



THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

R E P O R T

relating to the proposed construction of

PERMANENT BARRACKS AND ADMINISTRATIVE ACCOMMODATION

at

H.M.A.S. KUTTABUL, SYDNEY, NEW SOUTH WALES.

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PERMANENT BARRACKS AND ADMINISTRATIVE ACCOMMODATION,
H.M.A.S. KUTTABUL, SYDNEY, NEW SOUTH WALES.

REPORT

On 10th August, 1961, His Excellency the Governor-General in Council referred to the Parliamentary Standing Committee on Public Works for enquiry and report to the House of Representatives, the proposal to provide permanent barracks and administrative accommodation at H.M.A.S. Kuttabal, Sydney, New South Wales. The Committee have the honour to report as follows:-

General

1. The Committee visited the site of the proposed building and inspected accommodation which the building is, in part, planned to replace. Naval establishments at Rushcutter Bay and Balmoral were also visited and we familiarized ourselves with a site acquired some years ago at Woolloomooloo for naval stores. Evidence was taken in Sydney and Canberra from the City Building Surveyor, Sydney City Council; the Deputy Chief County Planner, Cumberland County Council; the Chief Engineer and Director of Elevators Proprietary Limited; and representatives of the Real Estate Institute of New South Wales, the Department of the Navy and the Department of Works.

The function of H.M.A.S. Kuttabul

2. H.M.A.S. Kuttabul is part of the naval complex which comprises headquarters of the Flag Officer-in-Charge, East Australia Area, at Potts Point, establishments at Balmoral, South Head, Rushcutter Bay and Neutral Bay, the torpedo range at Pittwater, the dockyard and hydrographic service at Garden Island, the air station at Nowra, the shore wireless station at Canberra, armament depots at Newington and Kingswood and fleet storehouses at various localities in the Sydney area.

3. The Flag Officer-in-Charge is responsible for the administration of the six main shore establishments in New South Wales, a number of ships operated by him, the Garden Island dockyard and associated shore backing. His staff forms part of the complement of H.M.A.S. Kuttabul.

4. Other elements which form the complement of H.M.A.S. Kuttabul are the command signal centre, the electrical equipment and trials unit, the reserve fleet, the tenders pay office and the fleet clothing store. The complement of ratings is 215.

5. The primary function of H.M.A.S. Kuttabul is to provide domestic and administrative facilities for the uniformed personnel on the headquarters staff and in the dockyard.

The need for the proposed building

6. At present H.M.A.S. Kuttabul is unable to provide any domestic accommodation for personnel from ships under refit and it is unable to provide for all headquarters staff. Domestic accommodation that is available is of poor standard and accommodation to carry out the administrative functions is in temporary buildings now more than 20 years old.

7. Accommodation during refits.- In the absence of shore-based accommodation, ratings from ships undergoing refit at Garden Island are obliged to live aboard. They are subjected to very high noise levels and have to put up with the inconvenience of having limited use of bathrooms and restricted or shut-down ventilation.

8. Add to this the fact that for approximately half of the period of refit the steel ship is inside a concrete dry dock and there results a set of circumstances unacceptable by modern standards and in strong contrast with conditions provided for civilian employees in the dockyard and in industry generally.

9. The presence of ships' company and the necessity for living space and amenities to be provided for them on board hampers the dockyard force in the refitting work and demands the employment of many members of the crew, who would otherwise be engaged on refitting, in providing light, power, cooking and administrative services.

10. With the increasing complexity of equipment in modern ships, maintenance is becoming more extensive and prolonged. This accentuates the disabilities of having crews aboard during refits and the need for shore-based accommodation for them.

11. Existing living and recreational accommodation.- Living accommodation is at present available for 53 shore-based ratings in a two-storey building known as "Charlemont", which was built as a private residence in 1913 and acquired by the Navy during the last war. It is in Wylde Street, Potts Point, on the site of the proposed building.

12. Our inspection revealed the poor standard of accommodation at "Charlemont" and the inadequacy of dining, cooking and recreational facilities. The building is costly to maintain and unsuitable for conversion to modern living accommodation.

13. Twenty ratings are accommodated at H.M.A.S. Watson at South Head. A further 32 ratings are in receipt of living-out allowances.

14. Limited recreational facilities are at present available in the fleet club which occupies an old three-storey building known as "Jenner". It is in Wylde Street, only a short distance from "Charlemont". Upon completion of the proposed building, in which recreational amenities will be provided, "Jenner" is to be relinquished by the Navy.

15. Existing administrative accommodation.- The pay office is located in a single storey timber-framed fibro building erected in 1940 to provide offices associated with the construction of the Captain Cook Graving Dock.

16. The command signal centre and the fleet clothing store are accommodated in a two-storey building of similar age and construction to the pay office building.

17. Both these temporary buildings, which have limited economic lives, are situated on the site of the proposed building. While they remain, the site cannot be developed to maximum advantage.

18. The Committee are convinced that provision should be made for the crews of ships undergoing refit at Garden Island to be accommodated ashore. By observation and from the evidence presented, it has been concluded that living quarters for shore-based ratings and administrative accommodation for the activities associated with headquarters for the East Australia Area require replacement. There is, therefore, an urgent need for permanent barracks and administrative accommodation.

The site

19. The site for the proposed building is on the northern side of Wylde Street, Potts Point, within two hundred yards of naval headquarters and a quarter of a mile from the main entrance to the Garden Island dockyard.

20. The larger part of the site is Commonwealth-owned. The balance consists of a public street known as Collins Avenue, negotiations for the acquisition of which are being conducted.

21. At present standing on the site are the pay office building, the building which contains the command signal centre and the fleet clothing store, a timber-framed residence and "Charlemont", which provides living quarters for ratings. The proposal involves demolition of all these outmoded structures.

22. The site has a frontage of 265 feet 6 inches to Wylde Street and at the rear overlooks the dockyard area which it abuts. The adjoining properties are occupied by residential flats.

23. The area is 2 acres $9\frac{1}{2}$ perches, spread over two levels. The upper portion, where it is proposed to erect the building, has an area of approximately $1\frac{1}{3}$ acres.

24. Choice of the site.- Prompted by the knowledge that this land would have a current value of £300,000 and would be attractive for private residential development, the Committee gave particular attention to the choice of the site. While the evidence revealed some mild opposition to development of the area for barracks and administrative purposes, witnesses from the Department of the Navy made a strong case for the location of these facilities alongside the Garden Island dockyard where ratings from ships refitting would be accommodated virtually on the same premises as their ships are berthed.

25. Alternative sites.- The bulk of the living accommodation to be provided will be for the crews of ships undergoing refit at the dockyard. Being adjacent to the dockyard, the Navy will not be faced with the problem of transporting ships crews to some other naval establishments such as H.M.A.S. Penguin at Balmoral or to another site such as the land held at Woolloomooloo for naval stores. Both these alternatives received the attention of the Committee.

26. Living accommodation within walking distance of and with direct access to the dockyard, involves no transport and enables ratings to move between living and working areas without the need to change from working clothes into the uniform prescribed for use outside naval areas.

27. With the barracks designed to accommodate 303 ratings from ships undergoing refit, any site without these features would involve the Commonwealth in heavy and continuing costs arising from the need to provide transport to and from work. There would also be costly losses in man hours.

28. Similar considerations apply in relation to shore-based ratings working in the naval headquarters area who will require accommodation in new barracks. The proposal also provides administrative accommodation for activities associated with naval headquarters and it is logical that these activities should be located in the Potts Point area.

29. Taking all factors into consideration, the Committee are satisfied that the requirements of the Navy justify the use of the site in Wyldo Street, Potts Point, for residential and administrative accommodation.

Accommodation to be provided

30. A building has been designed to provide living and recreational accommodation for 408 ratings, dining halls to seat 550, a standard galley with necessary victualling store, having a capacity for 601 to 850, change rooms for 155 living-out personnel, offices for H.M.A.S. Kuttabal and for two ships' captains, and space for the command signal centre, the fleet clothing store and the pay office.

31. Living and recreational accommodation.- Of the 408 ratings for whom living and recreational accommodation is planned, 303 would be from ships undergoing refit and 105 would be shore-based ratings serving in establishments at Potts Point and nearby.

32. The accommodation for crews of ships undergoing refit has been based on the numbers from two destroyers, or their equivalents, being refitted together, after taking into account the number who would sleep at home and assuming one destroyer would be giving long leave and the other not.
33. Of the 105 shore-based ratings to be accommodated, 85 would be serving in H.M.A.S. Kuttabul, 5 in H.M.A.S. Rushcutter, 8 would be diving section staff and 7 would be from training classes.
34. At present 53 of these ratings are accommodated at "Charlemont", 20 at H.M.A.S. Watson and 32 are in receipt of living-out allowances.
35. Graphs produced before the Committee showed the living-in requirement increasing year by year from 1957/58 until in 1961/62 it exceeds 400 for 5 months. For the year 1966/67, shortly after the building is planned to come into use, the graph shows that the requirement will fall significantly below 400 only for two periods each of two weeks.
36. The requirement will exceed 400 on occasions, particularly when H.M.A.S. Melbourne, with its complement of approximately 870 ratings, is under refit.
37. Recreational facilities for junior and senior ratings will be provided in the proposed building.
38. The number for whom living and recreational accommodation has been provided is considered by the Navy to be reasonable and adequate for foreseeable requirements in the area for shore-based ratings and for those from ships under refit.
39. Dining halls and galley.- Apart from the ratings who would occupy the proposed building, those who live out need to be fed at lunchtime. The dining halls will have a capacity of 550, while the galley will be capable of providing for a maximum of 850.

40. Change rooms.- The living accommodation proposed is, as already mentioned, based on two destroyers or their equivalents being under refit together. Taken into account in arriving at the number who need accommodation is the number of ratings who would be expected to sleep at home.

41. The figure is 155 and it is intended to provide change rooms with lockers for these ratings on a similar basis to those provided for civilian dockyard staff employed on refitting work.

42. Administrative offices.- Provision has been made in the plans of the building for administrative offices for H.M.A.S. Kuttabul and for two ships' captains whilst their vessels are undergoing refit.

43. Command signal centre.- The command signal centre, which employs approximately 30 ratings, provides teletype and tape relay services to units within the command and to ships at sea. In peacetime the command is entirely dependent on the centre for the transmission of signal traffic and in wartime it would form part of the command operational headquarters. The centre also gives instruction to ratings from ships and outlying establishments.

44. As already mentioned, the centre is at present occupying part of a temporary building on the site. Although it is not provided for at the moment, there is a need for physical security and this will be taken care of by the proposed location of the centre in the new building.

45. In order to permit the signal centre to operate without interruption during building operations, it is proposed to demolish initially only part of the building it now occupies. This will permit construction of the junior ratings wing and when it is completed the centre will move to the sub-basement. The rest of the building will then be demolished to allow work to proceed on the senior ratings block.

46. Certain signal traffic and some of the equipment must not be compromised. To ensure this the area must be without windows and must have a single controlled point of entry. Because of these requirements, air conditioning is essential.

47. Fleet clothing store and pay office.- Both the fleet clothing store and the pay office are accommodated in temporary buildings on the site. Provision has been made in the proposed building for these activities.

The proposed building

48. To meet the accommodation requirements outlined, the proposal before the Committee is to erect a multi-storey building on the site in Wylde Street, Potts Point.

49. The design.- The building has been designed generally in accordance with the standards of accommodation laid down for the services in peace. It is to consist of a sub-basement, basement and ground floors, above which will rise two wings set at right angles, one of six floors and the other of five floors, each wing having laundry facilities at roof level.

50. The taller wing, to accommodate junior ratings, will lie across the site in a north west - south east direction and the other, to accommodate senior ratings, will run in a north east - south west direction.

51. In evidence before the Committee, it was claimed that the building, particularly the junior ratings wing, would form an excessive obstruction to the view.

52. Reference was made to a code which has been adopted by the Sydney City Council to deal with building proposals. Based on this code, it was claimed that the wing should either be reduced by 30 feet or moved northwards to give more space between the proposed building and the one on the adjoining site to the south. This code is not a legal document.

53. The site is in the living zone of the County of Cumberland scheme and is also in the foreshore scenic protection area. A code adopted by the Cumberland County Council is aimed at preserving views to the harbour from the land and the views from the harbour to the land.

54. The proposed building does not comply with this code in that it is too close to the southern boundary by 5 feet and in that both wings exceed the permissible length of 145 feet or 165 feet depending whether the wings are 6 or 7 floors high. In the application of the code, the question of car parking and the appearance of the building would receive attention.

55. However, in this locality there is already a great deal of flat development occupying almost the whole of some of the sites nearby. For this reason, the Cumberland County Council is not applying its code in this locality.

56. The evidence before the Committee does not prompt a conclusion that there should be a redesign of the building in relation to codes or rules applied by local authorities. In fact, it has been stated that the proposal is satisfactory from the point of view of building regulations.

57. Based on the evidence submitted by the City Building Surveyor of the Sydney City Council and the Deputy Chief County Planner of the Cumberland County Council, the Committee have concluded that no valid case has been made against the construction of the building as sited and to the dimensions proposed.

58. Layout.- The sub-basement has been designed to accommodate the command signal centre. This location gives the centre desirable physical security. The basement, which will be above ground level on the north-western and north-eastern sides, will contain the fleet clothing store, telephone switch room, ratings box room, boiler room, electrical switch room and sub-station and a plant room for mechanical equipment.

59. At ground floor level will be the central galley designed to serve dining rooms for junior ratings, petty officers and chief petty officers, the administrative offices, the pay office and locker and changing rooms for ratings who will live out.

60. The junior ratings wing is to have six upper floors. The first floor is to be used for recreational purposes and the other five floors will contain bedrooms. All floors will have appropriate toilet and ablution facilities.

61. On each of the upper five floors, 66 junior ratings will be accommodated in sixteen 4-man cabins and one 2-man cabin. In all, the wing will provide accommodation for 330 junior ratings.

62. The senior ratings wing will have five upper floors. Recreational facilities will be provided for chief petty officers on the first floor and for petty officers on the second floor. Change rooms for living-out personnel and box rooms are also to be provided on these floors.

63. The three upper floors will accommodate 78 senior ratings in 26 single cabins on each floor. Appropriate toilet and ablution facilities will be provided.

64. Laundry areas will be located at roof level on each wing.

65. The Navy endeavours, in all shore-based establishments, to provide separate mess halls, sleeping accommodation and recreation areas for the various ranks. The proposed building has been designed to achieve this separation of the quarters for junior and senior ratings. The wings are completely self-contained and although they are joined by a service core containing toilets and ablutions, there is no access between them except at ground floor level.

66. Lifts.- To achieve the separation desired by the Navy, two separate lift installations are proposed. One group of three 23-passenger lifts is proposed for the junior ratings block and the other of two 10-passenger lifts for the senior ratings block. These two lifts would also serve the basement and sub-basement.

67. There being no serious objection to the provision of a centralized lift installation serving both wings, we enquired whether such an installation would reduce the number of lifts needed and consequently the cost.

68. The evidence given was that by providing a limited service during peak periods, a group of four lifts would serve the 408 occupants of the building with only a slight margin for contingencies. The evidence also showed that three lifts for 330 occupants of the junior ratings wing would be sufficient but again with only a slight margin for contingencies and with a limited service during peak periods.

69. It was stated that one lift would be sufficient to cope with the traffic in the senior ratings wing where 78 people are to be accommodated. A qualification was made, however, that if a breakdown occurred or during maintenance, the five upper floors and the two basements would be without service.

70. The Committee were therefore left with three alternatives to consider. These were the proposed five lifts in groups of three and two, a central installation of four lifts giving service common to the two wings, or a reduction in the proposed five-lift arrangement by eliminating one lift from the senior ratings wing.

71. We were told that a grouped installation of four lifts would result in a saving in lift costs of £13,000. However, grouping the lifts in one installation would necessitate dispersal of toilet and washing facilities which, in the design as submitted to the Committee, are economically grouped in a central block.

72. An alternative planning arrangement was prepared by architects of the Department of Works and estimates of cost of this alternative were calculated.

73. The calculations made were that the alternative plan would cost an additional £18,500. By offsetting the saving in lift costs of £13,000, the nett effect would be to add £5,500 to the cost of the proposal.

74. It was pointed out that there were disadvantages in the alternative plan, one being the loss of accommodation for 30 junior ratings in the upper floors. Although 16 of these could be replaced on the ground floor, the Navy regarded this as undesirable because the cabins would be isolated from the sleeping floors over which control will be exercised and the area would be subject to traffic conditions generated by personnel passing by.

75. Other disadvantages were that the petty officers' dining room would be in an enclosed area which would need to be mechanically ventilated, and that delivery of goods for the upper floors, including the canteen, would be at the front of the building.

76. During discussion on this aspect of the proposal, it became evident that the majority of the members of the Committee felt that a good case had been made against grouping the lifts. They held the view that because the overall lift provision left little margin for contingencies and was not designed to cater for a large increase in the population of the building, as might occur in time of war, and so that continuous lift service to the basements and senior ratings wing could be assured, the provision of two lifts for that wing should not be reduced.

77. The case made against the grouped four-lift installation was not acceptable to all members of the Committee. The feeling persisted that there should be a way of redesigning the toilet and lift areas which would achieve a saving in cost; also concern was expressed that there was an admitted over-provision of lifts in the senior ratings wing.

78. The result of the discussion was as follows:-

Moved by Senator Maher - That the Committee accept, in general principles, the design of the building and the provision of five lifts as proposed.

The motion was seconded by Senator O'Byrne.

The Committee divided -

Ayes (7)	Noes (1)
Senator Maher	Mr. McIvor
Senator O'Byrne	
Mr. Brimblecombe	
Mr. Dean	
Mr. Fairhall	
Mr. Griffiths	
Mr. O'Connor	

And so it was resolved in the affirmative.

79. Access between wings.- Above ground floor level the wings will be completely self-contained, there being no provision for access between them at any of the upper floor levels and it was felt that this lack of access might be regretted later. We were informed that at a cost of approximately £1,000, access between the wings could be provided. This would involve the use of short external balconies but there would be no disturbance to the sleeping accommodation and there would be no loss of beds.

80. To give the building greater flexibility should the need arise at some time in the future, the Committee urge the provision of access between the wings at each upper floor level.

81. Building materials and finishes.- The building is to be constructed in reinforced concrete, preliminary comparative studies having shown that a reinforced concrete frame will be considerably more economical for this building than a structural steel frame.

82. The reinforced concrete frame will be expressed externally in the elevational treatment and contrast will be provided by brick infill panels and baked enamel aluminium spandrels below the window sills. Window frames will be aluminium.

83. The roof, which will be fairly flat, will be of ribbed non-ferrous metal decking which will not be painted but which should weather into a pleasant grey.

84. Internal floors will be finished in granolithic, ceramic tiles, linoleum tiles, vinyl tiles or rubber, the type of finish being

selected for the particular requirement of the floor area.

85. Lino tile dadoes will be fixed to the walls of corridors, stair halls, dining rooms and recreation areas, while the galley and toilet blocks will have glazed tile dadoes. Ceilings in dining rooms and recreation areas will be acoustically treated and all other ceilings and wall surfaces will be rendered and painted. Stairs will be finished in terrazzo with non-slip inserts to treads.

86. Engineering services.- Engineering services will include full air conditioning to the command signal centre in the sub-basement, mechanical exhaust ventilation to the galley cooking areas, toilet and ablution blocks and lift machine rooms. An oil-fired boiler plant will provide for heating of common user areas, domestic hot water service and the supply of steam to cooking equipment.

87. All equipment required in the galley, serveries, cool rooms and domestic laundries will be supplied in accordance with approved scales.

88. Electrical supply will come from the existing high voltage network available in the dockyard area. The high voltage cable to the building will be connected to a sub-station in the basement. Standby power could be supplied by the emergency station in the dockyard area.

89. The building will, in general, have fluorescent light fittings. General purpose power outlets and electrically operated clocks will also be installed.

90. The lifts, which will be capable of automatic or attendant operation, will have power-operated doors. A group automatic control system will be provided for each group. The speed of the lifts will be 300 feet per minute.

91. Fire protection.- Fire protection will include a thermal alarm system, sprinkler protection to storage areas and the usual fire hydrants, hoses and hand extinguishers. The command signal centre will be protected by a carbon dioxide gas system and smoke detectors.

92. Defence Business Board.- The plans submitted to the Committee have been studied by the Defence Business Board.

Foundations

93. Beneath the site are air-raid shelters which were excavated during the last war. The shelters are 45 feet below the level of the lowest footings and the rock is of good quality.

94. Site drillings have confirmed the view of officers of the Department of Works that they will have no effect on the foundations.

Treatment of grounds

95. At ground level, service access will be provided at either side of the site from Wylde Street. Provision has been made for a parade ground which will also be used for badminton, volley ball, basket ball or tennis as required. There will be a garden area in the north-eastern corner of the site.

96. The gate at the southern entrance will be set back from the street alignment far enough for buses to pull in and park out of the traffic stream, while waiting for the gates to be opened. Buses will be able to proceed to the rear of the site.

Squash court

97. When the proposal was submitted to the Committee, it included the provision, at an estimated cost of £4,500, of a squash court in the garden area at the north-eastern corner of the site.

98. During the course of the enquiry the Committee were informed that Treasury had disallowed the squash court on the basis that one is already in existence at Garden Island and that the numbers of personnel did not warrant another.

99. Evidence was given that discretion exists even in the case where the number is less than the 500 personnel which according

to the scales is a prerequisite to the provision of a squash court. In this case the building will accommodate 408 and there would be 285 ratings from ships undergoing refit and from H.M.A.S. Kuttabul who would be living out.

100. On these figures a squash court is justified by the present standards and the Committee recommend that it not be withdrawn from the proposal.

Parking

101. It is proposed to provide 50 parking spaces, of which 15 would be required for official vehicles.

102. The provision will not be sufficient for all the occupants of the building, but the situation will be little different from the present when ships are in for refit. It is understood that parking space will be available in the dockyard.

Future expansion

103. If additional accommodation is needed in the future, it would be provided by a separate block rather than by adding to the proposed building. There is sufficient site area available on the lower portion of the site nearer the dockyard to erect such a block.

104. In time of emergency, the accommodation of the building could be increased substantially by the use of double bunks.

Construction time

105. After instructions are given to proceed, it will take approximately twelve months to complete documents for calling tenders. Work could commence approximately four months later and the building would take two years to complete. Based on these estimates, the Department of the Navy would hope for construction to commence in the 1963/64 financial year.

Estimates of cost

106. The estimated cost of the proposed building, as submitted to the Committee, is £985,000, made up as follows:-

	£
Building work:	
(a) Main building including foundations, excavation for basements, built in wardrobes, hard floor coverings and blinds	575,000
(b) Victualling and garbage storage areas, covered garage, kitchen yard, service yard and associated retaining walls and stairs	50,000
(c) Squash court	4,500
Mechanical:	
Air conditioning	15,000
Mechanical exhaust ventilation	16,700
Boilers and reticulation	15,200
Heating of public rooms and drying rooms	13,400
Hot water supply	6,000
Washing machines and coppers	600
Refrigeration to victualling store	2,200
Servery equipment	5,900
Kitchen equipment	21,000
Fire protection	<u>10,000</u>
	106,000
Electrical	54,000
Lifts	75,000
Hydraulics	50,000
Ancillary works comprising site excavation and fill outside the building area, retaining walls to north-east elevation, paths, steps, fencing, gates, flag poles, saluting base, etc.	47,000
Roadworks	14,000
Demolition	6,000
Arboriculture	<u>3,500</u>
	<u>£985,000</u>

107. Other costs associated with the proposal are £40,000 for loose furniture, £11,000 for the transfer of equipment from the old signal centre and £25,000 for the acquisition of Collins Avenue. This brings the total estimated cost to £1,061,000. "Jenner", the building used for the fleet club, and which is to be disposed of, is at present valued at £59,000.

Summary of recommendations and conclusions

108. The Committee's recommendations and conclusions, arrived at after studying the evidence and material submitted, are set out below. The paragraph quoted alongside each recommendation and conclusion refers to the relevant portion of the report.

	<u>Paragraph in report</u>
(1) At present H.M.A.S. Kuttabul is unable to fulfil its function of providing domestic accommodation for personnel from ships under refit	6
(2) The need to provide accommodation ashore for the crews of ships under refit is becoming more pressing	8, 9, 10
(3) Living accommodation at "Charlemont" is poor and inadequate	12
(4) Administrative accommodation is located in outmoded temporary buildings	17
(5) There is an urgent need for permanent barracks and administrative accommodation	18
(6) The requirements of the Navy justify the use of the site in Wylde Street, Potts Point, for residential and administrative accommodation	29
(7) No valid case has been made to the Committee against the construction of the building as sited and to the dimensions proposed	57
(8) The Committee have accepted, in general principles, the design of the building and the provision of five lifts	78
(9) The Committee urge the provision of access between the wings at each upper floor level	80
(10) The Committee recommend that the squash court not be withdrawn from the proposal	100
(11) There will be room on the site for additional living accommodation should it be required in the future	103
(12) The estimated cost of the proposal as submitted to the Committee is £985,000. Other associated costs increase this amount to £1,061,000.	107

Allen Fairhall

(Allen Fairhall)
Chairman

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24 OCT 1961