



PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

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R E P O R T.

relating to the proposed

erection of a

MAIL EXCHANGE

at

ROMA STREET, BRISBANE.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

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ROMA STREET MAIL EXCHANGE, BRISBANE, QUEENSLAND.

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PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

ROMA STREET MAIL EXCHANGE, BRISBANE, QUEENSLAND.

R E P O R T

The Parliamentary Standing Committee on Public Works to which the House of Representatives referred for investigation and report the question of the erection of a Mail Exchange at Roma street, Brisbane, has the honour to report as follows:-

S E C T I O N I. - INTRODUCTION.

Historical

1. The Brisbane Mail Exchange is at present situated in two main locations - the Parcels Sections is in the Chief Parcels Office building in Roma street, almost opposite the Roma street railway station; the remaining sections are located in the General Post Office building.

2. The first portion of the General Post Office building, the wing nearest Creek street, was completed and occupied in 1872. In 1879 the telegraph wing adjacent to the Commonwealth Bank was erected, the composite building extending from Queen street about half way back to Elizabeth street, and the two sections were separated by the existing laneway. In 1908 the brick building facing Elizabeth street was erected. This building and the postal wing of the Queen street building were joined to form one structure extending from Queen to Elizabeth streets.

3. The building now occupied by the Parcel Section in Roma street was acquired in 1949 when the Parcels Section was transferred to it

2.

from the General Post Office. While it meets present requirements for processing of parcels traffic, it is most desirable that such activity should be located together with the remainder of the Mail Exchange. It is therefore desirable that the rapidly expanding mechanised equipment for all mail handling should be concentrated in this area.

S E C T I O N II. - THE PRESENT PROPOSAL

The Building.

4. The building is to adjoin the present parcels building and is to consist of basement, ground and three upper floors. It will have a frontage of 99 feet to Roma Street, and a depth of 173 feet through to May street. It will be connected to the Parcels Post building on one side, while Postmaster General property on the other side will provide for expansion when required in the future.

Estimated Cost.

5. The total estimated cost of the proposal was set down at \$536,000, and the estimated time of construction is 18 months, though it is hoped to reduce this time in view of the need to complete the project, to advance the commencement of the Edison Telephone Exchange.

S E C T I O N III. - THE COMMITTEE'S INVESTIGATIONS.

General

6. The Committee studied the plans, photographs and diagrammatic sketches submitted, and took evidence in Canberra from officials of the Department of Works responsible for planning the proposal, and from officers of the Postmaster-General's Department connected with the project. A visit was also paid to Brisbane to inspect the site and the existing mail-handling establishments there. Evidence was also sought from independent witnesses with expert knowledge of certain facts of the inquiry, and from other persons in a position to give the Committee information

relative to the investigation.

7. In 1958 very comprehensive evidence was taken by the Committee in connection with the proposed Redfern Mail Exchange, Sydney, and the Members were well acquainted with the type of equipment required in modern mail handling establishments. Reference was therefore made to the former evidence as required, and new Members on the Committee made inspections of the existing mail handling organisation in Sydney, in preparation for their study of the present proposal.

Need for the Building.

8. It was submitted to the Committee that it is necessary to erect a mail exchange building in Brisbane to accommodate staff and equipment for the centralised processing of intrastate, interstate, and overseas mails. With the growth of mail traffic in Brisbane and the consequential increase in equipment and staff required to handle the postal articles involved, the Brisbane Mail Exchange has outgrown the available accommodation at the G.P.O., and present needs can only be met under extreme difficulties, with no allowance to cater for estimated future development. In addition, the routing of all mail vehicles in and out of the G.P.O., which is in the busy central city area, causes difficulties in maintaining orderly mail schedules, and adds to the general traffic problems of Brisbane.

9. An important factor in the need for a new building is the necessity to use portion of the G.P.O. block for the proposed new and urgently required Edison Telephone Exchange. The part of the mail activities now being carried out in this location will have to be moved without delay if the Edison Exchange is to be established there according to plan.

10. Mail exchange activities are of the type which can be efficiently handled in conditions of a semi-industrial nature, and, as little contact with the public is required from an administrative point of view, location in the heart of the city is unnecessary, and indeed could be uneconomical.

11. A mail exchange, in broad terms, is a centralised location for the receipt and despatch of all types of mail in bagged form, where, by a system of mechanical sorting, this mail is progressively split up and, localised to particular basic destinations. Manual sorting into upright presses is reduced to a minimum by the use of horizontal sorting machines, and articles of mail are conveyed from point to point automatically, while every effort is made to reduce fatigue and heavy manual work to a minimum. The sorting machines vary in capacity, depending upon the volume of mail to be handled. The largest machines used for primary sorting accommodate 21 operatives, whilst smaller machines with 9 positions are installed for secondary sorting processes.

12. Initially it will be necessary to provide at Roma street three 21 position letter machines on the third floor for primary sorting, with space for future expansion, while the output from that floor will be conveyed automatically to seven secondary machines and final positions on the first and second floors.

13. Population increase.-- One of the most important factors in mail traffic growth in a modern community is increase in the population, but, in addition, other factors, such as the tendency of the public to make greater use of postal facilities, have led to an increase in the postings per head of population.

14. In assessing the likely traffic load to be handled at the period of maximum occupation, soon after the year 1980, regard is paid to the likely population of Queensland, since a large proportion of articles posted in the State will transit the Roma Mail Exchange.

15. During the last 20 years the population of Queensland increased by 39.7 per cent, whilst the volume of mail passing through the exchange rose by 93 per cent. In the latter half of that period, however, the population rose by 21.8 per cent and the mail exchange traffic by 41 per cent. On the assumption that the rate of growth in mail traffic in the next 20 years will be slightly higher than that observed during the last 10 years, it is expected that the volume of mail which will be passing through the mail exchange proper will increase from 205 million articles in 1958 to at least 510 million in 1980,

Space requirements and machine provision must be based on peak load conditions, and these are influenced by several factors such as

- (i) The posting habits of the public,
- (ii) The extent to which mail will be carried by air in future years,
- (iii) The frequency and time of arrivals and departures of country and interstate trains, and
- (iv) The degree to which service to the public is provided.

17. Inadequacy of Accommodation.- It was emphasized that no expansion is practicable in the G.P.O., and accommodation for essential administrative staffs is very congested and restricted. The position has been aggravated over the years by the growth of staff made necessary by the rapidly expanding business associated with postal and telecommunications services. The existing Mail Exchange Branch at the G.P.O. occupies an area of 40,000 sq.ft., of which 15,000 sq. ft. is in various annexes in the Paterson, Laing and Bruce Building, the old parcels post building, and the old powerhouse building.

18. The Edison Exchange.- The urgent necessity to provide the new Edison Telephone Exchange in this location will make it essential to demolish the structures comprising the Paterson, Laing and Bruce building, the old parcels post building, and the old powerhouse building. This reduction of the amount of space already overtaxed will make it all the more necessary and urgent to construct additional accommodation for the mail-handling activities.

19. Traffic congestion.- The space available for the initial processing of city and suburban postings is inadequate, resulting in considerable congestion during peak periods, particularly that encountered in the late afternoon. This congestion is aggravated by the heavy flow of articles lodged under the bulk postage system, and which are accepted and processed in a confined area much too small for present-day requirements.

20. The loading and unloading of mails is conducted under difficult and unsatisfactory conditions. Inward mails, pillar clearances and minor consignments for trans-shipment are unloaded at a dock, known as the court-yard, access to which is gained from Elizabeth street, where one-way traffic conditions operate. This courtyard, being one of the original

entrances to the rear portion of the General Post Office, is extremely small; manoeuvring of vehicles is consequently restricted, and congestion prevails. Congested conditions also prevail in Edison lane, and, as there are no means whereby loading and unloading facilities may be improved, the existing disabilities will increase as the mail volume grows.

21. Improved conditions at new location.- In addition to its proximity to the Roma street railway station the proposed site is conveniently located to facilitate conveyance of mails via the William Jolly Bridge to and from the Interstate Railway Station and South Brisbane Railway Station, owing to the reduced density of traffic to be encountered.

22. The greater portion of the suburban mails, which comprise 20.8 per cent of the total handled, will not pass through the city from this location, thus avoiding traffic delays. The site is also convenient to railway, bus and tram services, and will be useful for staff employed in the building.

23. Union representations. During recent years repeated representations have been made by the Amalgamated Postal Workers' Union in relation to the poor working conditions in the existing Mail Exchange. Although departmental action has been taken to minimise difficulties wherever practicable, the general problems will only be solved if the new building is provided.

24. Urgent need.- It was pointed out that the mail exchange service has been maintained at its present level only under extreme difficulties, and by the adoption of various expedients. The necessity to implement the proposal for the Edison Telephone Exchange in the space occupied by mail exchange activities in the G.P.O. also emphasizes the importance of establishing the new mail exchange at Roma street as soon as possible. In consideration of all the factors involved the Committee is convinced that there is an urgent need for the new mail exchange building.

25.

The Building.

25. The building, of basement, ground, and three upper floors, has been designed to meet the specialised functional requirements of the Postmaster-General's Department. As there is provision for future

expansion in a westerly direction, on to the adjacent Commonwealth-owned property, it is not intended to expand vertically.

26. Basement and First Floor.- There will be a basement over a minimum area of the site, where excavation will be made to provide for mechanical equipment and sub-station. The ground floor will be used for the receipt and despatch of mails. Access for mail vehicles will be provided by two drive-ways having access from May ~~Street~~, and egress to Roma street. It is estimated that 18 vehicles will require docking at any one time, and it is expected that 460 vehicles will enter and leave the exchange per day. Inward mail will be conveyed from the ground floor to the upper floors for sorting.

27. First, second, third floor, and pent house.- Mail handling activities covering all stages of the operations will be accommodated on the first, second and third floors, where the mail will be processed from opening of the bags on the top floor, down to final despatch from the ground floor. Registration section will be situated on the second floor, and administrative accommodation will be on the third floor.

28. Above the third floor a pent house has been planned for the lift machinery, mechanical equipment, and the air-conditioning cooling towers; the pent house would be in an appropriately designed enclosure.

Construction.

29. The building will be framed in steel, encased in concrete, and the floors will be of concrete. The principal elevation is to Roma street, and the front wall of the ground floor will be of specially selected face bricks; the free-standing columns will be metal-cased to avoid damage from vehicles. The three upper floors will be faced with precast concrete panels with a specially selected face finish. The remainder of the building will be finished with face brick. Windows are to be of aluminium sections, and it is indicated that the roofed areas would be covered with galvanised steel troughing.

Design.

30. The semi-industrial nature of the functions to be conducted in the building, and its location in a semi-industrial area, have influenced the design.

the design. Generally the design follows the functional requirements of the building, with emphasis on the principal frontage in Roma street. The design treatment of this frontage places the front wall of the ground floor back from the street alignment behind free standing columns, to harmonise with the variations in the elements of solids and voids created by the functional necessities, particularly the entrance way for the mail vehicle traffic.

31. The upper facade has been treated simply with vortical units, and this should facilitate the planning of future extensions to the building. No special emphasis will be given to the May street frontage. The Committee is satisfied that the design is suitable for this location and for the mail handling purposes it is to serve.

32. The Site
The site for the proposed building is on the southern side of Roma street, adjacent to the Chief Parcels Post Office building, opposite the Roma street railway goods yard, and it is situated within the central city zone. Buildings in this area are of a commercial type, and city council ordinances require that they be of fireproof construction. It has a width of approximately 132 feet to Roma street, and 99 feet to May street, plus a truncated frontage of 38 feet. The site has an area of 0.52 acres, but an area on the western side, having a frontage of 32 feet to Roma street, and at present occupied by a single storey building, will be left for future development. Investigations into soil conditions have shown that piling will be necessary to obtain firm foundations.

33. Use of site.- Traffic studies have been made at considerable length in connection with heavy vehicular movement, distribution of mail and the like, and the Committee made inquiries into possible traffic difficulties in peak periods. Evidence from an official of the Brisbane City Council indicates that, after consideration of the matter, they are satisfied that traffic from the proposed building will not affect the approaches to the William Jolly Bridge, about which they had some concern in the earlier stages.

34. One witness expressed concern that the mail handling activities should be transferred from the G.P.O. to the new site at Roma street, and

and suggested that traffic difficulties and delays to mails would be experienced as a result. The alternative was offered of developing the mail exchange at the G.P.O. while transferring the location for the Edison Exchange to the Roma street site. The Committee sought more specific evidence on the matter, and it was pointed out that, as the city develops, the lines of transport keep going further out, and it becomes more difficult to bring mail in to the centre of the city. Location of the mail exchange on the outskirts of the city will speed up transport of suburban mails without the difficulties encountered in the centre of the city. Approximately 15 per cent of the total mail is posted at the G.P.O. while 35 per cent is suburban mail which would go straight to Roma street. With the mail branch located at Roma street, the position would be similar to that obtaining in Melbourne, where such an arrangement has been in operation for many years.

35. Air-mail postage.- The Committee paid special attention to the question of location, following the decision to introduce the new air mail charges. Inquiries were made to ensure that the special attention given to locating the mail exchange in close proximity to the railway would still be warranted, after the over-all air mail charge for letter-form articles begins to operate. It was submitted in evidence that, owing to the great percentage of mail destined for delivery in the metropolitan area, proximity to the city is essential. It was also emphasized that, because of the greater weight of packets and parcels, the reduction in number of letters carried by surface mail will not greatly reduce the total bulk of weight to be carried by rail, making proximity to rail still essential.

36. Close consideration was given by the Committee to all the factors affecting the transfer of mail matter to and from the Roma street location, and, as a result, it is satisfied that it is desirable to build the new exchange on the proposed site, which is suitable for the purpose and adequate for future development.

Accommodation.

37. It is planned that approximately 1061 persons will use the building when it is in full operation. In the initial stages of occupation the number will be approximately 513. The maximum number of persons in the building at any one time will be approximately 300 initially, and 575 when the building is in full operation. The proposed floor space in the four storeys was shown as approximately 81,000 sq.ft., and floor plans covering the full extent of the new structure were submitted in evidence. The building has been designed to provide accommodation to meet estimated mail exchange requirements in Brisbane until about 1980.. After that date it is expected that it will be necessary to extend the building to cater for the post 20-year development. The plans for this building have been designed to make provision for extension when required.

Amenities.

38. Amenities associated with mail handling activities are planned on the first, second and third floors. Provision of amenities has been based on the accepted principles, and generally conforms to the approved Amenities Code. The amenities include locker change rooms to cater for protective clothing issue and personal belongings, showers, first aid room, toilet and wash rooms for the estimated maximum staff on duty at any time.

39. Cafeteria.-- Treasury approval in principle was sought, during the planning stage, for the provision of a cafeteria in the new establishment. It is to serve simple meals, and will be available for breakfast, lunch and dinner, to meet the requirements of the various day and night shifts. The extent of this service has been based on studies which indicate that seating capacity for 200 persons should be adequate. A tea trolley service will provide refreshment to the staff at their respective working positions.

Cost and Documentation.

40. It is estimated that the preparation of documents necessary for the invitation of tenders would take about 8 months to complete, from the date upon which instructions were given to proceed. It is considered

that it would be practicable to construct the building within a period of eighteen months.

41. The total estimated cost of the project is £536,000, made up as follows:-

	£.
Site preparation -	
Demolition	5,500
Piling	25,500
Building work -	
Main structure	253,000
Hydraulic engineering services -	
Sewer connection	400
Stormwater drainage	300
Mechanical services -	
Air-conditioning (including boiler plant)	120,000
Mechanical ventilation	18,000
Hot water supply	3,000
Kitchen equipment	5,000
Refrigerated water coolers	2,700
Fire extinguishers	800
Emergency diesel plant	21,000
Incinerators	300
Electrical engineering services -	
Light and power	41,500
Thermal fire alarm system	2,500
Lifts	30,000
Miscellaneous -	
Venetian blinds	500
Furniture and fittings	6,000
	£536,000

Air Conditioning.

42. The proposal included full air-conditioning of mail handling, administration, and cafeteria areas located on the first, second and third floors, and three small rooms on the ground and first floors. Full air conditioning was also included for the first and second floors of the adjoining Chief Parcels Office, while mechanical ventilation was to be provided for locker rooms, basement, docking area, toilets and servery.

43. It was submitted that the building was planned for the purpose of providing an efficient mail service, accommodating a large staff, and housing a considerable amount of machinery for sorting and distribution of mail. The nature of the work would require a good standard of illumination, both by day and by night, and this would entail the use of comparatively large amounts of artificial lighting.

44. Because of the uncomfortable external weather conditions which prevail in Brisbane for a large portion of the year, and because of the

high dissipation of heat inside the building from staff, mail machinery and artificial lighting, it was stated as essential to air condition the building to limit the inside temperature to a reasonable level for efficient working.

45. The air conditioning system proposed was of orthodox design, and consisted of six separate units, having a total combined capacity of 160 A.C.tons. An additional three units were to be included, with a capacity of 38 A.C. tons to serve the existing Chief Parcels building adjoining the new building. The cooling towers and heating boilers for the mail exchange would be provided with sufficient capacity to carry the refrigeration and heating loads in both buildings. All plant would be fully automatic to ensure correct temperature and humidity conditions in the spaces served. Each of the mail room floors would be served from its own unit located in the plant room on that floor. Administration, registration, and cafeteria would each be served by its own separate unit located in the plant room on the roof. The Cafeteria plant would also serve the first aid and supervisor's lunch room and the observation room.

46. Supply air would be conveyed into the conditioned spaces and would be discharged by means of universal outlets or ceiling diffusers. Return air ductwork would be required for the roof plants, but would not be necessary for the mail rooms.

47. Water cooling towers complete with pumping equipment would be installed on the roof, and the cooling water would be piped to the condenser of each refrigeration unit. Hot water for heating and reheat purposes would be pumped to the heating coil, from oil-fired boilers located in the basement. These boilers would also serve the hot water supply system.

48. Estimated cost.- The estimated cost of the provision for air treatment in the two buildings was set down as

(a) Air conditioning (Mail Exchange and Chief Parcels Office, including boiler plant)	£120,000
(b) Mechanical ventilation	18,000

For several years the Committee has been increasingly concerned with the necessity to include such highly costly equipment for air-conditioning in the various projects investigated throughout Australia

Repeated efforts have been made by the Committee to search out some alternative which would result in reduced cost for the air-conditioning service. A great deal of detailed evidence has been sought to ensure, in the first place, that air-conditioning is necessary in each project investigated, and, in the second place whether it can be regarded as an economical proposition, in view of the high expenditure involved.

49. Amongst all the cases investigated by the Committee, several particular facets of the problems stand out. As far back as 1948 the Committee obtained evidence from a special survey aimed at gauging the practical effect of various forms of air-conditioning in Brisbane and other cities. In 1953 further inquiries were pursued in connection with the proposed Taxation Building, Brisbane. Particular application of the question to Commonwealth Offices in Sydney, in 1953, concentrated upon the economics of air-conditioning in Sydney, irrespective of the comfort effect upon the staff involved. In 1957 the question of small unit conditioners was canvassed as a possible alternative in connection with the A.B.C. building in Perth, but was not recommended in that case. More recently a great deal of attention has been concentrated on the question, in connection with the Canberra Printing Office, Darwin Supreme Court, and many other projects.

50. The whole question of air-conditioning has been the object of special study by the Chief Mechanical Engineer of the Department of Works, who has written a paper on the subject, and has addressed the Committee on several occasions in relation to the problems involved. In connection with the past references the Committee has been convinced that air-conditioning, proposed in individual buildings, was warranted, particularly, in view of the necessity to protect delicate equipment, and to provide specific conditions essential for special work. It has also been demonstrated in certain cases that air-conditioning of buildings under consideration was an economic proposition, and the Committee, after a great deal of study, has agreed to recommend air-conditioning in those projects.

51. The Committee has never been happy, however, that recommendations for the inclusion of air-conditioning involved approval of

capital expenditures as high as 26 per cent of the cost of the whole building as well as expensive annual operating and maintenance costs.

No stone has been left unturned, therefore, in efforts to find some possible alternative to the comprehensive plant needed for the purpose.

In spite of the lucid and careful explanations of many experts on this question over the recent years, the thoughts have been insistent in the minds of the Members that the mounting total of capital costs involved are too high to be inflicted more and more upon the general taxpayer, and also that, with constant probing, some way might be found by which alternatives could be adopted to minimise the growing costs.

52. From consideration of the convincing explanations of the experts, successive Committees have agreed to air-conditioning for various types of buildings for specific reasons in each case, mainly because of special apparatus demanding controlled-air conditions, but also upon conviction that both comfort of personnel, as well as increase in efficiency, would make a proposal an economic proposition.

53. The thought cannot be discarded, however, that the increase in theoretical efficiency convincingly propounded in these proposals, is dependent upon thoroughly effective operation and maintenance of the air-conditioning machinery. This is not by any means always the case, and, failing optimum plant operation, efficiency and comfort could in fact be seriously reduced.

54. Package Units.— The overall feeling of some of the Members of the Committee remains that some expedient should be found to obviate the high capital cost, even if a somewhat less effective air-conditioning standard has to be adopted.

55. With this in mind, the Committee grasped the alternative mentioned by the President of the Brisbane Chapter of the Institute of Architects regarding package units for certain air-conditioning purposes though it must be stressed that his opinion was against using any form of them for this building. Detailed information regarding the possibility of applying package units to the Roma Street Mail Exchange was sought, with the hope that, as this project does not depend upon delicate equipment demanding precisely controlled conditions, but does require amelioration of the intolerable conditions under which the staff have to
/work

in the Brisbane climate, amidst heat generating machinery and artificial lighting, a less expensive form of plant might perhaps produce results which could be acceptable in this case.

56. Evidence was sought from an experienced commercial air-conditioning expert, and he was able to give the Committee evidence which indicated that package units could be used effectively in the Mail Exchange, with a great reduction in the capital cost.

57. The Committee pursued this matter vigorously, and with considerable optimism, seeking further information from the departmental advisers on many doubtful points which arose during this study. Information was received indicating that the Mail Exchange Building involves a much larger area than any others treated with package units in Brisbane climate, and a great deal of mechanical apparatus, chutes, conveyors and other obstructions are designed to be in this exchange, so that there will be ^{many} problems to be surmounted in installing a completely satisfactory air-conditioning system here. Comprehensive evidence was accumulated dealing with all these problems, as well as with the complex factors affecting the economics of the proposal.

58. Considerable differences of opinion existed at first in connection with the necessary capital cost, cost of running and maintenance, and cost of provision of space, ducts and other things upon which the economic balance of the project depends. As a result, it was necessary to recall some witnesses several times, in order to arrive at comparable bases upon which to weigh the final merits of the systems under consideration.

59. It became clear that, if package units could be included without the use of extensive, costly ductwork, the economic advantage would be greatly in favour of their use in this project. This would be so because, not only would the capital cost be less, but the annual capital charges would be greatly reduced correspondingly. The question of ductwork was therefore given special attention, and a more specific study was made of the possibility of obtaining satisfactory results with a minimum of ductwork. It was well recognised, that both central type and package type equipment could be made to work satisfactorily if sufficient ductwork were provided to carry the conditioned air to the required areas, but there is some difference of opinion on the exact

amount essential for efficient operation.

60. In the final analysis it appears that there is still some difference of opinion as to the exact amount of ductwork essential and a difference of some thousands of pounds in the comparative estimates for capital expenditure on the main central plant without the ductwork. The Committee is assured by the department, however, that the plant proposed has no unnecessary refinements. It is also concluded that the difference in comparable estimates for plant is of an order which can only be tested by the actual calling of tenders.

61. After a most thorough study of the many statements, schedules, and evidence on this matter, the Committee recommends that, in consideration of the unusually large areas involved and the complex problems inherent in this proposal, it is wise to accept^{the} submission by the departmental experts for a central type air-conditioning plant for this building.

62. Some of the members are still considerably disappointed that it is not advisable to recommend a type of plant which could make a significant reduction in the cost, particularly as it was recognised that the requirements of this proposal, with its less critical demands than has been the case in former projects before the Committee, might have been used to try out a scheme of minimum cost. It is hoped, however, that the careful inquiries of the Committee will have impressed upon all the persons involved in air-conditioning activities, the desirability of evolving some less costly alternative to the existing methods being recommended. In these times, when it is becoming more generally recognised that air-conditioning is both necessary and desirable, the provision of^a cheap, but effective alternative would greatly stimulate the adoption of air-conditioning in many places where it is prohibitive at present, and members of the Committee will hope for effective developments along these lines for adoption in future buildings.

SECTION IV - THE COMMITTEE'S CONCLUSIONSSummary of Recommendations.

63. The following is a list of the Committee's conclusions in summary form only, arrived at after study of the proposal, model, plans, and the evidence involved. The full recommendations are contained in the body of the Report, and may be referred to in the paragraphs quoted at the close of each of the following recommendations:-

Paragraph
in Report.

- | | | |
|-----|---|----|
| (1) | There is an urgent need for the proposed
Mail Exchange Building | 24 |
| (2) | The design is suitable for this location and
for the mail handling purposes it is to serve,
and the building should be constructed as planned. | 31 |
| (3) | The site is suitable for the mail handling building,
and adequate for future development. | 36 |
| (4) | In consideration of the unusually large areas
involved, and the complex problems inherent in
this proposal, it is wise to accept the submission
by the departmental experts for a central type air-
conditioning plant for this building. | 61 |

(Allen Fairhall.)
Chairman.