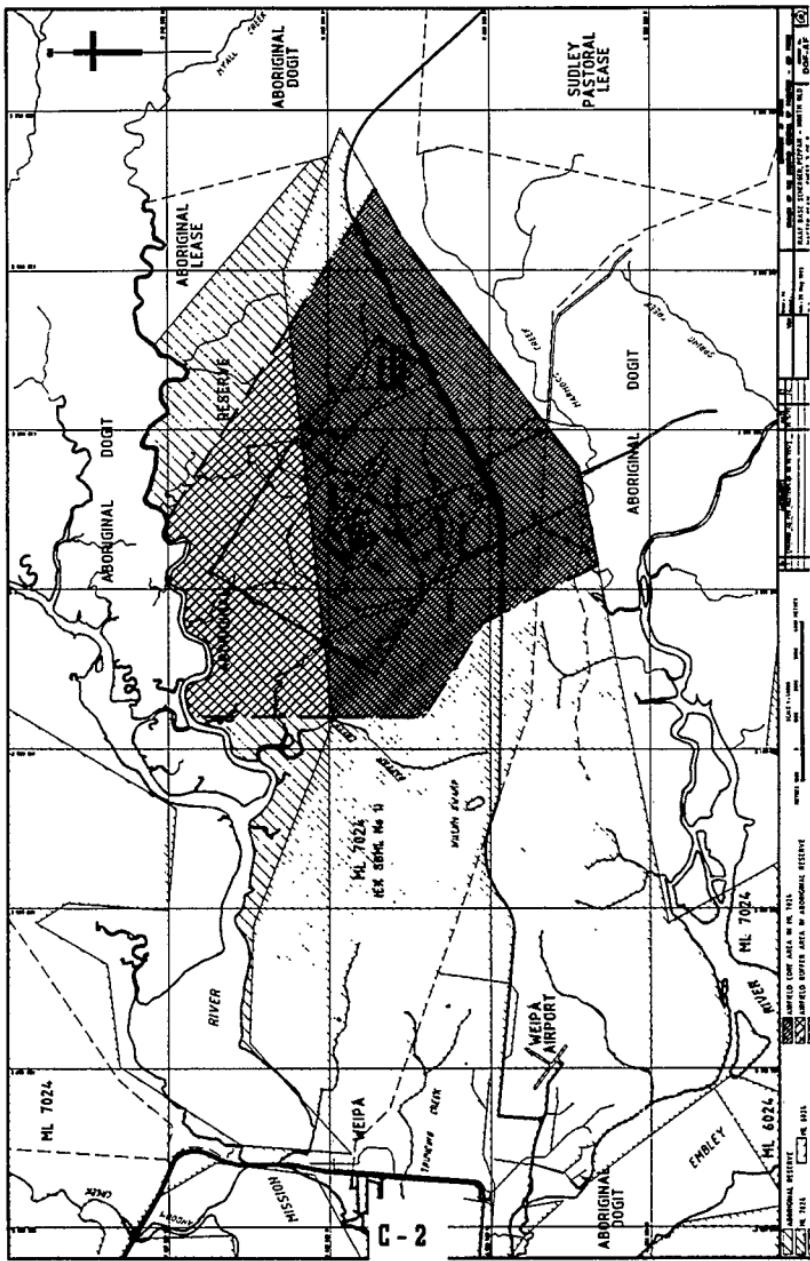
Justification: Facilities are required for support services. To develop the quarry site, it is necessary to arrange site preparation and an access road to the site. The Peninsula Developmental Road needs to be maintained during the rock haulage phase. Moreover, quarry royalties are to be paid to the State Government. At the airfield there will be a requirement for the maintenance of engineering site services and site buildings during construction. Facilities are also required by the project manager/superintendent during the construction phase. At the completion of the project these facilities are to be used by airfield maintenance personnel.

APPENDIX C

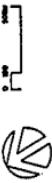
MAPS AND PLANS

	Page
Locality Plans	C - 1
Airfield core and buffer areas	C - 2
Proposed airfield development	C - 3
Aircraft pavements and flight strips	C - 4
Fighter/Strike ordnance loading aprons	C - 5
Management and general purpose aprons	C - 6
Airfield site clearing and revegetation	C - 7
Squadron operational and technical facilities - site plan	C - 8
Operations facility	C - 9
Technical support facilities	C - 10
Aircraft shelters	C - 11
Base operations centre	C - 12
Aviation fuel storage	C - 13
Explosive ordnance storage	C - 14
Explosive ordnance preparation - bomb preload	C - 15
Explosive ordnance preparation - bomb preparation	C - 16
Cargo Hangar	C - 17
Messing facilities - site plan	C - 18
Messing facilities	C - 19
Living-in accommodation	C - 20
Operational support, administration and medical facilities	C - 21
Road layout and fencing	C - 22
Water supply tower, high level tanks and plant room	C - 23
Central power station	C - 24



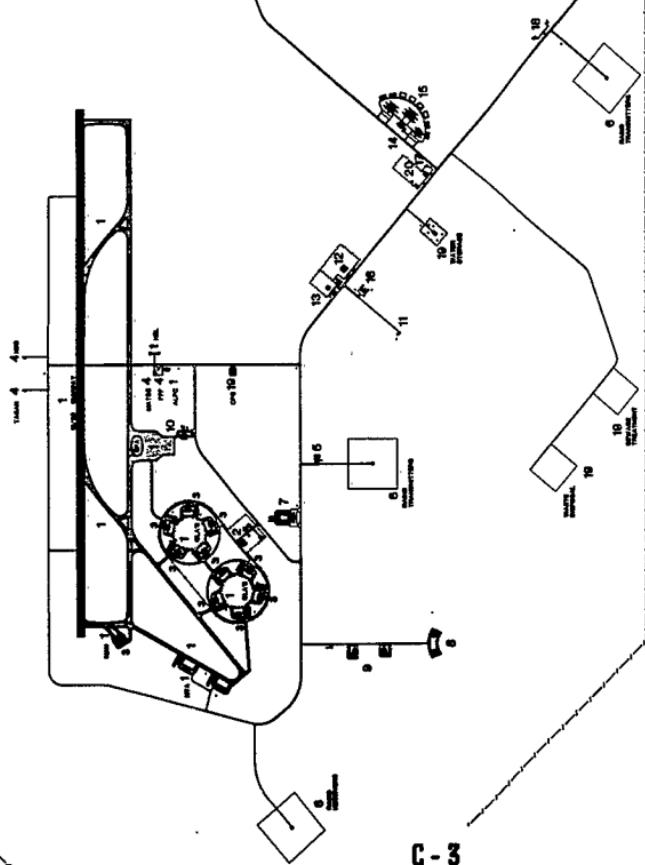


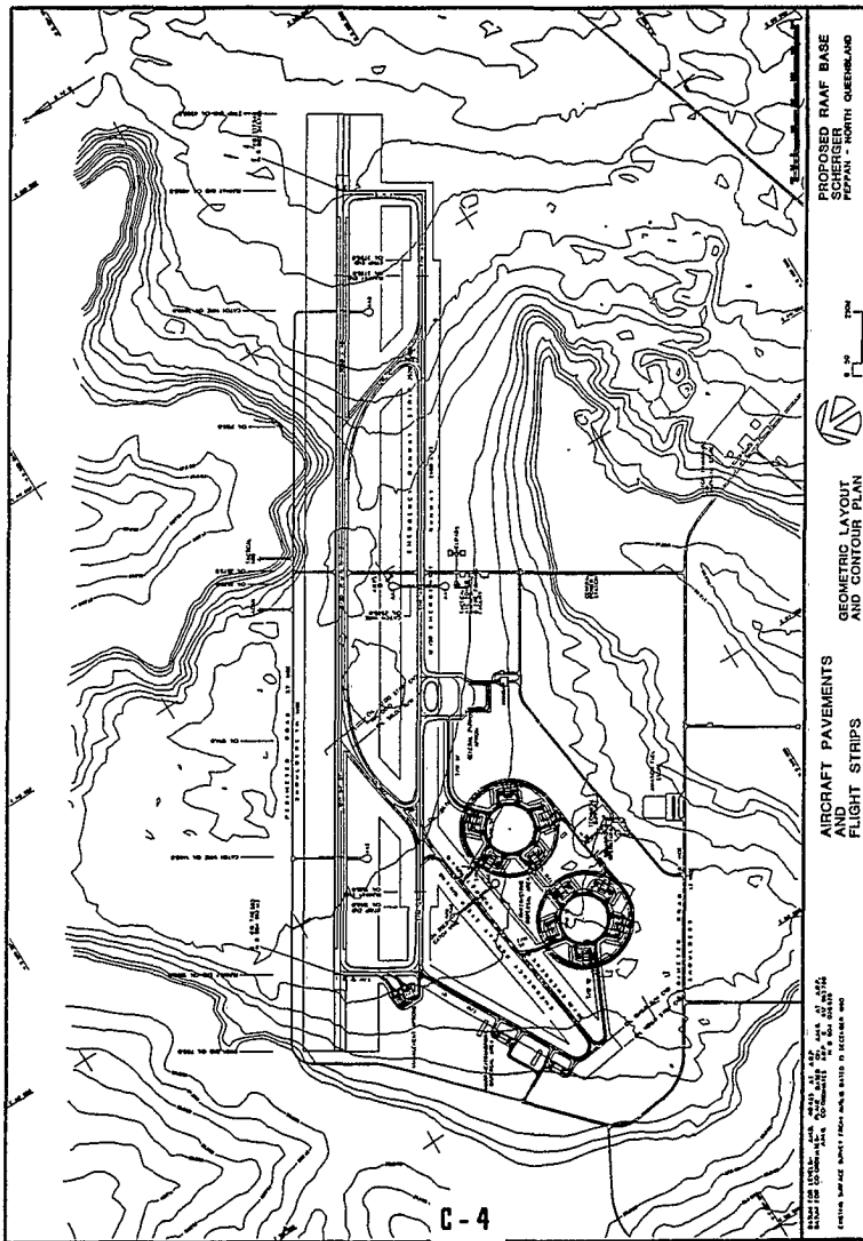
**PROPOSED
AIRFIELD
DEVELOPMENT**



**PROPOSED RAAF BASE
SCHERGER**

LEVEL	ACQUITY REQUIREMENTS AND
1	ACQUITY REQUIREMENTS AND 1 FLIGHT STOPS
2	FLIGHTS, OPERATIONAL, AND TECHNICAL FACILITIES
3	ACQUITY REQUIREMENTS AND 1 FLIGHTS, OPERATIONAL, AND TECHNICAL FACILITIES
4	ACQUITY REQUIREMENTS AND 1 FLIGHTS, OPERATIONAL, AND TECHNICAL FACILITIES
5	ACQUITY REQUIREMENTS AND 1 FLIGHTS, OPERATIONAL, AND TECHNICAL FACILITIES
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19	ACQUITY REQUIREMENTS AND 1 FLIGHTS, OPERATIONAL, AND TECHNICAL FACILITIES
20	ACQUITY REQUIREMENTS AND 1 FLIGHTS, OPERATIONAL, AND TECHNICAL FACILITIES





PROPOSED RAAF BASE
SCHERGER
PEPPAN - NORTH QUEENSLAND

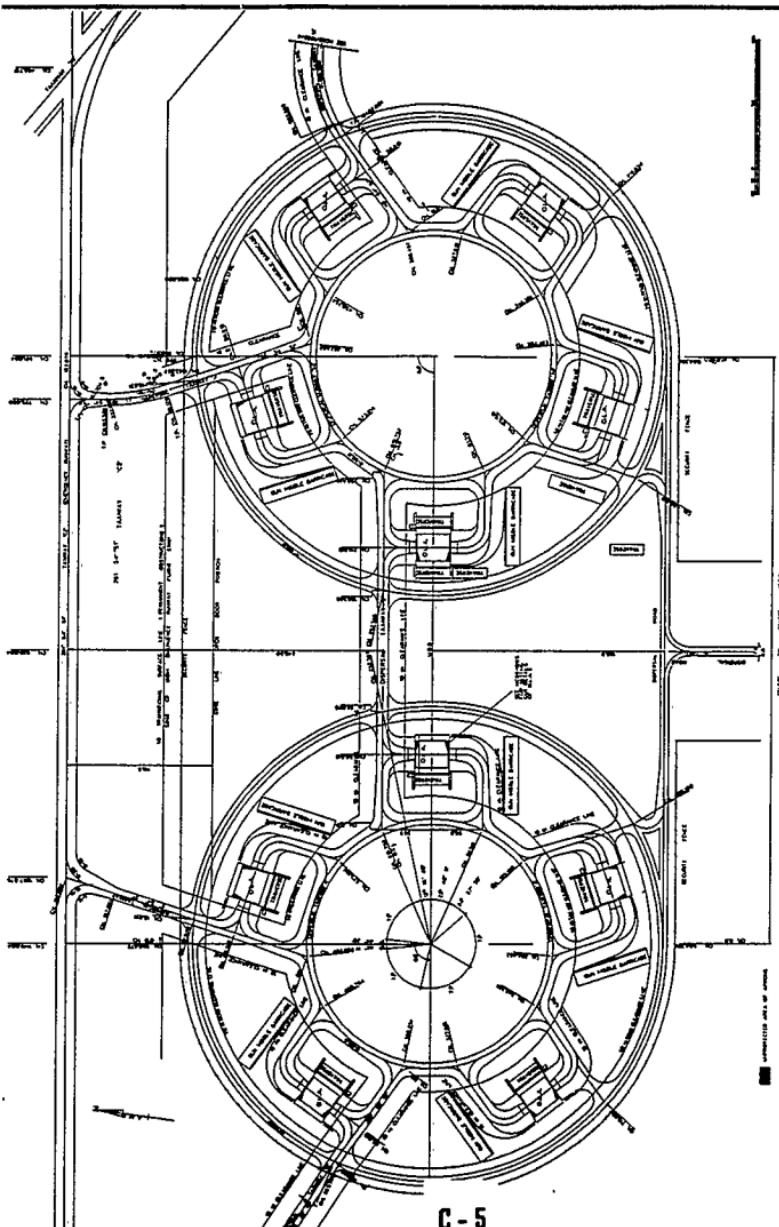


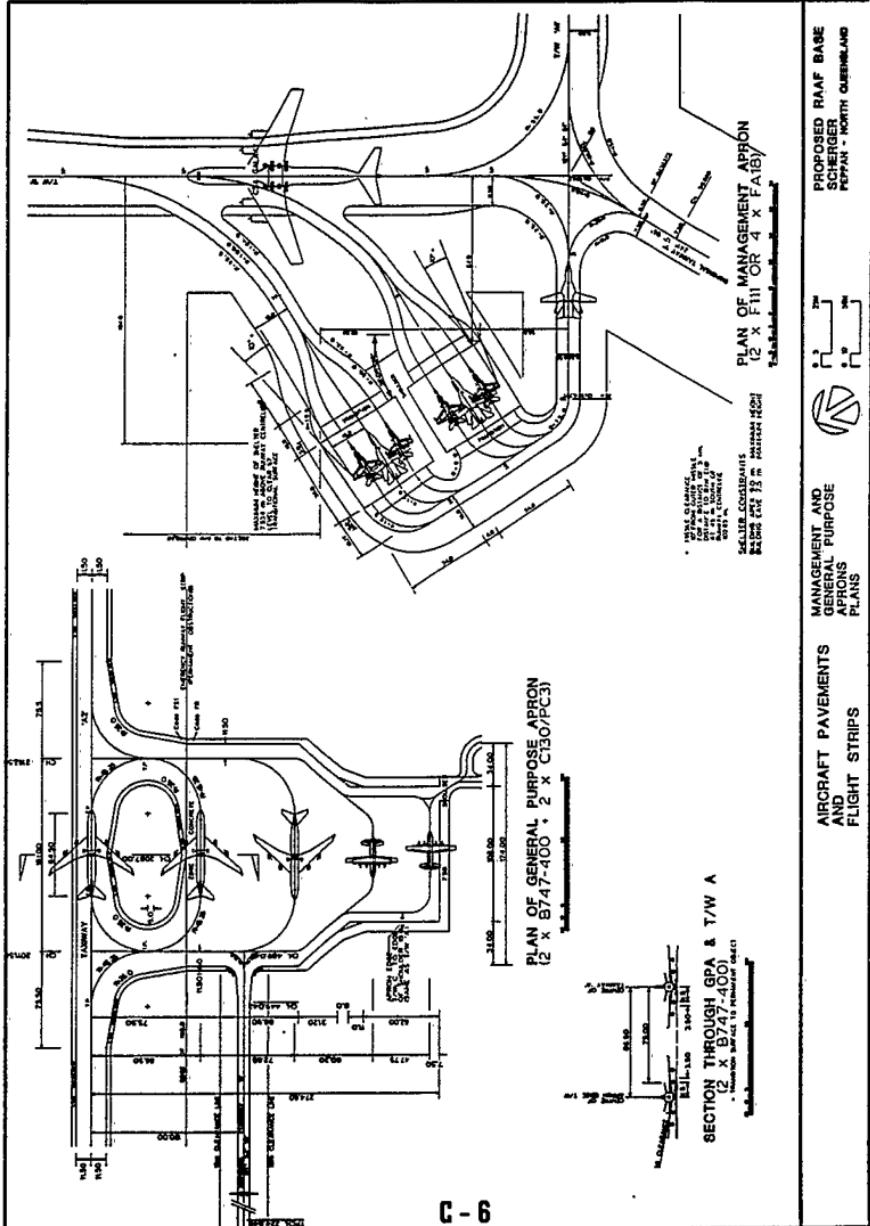
FIGHTER / STRIKE
ORDNANCE LOADING
APRONS

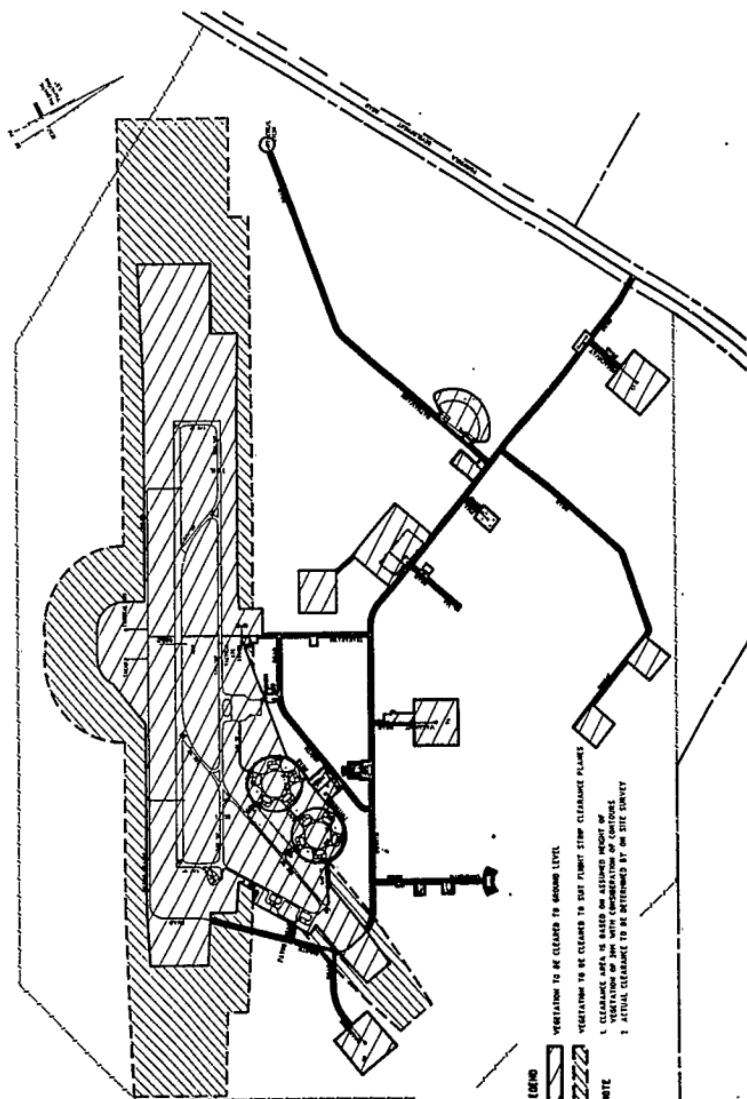
AIRCRAFT PAVEMENTS
AND
FLIGHT STRIPS

SITE PLAN

C - 5







LEGEND
VVVV VERTATION TO BE CLEARED TO GROUND LEVEL

VVVV VERTATION TO BE CLEARED TO STAY TIGHT STEP CLEARANCE PLANES

NOTE
1. CLEARANCE AREA IS BASED ON ASSUMED HEIGHT OF

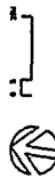
VERTATION OF 3000 WITH COMPENSATION OF 10%

2. ACTUAL CLEARANCE TO BE DETERMINED BY SITE SURVEY

C-7

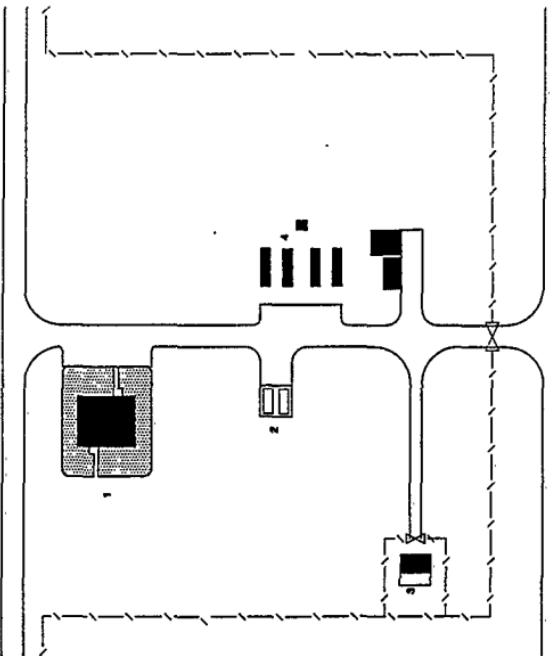
DEPARTMENT OF DEFENCE		BRANCH OF THE DIRECTOR GENERAL OF FACILITIES - AIR FORCE	
WOS Chaser,		Date: 30/3/1955 File No.:	RAAF BASE SCHERGER

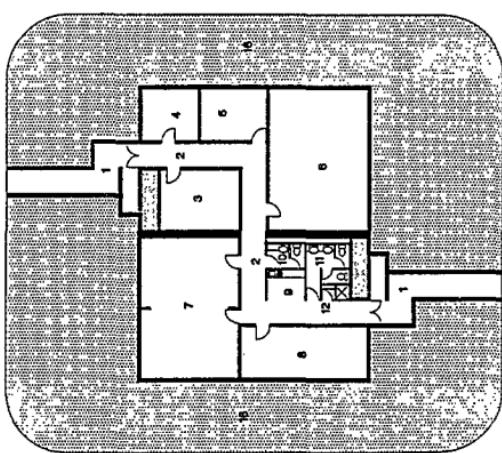
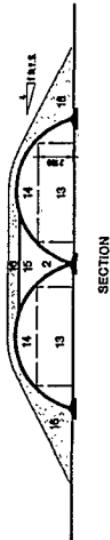
SQUADRON
OPERATIONAL AND
TECHNICAL FACILITIES
SITE PLAN



PROPOSED RAAF BASE
SCHERGER - NORTH QUEENSLAND

SITE PLAN





FLOOR PLAN

LEGEND	84' 0"
1. BATTALION ROOM	42' 0"
2. BATTALION PLANT	42' 0"
3. BATTALION CO. 2	42' 0"
4. BATTALION CO. 3	42' 0"
5. BATTALION CO. 4	42' 0"
6. BATTALION CO. 5	42' 0"
7. BATTALION CO. 6	42' 0"
8. BATTALION CO. 7	42' 0"
9. BATTALION CO. 8	42' 0"
10. BATTALION CO. 9	42' 0"
11. BATTALION CO. 10	42' 0"
12. BATTALION CO. 11	42' 0"
13. BATTALION CO. 12	42' 0"
14. BATTALION CO. 13	42' 0"
15. BATTALION CO. 14	42' 0"
16. BATTALION CO. 15	42' 0"

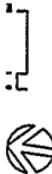
SQUADRON
OPERATIONAL AND
TECHNICAL FACILITIES
OPERATIONS FACILITY
FLOOR PLAN
AND SECTION

PROPOSED RAAF BASE
SCHERGER
PEPPAN - NORTH QUEENSLAND

SQUADRON OPERATIONAL AND TECHNICAL FACILITIES

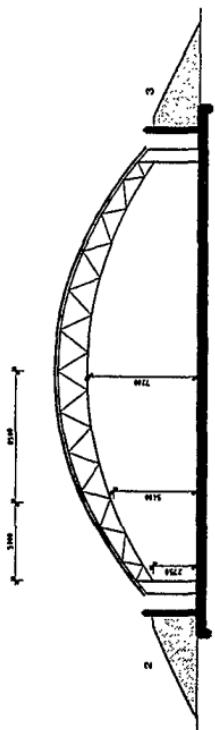
TECHNICAL SUPPORT

FLOOR PLANS



**PROPOSED RAAF BASE
SCHERGER
TEPPAH : NORTH QUEENSLAND**

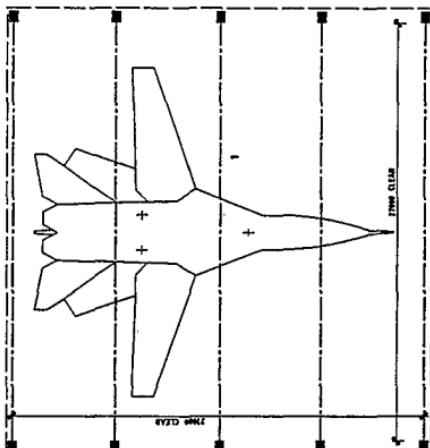
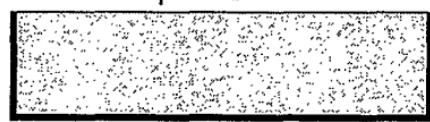
FLOOR PLAN



SECTION 1

LEGEND
1 AIRCRAFT PARKING
2 TANDEM TIRE
3 TANDEM (TIRE & BRAKE)
4 ACOSTIC SHIELD

1000 ft
700 m

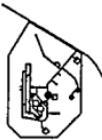


FLOOR PLAN

ORDNANCE LOADING
APRON
(OLA's)
AIRCRAFT SHELTERS
FLOOR PLAN & SECTION

1000 ft
700 m

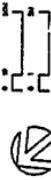
PROPOSED RAAF BASE
SCHERGER
PEPPAN - NORTH QUEENSLAND



LEGEND	
1	TOILET, SHOWER
2	PLANT ROOM
3	VALLEY
4	COMMUNICATING ROOM
5	OFFICE
6	ALL PLANE
7	ALL PLANE
8	TOILET
9	TOILET
10	TOILET
11	TOILET
12	GROUND, STORE
13	GROUND, STORE
14	ALERT, SERVICES
15	ALERT, SERVICES
16	SANITARY CLOTHES, HAND AND
17	SANITARY CLOTHES, HAND AND
18	REFUGIUM, SITE
19	REFUGIUM, SITE
20	REFUGIUM, SITE
21	REFUGIUM, SITE
22	REFUGIUM, SITE

BASE
OPERATIONS
CENTRE

FLOOR PLAN, SECTION
AND SITE PLAN

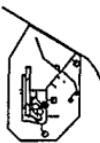


PROPOSED RAAF BASE
SCHERGER
PEPPAN - NORTH QUEENSLAND

FLOOR PLAN

SITE PLAN

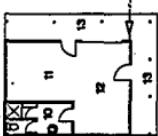
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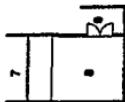
SECTION 1



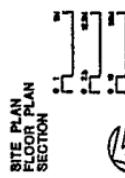
PLAN COMMUN



PLAN PUMP HOUSE



SITE PLAN



AVIATION FUEL
STORAGE

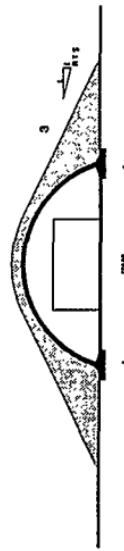


**PROPOSED RAAF BASE
SCHERGER
PEPPAN - NORTH QUEENSLAND**

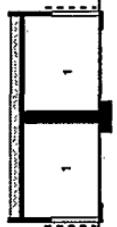


LEGEND
1 PAVING
2 STONE
3 EARTH WORK
4 SEDIMENT TERRAIN

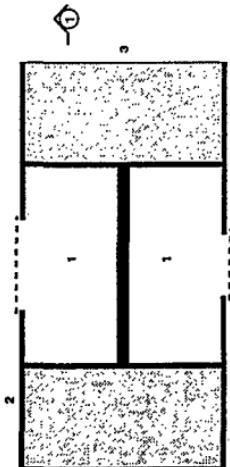
PAVEMENTED SURFACE 84.46 m



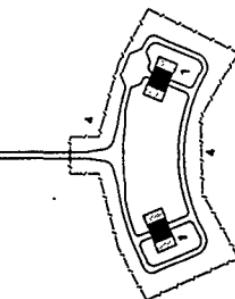
SECTION 1



SECTION 2



PLAN



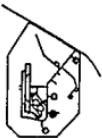
SITE PLAN

EXPLOSIVE
ORDNANCE
STORAGE
SITE PLAN
SECTION



PROPOSED RAAF BASE
SCHIERER
PEPPAN - NORTH QUEENSLAND

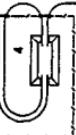




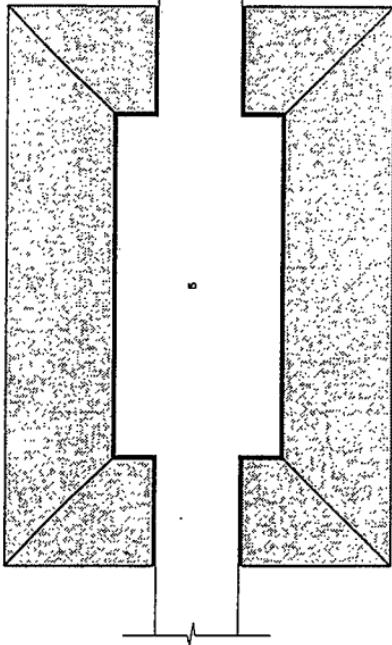
LEGEND
1 AMMUNITION
2 AMMUNITION BLOCK TYPE 4
3 COLD AIR INTAKE
4 COOLING TOWER
5 DRAIN TRENCH
6 FLOOR BOARD



SECTION 1



C - 15

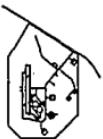


PLAN

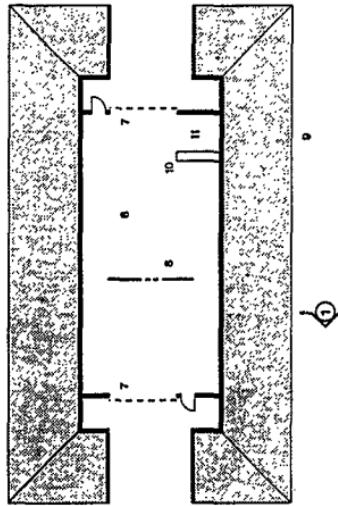
SITE PLAN

PROPOSED RAAF BASE
SCHERGER
PEPPAN - NORTH QUEENSLAND

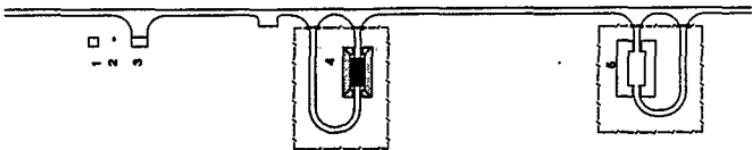




SECTION 1



PLAN



SITE PLAN

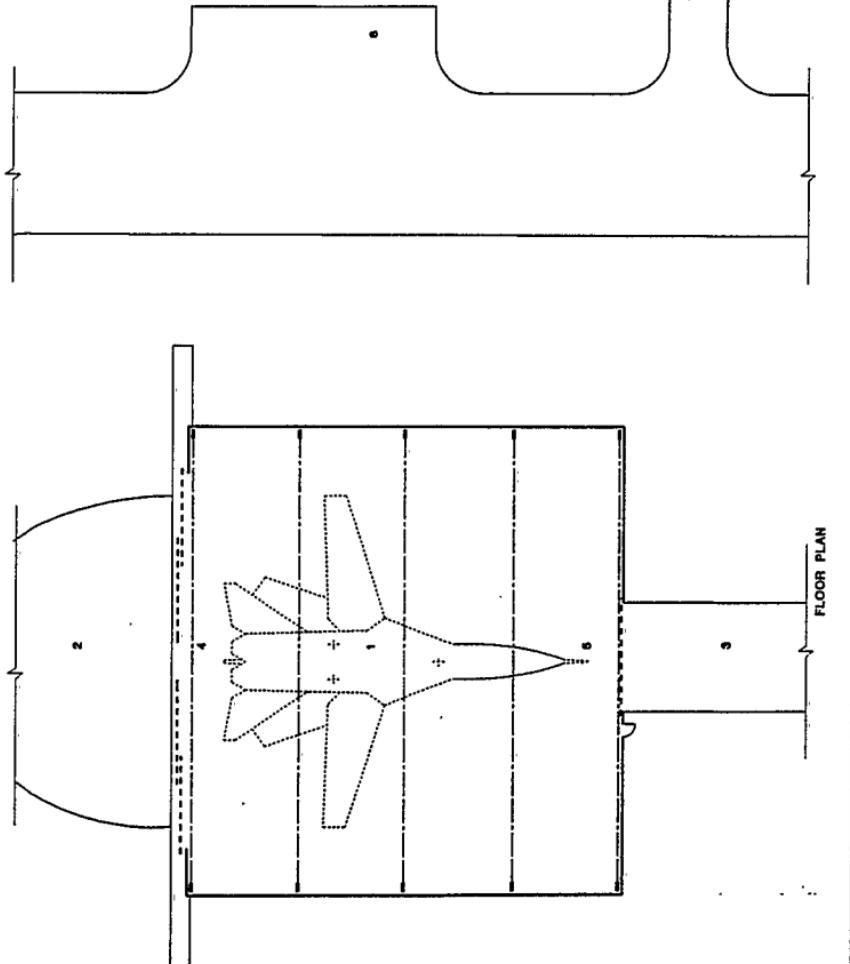
BOMB PREPARATION

**PROPOSED RAAF BASE
SCHERGER
NEAR M1 NORTH CYPHER AND**

LEGEND
1 AIR MOVEMENTS
2 AIRPORT STREETS
3 PAVEMENT
4 PAVEMENT
5 ACCESS DOOR
6 VEHICLE ACCESS DOOR

AIR MOVEMENTS
FACILITIES
CARGO HANGER
FLOOR PLAN

PROPOSED RAAF BASE
SCHERGER
REPHAM - NORTH QUEENSLAND



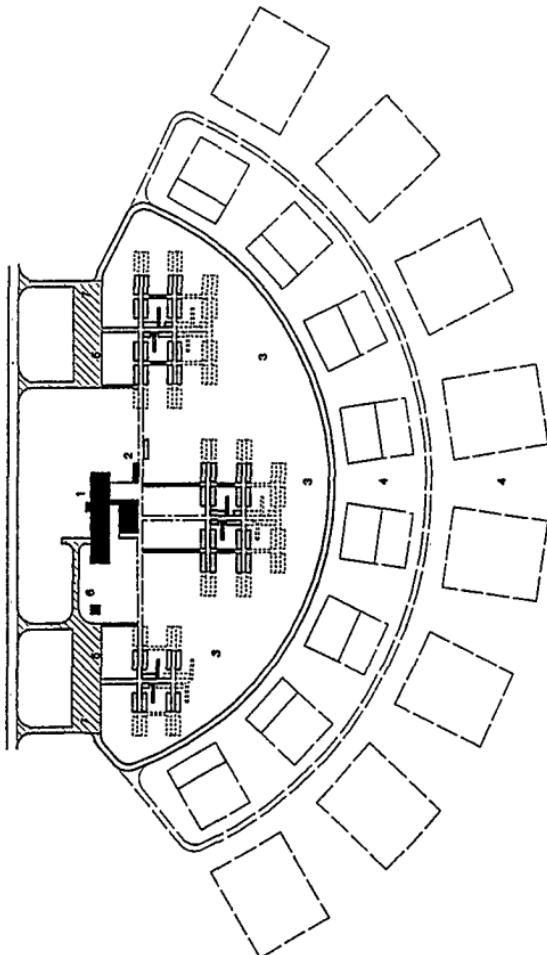
MESSING FACILITIES

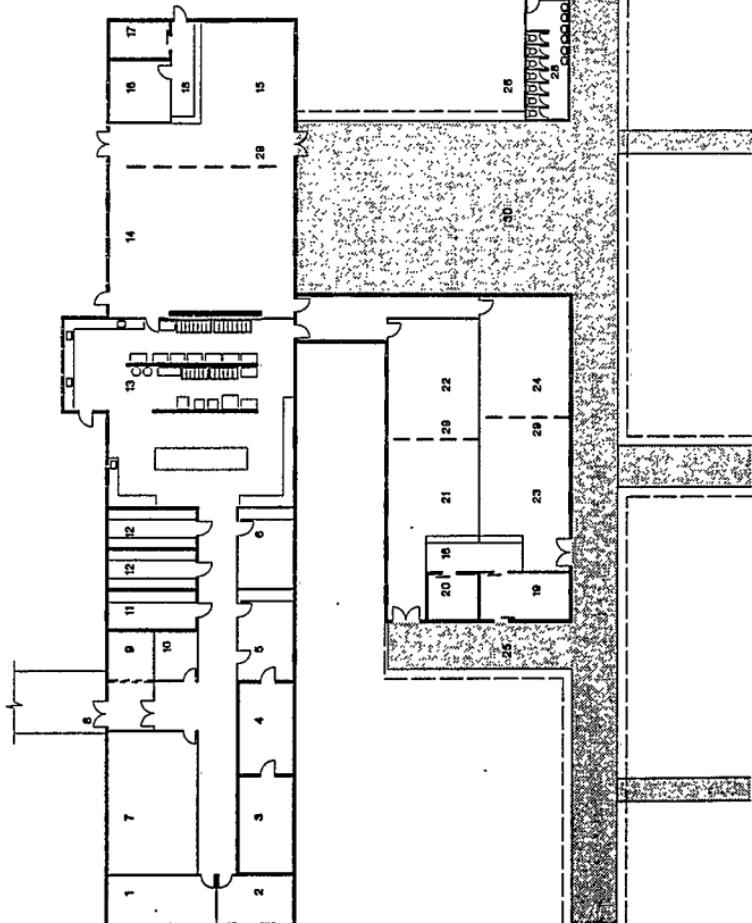
SITE PLAN



PROPOSED RAAF BASE
SCHERGER
PEPPAN - NORTH QUEENSLAND

SITE PLAN



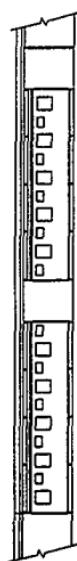


MESSING FACILITIES

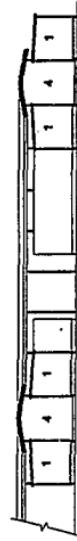
FLOOR PLAN



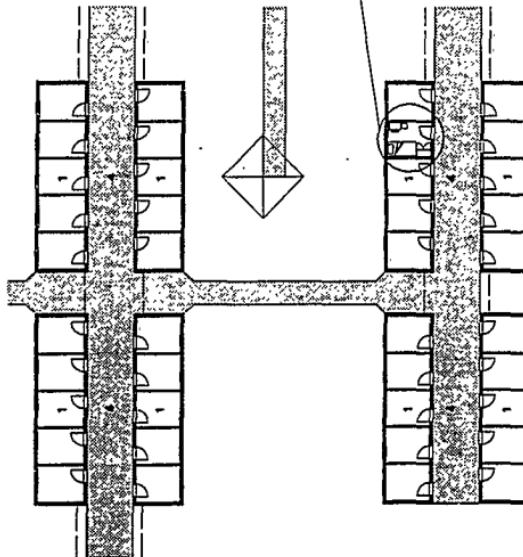
**PROPOSED RAAF BASE
SCHERGER
PEPPAN - MOUTH QUEENSLAND**



SOUTH ELEVATION



SECTION



FLOOR PLAN

C - 28

LEGEND

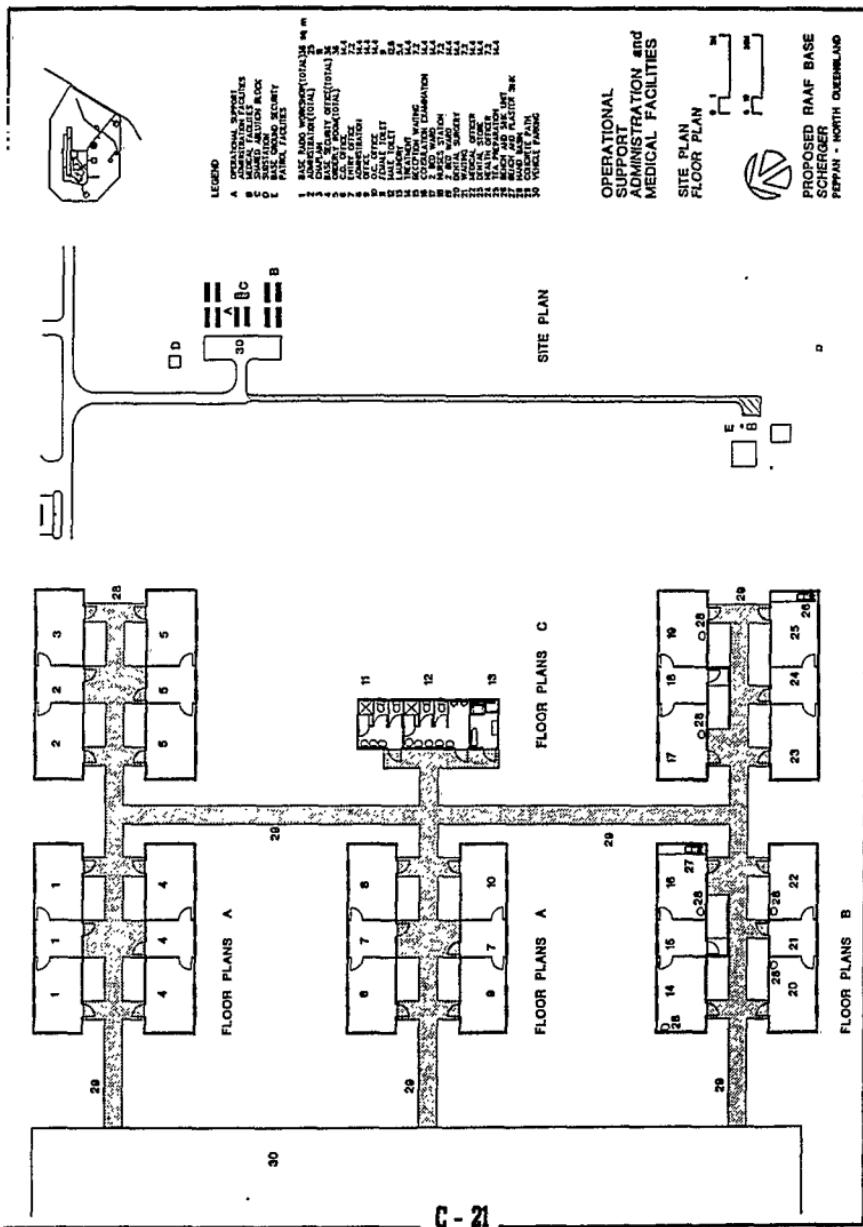
- 1 ACCOMMODATION BLOCK 6.14 m
- 2 TINCHER BLOCK
- 3 COATED WIRE
- 4 COATED WIRE

LIVING-IN
ACCOMMODATION
BLOCKS

FLOOR PLAN
ELEVATION
SECTION



PROPOSED RAAF BASE
SCHERER
PEPPAN - NORTH QUEENSLAND



LEGEND

RAFANT TROOPS
(ARMED GUARD, 10
GUARD, 1000 TROOPS
ARMED GUARD, 100
GUARD, 1000 TROOPS
GUARD)

* SECURITY
FENCE
(ARMED GUARD, 100
GUARD, 1000 TROOPS
ARMED GUARD, 100
GUARD, 1000 TROOPS
ARMED GUARD)

ROAD TYPE 10
(ARMED GUARD, 100
GUARD, 1000 TROOPS
ARMED GUARD, 100
GUARD, 1000 TROOPS
ARMED GUARD)

ROAD TYPE 2 (10M WIDE,
ARMED GUARD, 100
GUARD, 1000 TROOPS
ARMED GUARD)

ROAD TYPE 3 (15M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)

ROAD TYPE 4 (20M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)

ROAD TYPE 5 (25M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)

ROAD TYPE 6 (30M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)

ROAD TYPE 7 (35M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)

ROAD TYPE 8 (40M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)

ROAD TYPE 9 (45M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)

ROAD TYPE 10 (50M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)

ROAD TYPE 11 (55M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)

ROAD TYPE 12 (60M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)

ROAD TYPE 13 (65M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)

ROAD TYPE 14 (70M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)

ROAD TYPE 15 (75M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)

ROAD TYPE 16 (80M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)

ROAD TYPE 17 (85M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)

ROAD TYPE 18 (90M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)

ROAD TYPE 19 (95M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)

ROAD TYPE 20 (100M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)

ROAD TYPE 21 (105M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)

ROAD TYPE 22 (110M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)

ROAD TYPE 23 (115M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)

ROAD TYPE 24 (120M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)

ROAD TYPE 25 (125M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)

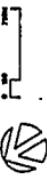
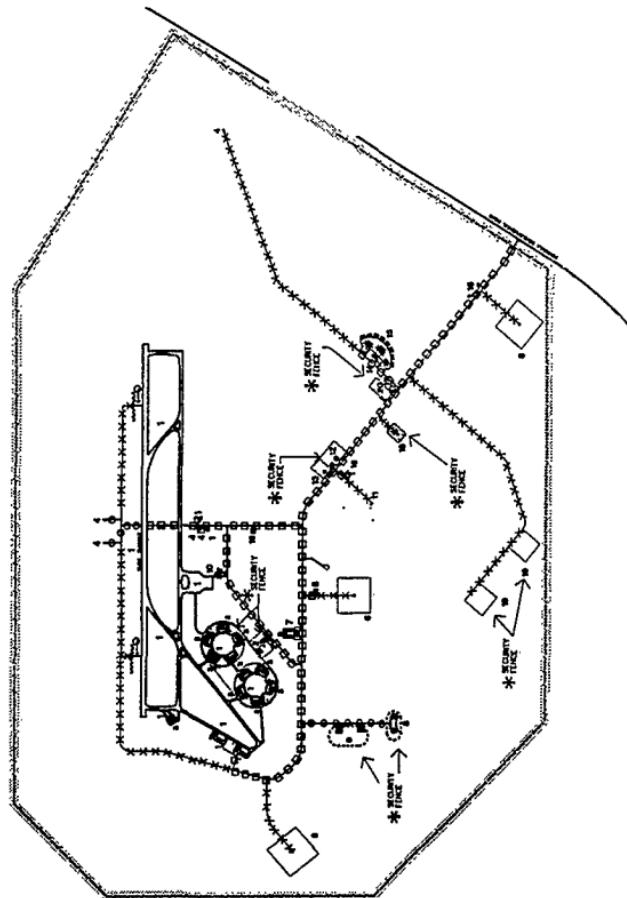
ROAD TYPE 26 (130M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)

ROAD TYPE 27 (135M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)

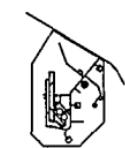
ROAD TYPE 28 (140M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)

ROAD TYPE 29 (145M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)

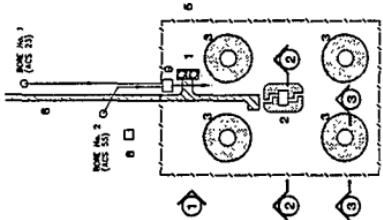
ROAD TYPE 30 (150M
WIDE, ARMED GUARD,
100 GUARD, 1000 TROOPS
ARMED GUARD)



PROPOSED RAAF BASE
SCHERGER
PEPAN - NORTH QUEENSLAND

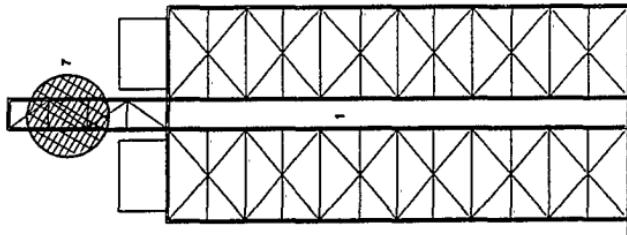


Legend
1. GROUND TOWER
2. WATER TOWER
3. TOWER SUPPORT
4. TOWER LADDER
5. TOWER LADDER
6. TOWER
7. HATCH DOOR



PLAN

SECTION 2
WATER SUPPLY PLANT ROOM



ELEVATION 1
WATER SUPPLY ELEVATED TANK

SECTION 3
WATER STORAGE TANK

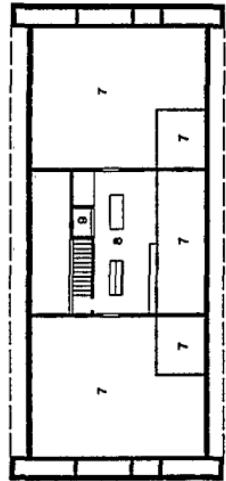
ENGINEERING
SERVICES

WATER SUPPLY TOWER
HIGH LEVEL TANKS
AND PLANT ROOM

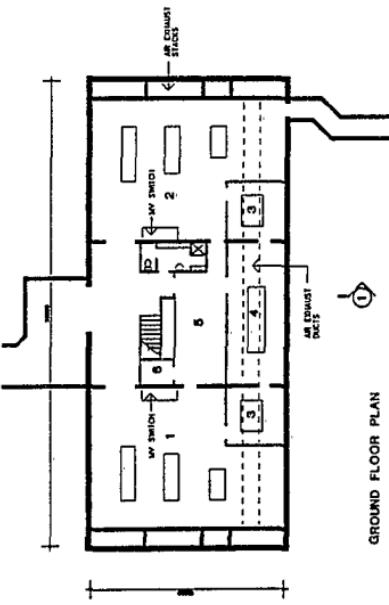
ELEVATION
SECTIONS
SITE PLAN



PROPOSED RAAF BASE
SCHERGER
PEPPAN - NORTH QUEENSLAND

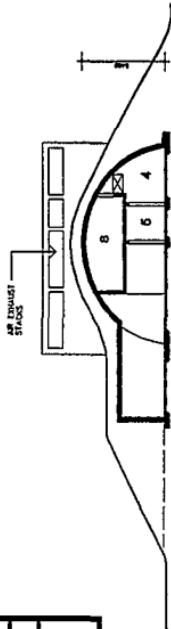


MEZZANINE FLOOR PLAN



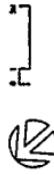
GROUND FLOOR PLAN

SECTION 1



25 AUGUST

PROPOSED RAA
SCHERGER
PEPPA - NORTH OR
ENGINEERING
SERVICES
CENTRAL
POWER STATION
PLAN
SECTIONS



**PROPOSED RAAF BASE
SCHERGER
PEPPAN - NORTH QUEENSLAND**