The onsite archaeological test excavation would commence once the AWMS has been endorsed by the ACT Heritage Council.

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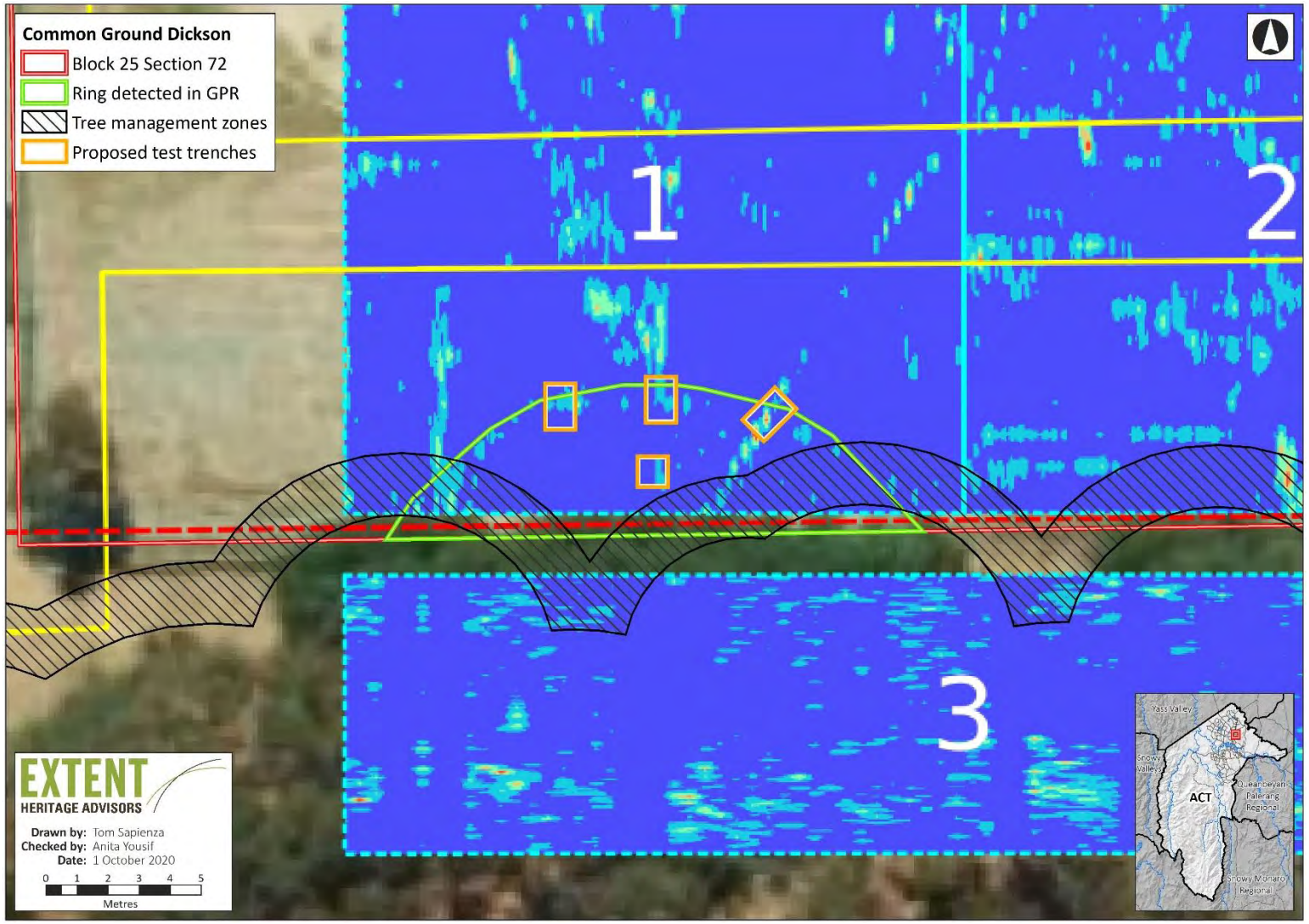
Appendix A. Overlay of the proposed test trenches and GPR survey



Appendix A. Overlay of the prosed test trenches and the anomalies identified by the 2020 GPR survey.

Appendix B. Location of the proposed test trenches relative to the TZP

Appendix B. An aerial showing the location of the proposed test trenches relative to the tree protection zone (TPZ)

Appendix C. Common Ground tree management plan

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LEGEND

EXTENT OF WORKS

EXISTING TREE
to be retained and protected

EXISTING REGULATED TREE
to be retained and protected

TEMPORARY PROTECTIVE FENCING
Trees to be retained are to be surrounded by 1800 high continuous mesh temporary fencing as shown on plan for the duration of works. No stockpiling of material, installation of services or site sheds or storage is allowed within the fenced area.

DEVELOPMENT SITE BOUNDARY FENCE

TREE PROTECTION ZONE (TPZ) -
2 metre zone beyond crown dripline
Note the TPZ also includes the area beneath the tree crown

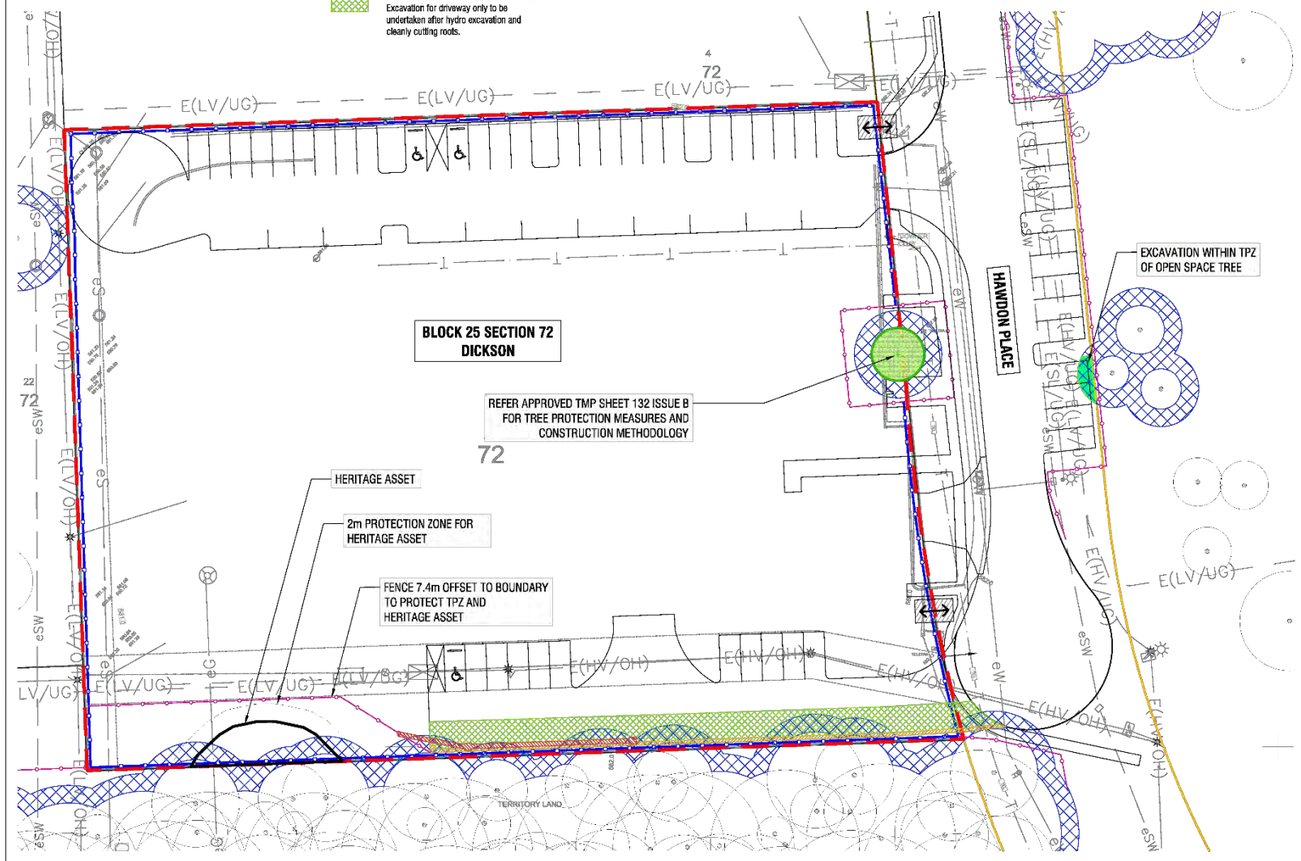
SITE ACCESS POINTS

HYDRO EXCAVATION TRENCH -
400mm wide by maximum 300mm depth hydro excavation trench along the kerb allignment. To locate and cleanly cut roots.

HYDRO EXCAVATION FOR SW -
1000mm depth hydro excavation. Locate and cleanly cut roots.

EXCAVATION AFTER HYDRO EXCAVATION
Excavation for driveway only to be undertaken after hydro excavation and cleanly cutting roots.

ALSO REFER TO HYDRO EXCAVATION NOTES ON THIS SHEET



TREE PROTECTION NOTES

1. CONTRACTORS ARE REMINDED THAT THE MAJORITY OF TREE ROOTS GROW IN THE TOP 300 MM OF SOIL.
The feeder roots, often very fine roots that provide the tree with water, oxygen and nutrients tend to be within the top 100mm. These roots typically grow between the tree's trunk to well beyond its 'drip-line' (the canopy edge). Ground works within the drip zone of a tree have the potential to do considerable damage to its root system. It can affect tree stability and tree health to such an extent that it will lead to the decline and possible death of the tree over a period of years. Within lease areas by legislation the Tree Protection Zone (TPZ) extends to tree crown + 2m, including the area beneath the crown.

2. TREE PROTECTION
Existing canopy clearance is not to be altered, unless otherwise approved.
Crowns and apex of canopies are not to be altered or reduced.
Ensure lifting equipment and load can clear height and width of tree canopy without damage to crown.
Ensure construction equipment can pass beneath lowest limb, through driveway access.

3. TREE ROOT PROTECTION
Any excavation (or fill) that occurs within 2m of the drip zone of a tree must be approved by the relevant government agency.

Where excavation is approved, the following measures are to be adopted for tree protection:
- Do not sever large roots (>30 mm diameter) closer than halfway from the drip-line to the trunk. Hand trenching to a depth of 300mm is required to locate these roots before any mechanical trenching is undertaken.
- All roots must be cut cleanly with equipment specifically designed to cut roots cleanly or other suitable pruning equipment.
- Roots exposed during excavation must be protected from desiccation. Keep lightly watered or cover with hessian, which must be kept moist.
- Water trees that have had disturbance in their root zone. The amount and frequency of water needs to be adapted to the trees requirement, based on seasonal conditions.
- Roots 50mm in diameter or large shall be protected, including by excavation underneath tree roots where feasible;
- Minimise width of excavation in vicinity of trees as far as possible. shoring of excavations should be adopted in lieu of benching, to minimise overall cut width.

TREE 'REGULATED' STATUS BY VIRTUE OF SIZE

Under the Tree Protection Act 2005 a tree is termed a Regulated Tree and is to be protected if it is growing on Urban Leased land and has at least one of:
* A height of 12m or more; or
* A trunk circumference of 1.5m (approx 0.5m in diameter) or more at 1m above ground level; or
* Two or more trunks and the total circumference of all the trunks, 1m above ground level, is 1.5m or more, or
* A minimum crown width of 12m or more, and
* Must be alive - all dead trees have been marked as Non Protected tree.
* Is not a weed species under the Pest Plant & Animals Declaration 2005

TREE PROTECTED STATUS
YES - The tree has a dimension that any activity must be assessed under the Tree Protection Act on leased land; or is on Government land eg. road verge, park, etc as all trees on Government land are protected.
NO - The tree if on Leased land does not meet the 'Regulated' tree status dimensions or is a declared Weed Species, it does not require assessment under the Tree Protection Act.
NA - Not applicable as Off Lease but often protected as these trees are generally on Government (Unleased) land.

Trees nominated as Protected can only be removed / pruned if approval in writing gained from all applicable Government agencies.

FUTURE TREE APPROVALS
On-Leased land: If a tree has protected or Regulated status then approval must be gained from TCCS Urban Treescapes Unit or by a DA through ESDD prior to removal, lopping or ground damaging activity.

Off-Lease (Territory) land: Please note all trees located external to the leased block boundary i.e. the verge, or open space cannot be removed, pruned or damaged without the approval of the TAMS Urban Treescapes Unit, City Services (13 22 81) as on Government land.

TREE MANAGEMENT:
Trees within lease require a Tree Management Plan (TMP) and on the verge a Landscape Management Protection Plan (LMPP) outlining removals, pruning, tree protection measures, site access and restorative works issues as part of the design process.

HYDRO EXCAVATION

PROTECTION OF TREES
AS4970:2009 Protection of Trees on Development Sites contains guidelines for protecting trees within construction sites. It provides a clear description of tree root systems and how to calculate TPZs. The Contractor/ Subcontractor must be familiar with AS4970:2009.

HYDRO EXCAVATION & TREE ROOTS
Hydro excavation is largely regarded as non-destructive digging technique. However, it has been observed in certain circumstances that the outer layers of roots have been stripped due to pressure from the hydro excavator being too high or where sheaths of other protective measures have not being applied around roots.
This, 'Hydro Excavation and Tree Protection Methodology' details the method the Contractor shall use as a basis for hydro excavating within all TPZs to ensure minimal damage occurs to tree roots. It shall be used on conjunction with:
- AS4970:2009 Protection of Trees on Development Sites; and
- AS4373:2007 Pruning of Amenity Trees.

HYDRO EXCAVATION PROCEDURE WITHIN TPZ
The following procedure must be followed at all times when excavating using hydro excavation within all TPZs.
1) Only an experienced and competent hydro excavation operator (Operator) shall operate hydro vacuum excavation equipment.
2) A qualified arborist is to provide on site assistance to the Operator, which may include:
   a. advice regarding different tree species specific root systems and particular sensitivities;
   b. supervision of hydro excavation to ensure minimal damage occurs to root systems;
   c. supervision of root pruning if required;
   d. supervision of backfilling.
3) The Operator is required to use a 45° flat fan nozzle. A flat fan nozzle is of short length, single orifice fitting, that is inserted into the digging end of the wand and as such there is a single concentrated jet of water exiting from the tip of nozzle which sprays water evenly. The spray is wide and reduces the pressure impact on the roots.

A rotating nozzle or rotary nozzle must never be used in a TPZ. The rotating nozzle is a conically shaped nozzle that contains a single exit point as well as a rotor insert. The water flowing through the nozzle is dispersed the tip of the nozzle in a conical shape. The rotating nozzle gives the extreme pressure as minimum as 0°. The pressure of a 0° spray can damage wood bark and roots.
4) The maximum water pressure to be used at any time with a flat fan straight tip nozzle during hydro excavation within a TPZ shall be 2,000 psi. All pressure measurements are to be monitored using a pressure gauge mounted on hydro-excavation machine.
5) The pressurised blast wand shall never remain motionless.
6) A distance of 50 - 150mm shall always be maintained between the end of the pressure wand nozzle and the subsoil. The nozzle shall never be inserted into the subsoil while excavating in a TPZ.
7) Hydro excavation initially shall be commenced as far as possible from the drip line and if the services are not found, hydro-excavation should continue towards the drip line using a slit trenching technique.
8) If the major damage to structural roots occurs while undertaking hydro excavation, the Operator must stop the operation immediately, document the damage with photographs and contact the Project Arborist or Landscape Architect.
9) Backfill and restoration of disturbed areas.

PARKING HYDRO EXCAVATION TRUCK
The hydro excavation truck shall be parked outside the TPZ.

ISSUE	DESCRIPTION	DWN	APP'D	DATE
B	DA NOTICE OF DECISION RESPONSE	MR	JK	30.09.20
A	DA NOTICE OF DECISION RESPONSE	MR	JK	24.09.20

NORTH

NOTES
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- TO BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS, DRAWINGS AND DEVELOPMENT APPROVAL CONDITIONS. OBTAIN ANY OUTSTANDING STATUTORY APPROVALS PRIOR TO COMMENCEMENT OF WORKS.
- FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED MEASUREMENTS. DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE.

WORKING ISSUED FOR CONSTRUCTION:
- CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL SERVICES AND OBTAINING NECESSARY CLEARANCES AND APPROVALS. CONTRACTOR TO VERIFY DIMENSIONS, LEVELS & DETAILS TO SITE CONDITIONS AND PRIOR WORKS, AND REPORT ALL DISCREPANCIES TO THE SUPERINTENDENT FOR RESOLUTION PRIOR TO COMMENCEMENT.
- PRESENT SAMPLES AND GAIN APPROVAL FROM SUPERINTENDENT FOR ANY CONTRACTED MATERIALS OR FINISHES.
- ADOPT AND IMPLEMENT APPROVED TREE MANAGEMENT PLAN, LANDSCAPE MANAGEMENT & PROTECTION PLAN & ENVIRONMENTAL AUTHORISATIONS.
- ALL WORKS TO BE IN ACCORDANCE WITH CURRENT TCCS MUNICIPAL INFRASTRUCTURE STANDARDS AND MUNICIPAL INFRASTRUCTURE TECHNICAL SPECIFICATION UNLESS OTHERWISE PRESCRIBED. ALL DISTURBANCE BY WORKS MUST BE REINSTATED TO EXISTING CONDITION.

ARCHITECT
COLLINS PENNINGTON

CLIENT
RICHARD CROOKES CONSTRUCTIONS

LANDSCAPE ARCHITECT
enviro links design
6 / 61 Dunlop Court PHILLIP ACT 2606
Ph (02) 6281 6068 www.envirolinks.com.au

PROJECT
COMMON GROUNDS ACCOMMODATION
DICKSON B25 S72

TITLE
TREE MANAGEMENT PLAN

SCALE 1:1000@A3 (0 5 10 15 20m)
ISSUE B
JOB NO. 2037
DWG NO. TMP-01

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HERITAGE ADVISORS
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From: [redacted]
Sent: Wednesday, 7 October 2020 2:04 PM
To: Maskell, Julia
Cc: Roland, Skye; [redacted]
Subject: Common Ground Dickson Ring Marker Test Excavation -Progress Report
Attachments: IMG_5446.JPG; IMG_5449.JPG

Dear Julia,

Thank you very much for attending the site yesterday afternoon to inspect the results of the brief program of test excavation undertaken in advance of the Common Ground site redevelopment. As you are aware, the physical excavation was completed COB yesterday. The final survey of the excavated test trenches including their GPS coordinates and RLs was carried out this morning.

The excavation of four test trenches did not result in the discovery of the former Canberra aerodrome's ring marker. The excavation confirmed that the grounds of the subject area are covered with a thin layer of surface gravel (approximal 50-70mm think) under which natural sediments of the Williamsdale type soils are present (see the attached images of excavated Test Trench 2). The depth of excavation was between 200mm in TT1 and 1.6m in TT3. Excavation of TT 1 was only shallow due to the unexpected discovery of a gas line. Excavation of TT3 continued to 1.6m in depth to confirm the stratigraphy and nature of the sediments identified in the adjacent TT2, ie whether they are natural of redeposited units.
In compliance with the excavation approval issued by Heritage ACT, Extent Heritage will prepare a final archaeological report detailing the results of the test excavation. We are currently collating the retrieved data and are aiming to provide the final report by the end of this week.

We trust that this brief progress report provides sufficient summary of the works done, however should you require any additional information, please do not hesitate to call or email.

Kind regards,

[redacted]
Associate Director, NSW Archaeology Team
President Australasian Society for Historical Archaeology (ASHA)

T 02 9555 4000 | M [redacted]
[redacted]@extent.com.au
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Common Ground Dickson

Historical Archaeological Test Excavation Report

Prepared for Housing ACT

October 2020—Final

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extent.com.au

EXTENT HERITAGE PTY LTD
ABN 24 608 666 306
ACN 608 666 306
info@extent.com.au
extent.com.au

SYDNEY
Level 3/73 Union St
Pyrmont NSW 2009
P 02 9555 4000
F 02 9555 7005

MELBOURNE
13/240 Sydney Rd
Coburg Vic 3058
P 08 9388 0622

BRISBANE
Level 12/344 Queen St
Brisbane Qld 4000
P 07 3051 0171

PERTH
Level 32/152 St Georges Tce
Perth WA 6000
P 08 9381 5206

HOBART
54A Main Road
Moonah Tas 7009
P 03 6134 8124

Document information

Extent Heritage project no.:	0220165
Client:	Housing ACT
Project:	Common Ground Dickson Archaeological Investigations
Site location:	8 Hawdon Place, Dickson, ACT 2502
Authors:	

Document control

Version	Internal reviewer	Date	Review type
Draft 01		9 October 2020	Technical/QA
Final		12 October 2020	QA

Executive summary

Extent Heritage has been engaged by Housing ACT to undertake archaeological test excavations at 8 Hawdon Place, Dickson, ACT, 2602 (the 'study area') in advance of its redevelopment into a multi-unit public housing block (named 'Common Ground Dickson').

The results of recent non-invasive investigations, including a ground penetrating radar (GPR), undertaken by Extent Heritage have revealed that a potential fragment of a whitewashed concrete central ring marker associated with the former Canberra Aerodrome (1924-1926) may be present at the south-west corner of the study area near its historically attested location.

The central ring marker, along with other physical remains associated with the former Canberra Aerodrome, have recently been nominated for heritage listing on the ACT Heritage Register (the 'Register'). The nomination application associated with these remains was recently accepted by the ACT Heritage Council ('Heritage Council'), and they are presently listed as a 'nominated' place on the Register as the 'Original Canberra Aerodrome remnants, Dickson'.

This test excavation was carried out on 6 October 2020 in accordance with:

Sections 61E and 61F (Part 10B) of the ACT *Heritage Act 2004*; and

The conditions stipulated by the ACT Heritage Council (the 'Council') accompanying their endorsement (Dickson-S72-B25) of the AWMS proposed by Extent Heritage for this program.

Key findings

No fragments of the whitewashed central ring marker were found during the mechanical and manual excavations undertaken in trenches TT1-TT4. No Aboriginal or historical artefacts or archaeological features were found during excavation, and no artificial ground disturbances were identified within any of the test trenches.

All test trenches demonstrated a well-stratified soil profile, which has been identified to be the naturally occurring Williamsdale soil landscape.

The results of this test excavation program do not preclude the presence of fragments of the central ring marker.

Recommendations

The following recommendations are in line with those proposed in the CHAR:

- The Unexpected Finds Protocol (UFP) (Extent Heritage 2020) should be adopted by the developers and made known to all relevant personnel. This is to ensure that if potential remains of the ring marker are encountered elsewhere at the site, their disturbance is avoided and appropriate management actions are undertaken.

- A cultural heritage induction process for staff and contractors should be implemented prior to these personnel commencing work at the development area. The cultural heritage induction should include:
    - Informing all relevant personnel of the potential archaeological resource within the study area, including its significance.
    - Familiarising all relevant personnel with the UFP and their obligations under the ACT *Heritage Act 2004*.

Contents

1. Introduction

1.1 Project initiation

Extent Heritage Pty Ltd (Extent Heritage) has been engaged by Housing ACT (the 'proponent') to undertake archaeological test excavation at 8 Hawdon Place, Dickson, Australian Capital Territory (ACT) (the 'study area') prior to its redevelopment into a multi-unit public housing project (named 'Common Ground Dickson'). The test excavation was conducted on site on 6 and 7 October 2020.

Recent investigations at the study area undertaken by Extent Heritage, including a non-invasive ground penetrating radar (GPR) survey, suggested that a potential fragment of a concrete central ring marker associated with the first Canberra Aerodrome (c. 1924–1926) may be present at the southwest corner of the study area, near its historically attested location.

The central ring marker, along with other physical remains associated with the former Canberra Aerodrome, have recently been nominated for heritage listing on the ACT Heritage Register (the 'Register'). The nomination application associated with these remains was recently accepted by the ACT Heritage Council (the 'Council'), and they are presently listed on the Register as 'nominated' place named 'Original Canberra Aerodrome remnants, Dickson'.

The aim of the test excavations was to verify that the feature indicated in the GPR survey was the central ring marker, and if so, to accurately map its location in relation to the Common Ground Dickson development works.

The test excavations followed advice by the Council (30 September 2020) requesting that subsurface archaeological testing be undertaken in accordance with an archaeological methodology endorsed by the Council. Extent Heritage undertook this subsurface archaeological testing on 6 and 7 October 2020.

The test excavations were carried out in accordance with the Common Ground Dickson—Central Ring Marker Test Excavation—Archaeological Work Method Statement (AWMS) (Extent Heritage, 1 October 2020), which was endorsed and further conditioned by the Council in a letter dated 2 October 2020 (File Ref: Dickson-S72-B25). The Council's endorsement letter is included in Appendix A.

The procedures in the Common Ground Unexpected Finds Protocol (UFP) (Extent Heritage, September 2020v2) were followed during onsite works.

This report presents the results of this test excavation program and provides recommendations for the future management of the site during its redevelopment.

1.2 Site location and identification

The study area lies within the suburb of Dickson, in the District of Canberra Central, in the ACT (Figure 1–Figure 2). The study area occupies a single land parcel (Block 25, Section 72). It is bounded to the east by Hawdon Place Road and Cul-de-sac, to the north and west by privately

leased land parcels, and to the south by the Dickson Channel stormwater drain and associated footpath and landscaping (approximately 30 metres distant).

1.3 Statutory context

The Heritage Act 2004 (the 'Act') provides statutory protection for Aboriginal objects (i.e., material evidence of Indigenous occupation) and Aboriginal places that are registered with the ACT Heritage Register across the territory. Sections 61E and 61F (Part 10B) of the ACT *Heritage Act 2004* govern the application and permission to conduct archaeological excavation work at, or near, registered heritage sites within the ACT.

1.4 Relevant reports and investigations

This report draws on the preceding Common Ground Dickson Cultural Heritage Assessment Report (CHAR) (Extent Heritage 2020) and the results of the GPR survey undertaken as part of the CHAR. The key findings and recommendations of the CHAR can be summarised as follows:

- There is low potential for sub-surface Aboriginal objects to occur within the study area.
- There is high potential for sub-surface non-Aboriginal historical objects to remain extant within the study area. If present, these objects would primarily be the fragmented remains of the concrete, whitewashed, central ring marker associated with the first Canberra Aerodrome (c. 1924-1926).
    - This high potential is supported by the presence of concrete fragments visible on historical aerial images from 1950 and 1958, and also as a result of the recent recovery of small fragments of concrete on the ground surface within and around the original location of the ring marker.
    - Furthermore, the GPR survey identified two potential sub-surface fragments of the ring marker (referred to as Fragments A and B). Fragment A appears to be a 17.8 m long section of the ring marker and is located within the study area, near the southern boundary. Fragment B is located outside of the study area, to the south.
- The following recommendations are made for the management of the impact of the proposed development on the potential historical archaeological resource within the study area (Fragment A):
    i. The unexpected finds protocol (UFP) prepared by Extent Heritage as part of the CHAR should be adopted by the developers and made known to all relevant personnel.
    ii. A cultural heritage induction process for staff and contractors should be implemented prior to these personnel commencing work at the development area. The cultural heritage induction should include:

- Informing all relevant personnel of the potential archaeological resource within the study area, including its significance.

- Familiarising all relevant personnel with the UFP.

- Alerting all relevant personnel to their cultural heritage statutory obligations under the ACT *Heritage Act 2004*.

iii. The location of Fragment A should be established as a 'No go zone' during ground disturbance works on site. This 'No go zone' will comprise a 2 m semi-circular buffer around the location of Fragment A (Figure 3). This buffer should be measured from the apex of Fragment A, and at the two points (west and east) where it intersects with the south boundary of the study area (Figure 3).

- This buffer zone should be fenced or otherwise effectively demarcated to indicate that it should not be disturbed without permission from the project manager and/or site supervisor.

- In the event that unplanned development works cannot be avoided within this buffer, a heritage professional must be consulted to assess the potential impact of these works on Fragment A before work commences.

- Monitoring of these works by a heritage professional (archaeologist) may also be necessary.

iv. At the time when the location of Fragment A is the subject of the proposed returfing landscape works, a program of archaeological monitoring should be undertaken by a heritage professional (archaeologist). This is to ensure that any ground disturbance (e.g., land grading, returfing, etc) in this area does not impact Fragment A, which is believed to be between 300-650 mm beneath the existing ground surface (see CHAR, pp 46–47).

v. The landscape architects for the proposed development might consider modifying the existing plans for landscaping works to provide a level of heritage interpretation in the location of the ring marker. The object should be to communicate the history and significance of the place to the wider public. This should be undertaken by a landscape architect with experience in heritage interpretation, or in consultation with a heritage practitioner with skills in that field.

- One form of heritage interpretation at this locality that would be appropriate is the archaeological excavation of Fragment A as a research project and/or public archaeology exercise. If this option is adopted, it would be necessary to first apply for an excavation permit from the ACT Heritage Council (via ACT Heritage).

1.5 Limitations

This report only presents the results of historical archaeological excavations targeting the potential sub-surface remains of the central ring marker (Fragment A) as identified in the preceding CHAR for the study area (Extent Heritage 2020). Interpretation of the results of the GPR survey in relation to the results of the test excavations will be provided in a separate specialist report.

1.6 Excavation team and author identification

The excavation was carried out by Anita Yousif, Excavation Director (Associate Director, Extent Heritage) and Tse Siang Lim, Archaeologist (Heritage Advisor, Extent Heritage).

They were assisted by:

- [redacted] (Surveyor, Clarke & Di Pauli);
- [redacted] (Excavator driver, Custom Plumbing); and
- [redacted] (Labourers, JLN).

This report was prepared by Anita Yousif, Associate Director (Extent Heritage) and Tse Siang Lim, Heritage Advisor (Extent Heritage), with input and QA review from Tom Sapienza, Senior Heritage Advisor (Extent Heritage) and GIS specialist.

1.7 Acknowledgements

Extent Heritage acknowledges the assistance of Skye Roland (Housing ACT) and Brad Griffin (Site Supervisor, Richard Crookes).

We thank Julia Maskell (ACT Heritage Council) for visiting the site and providing specialist advice and Jane C. Goffman (Urban Planning Consultant, Active Planning) for provision of information on the historical background of the site.

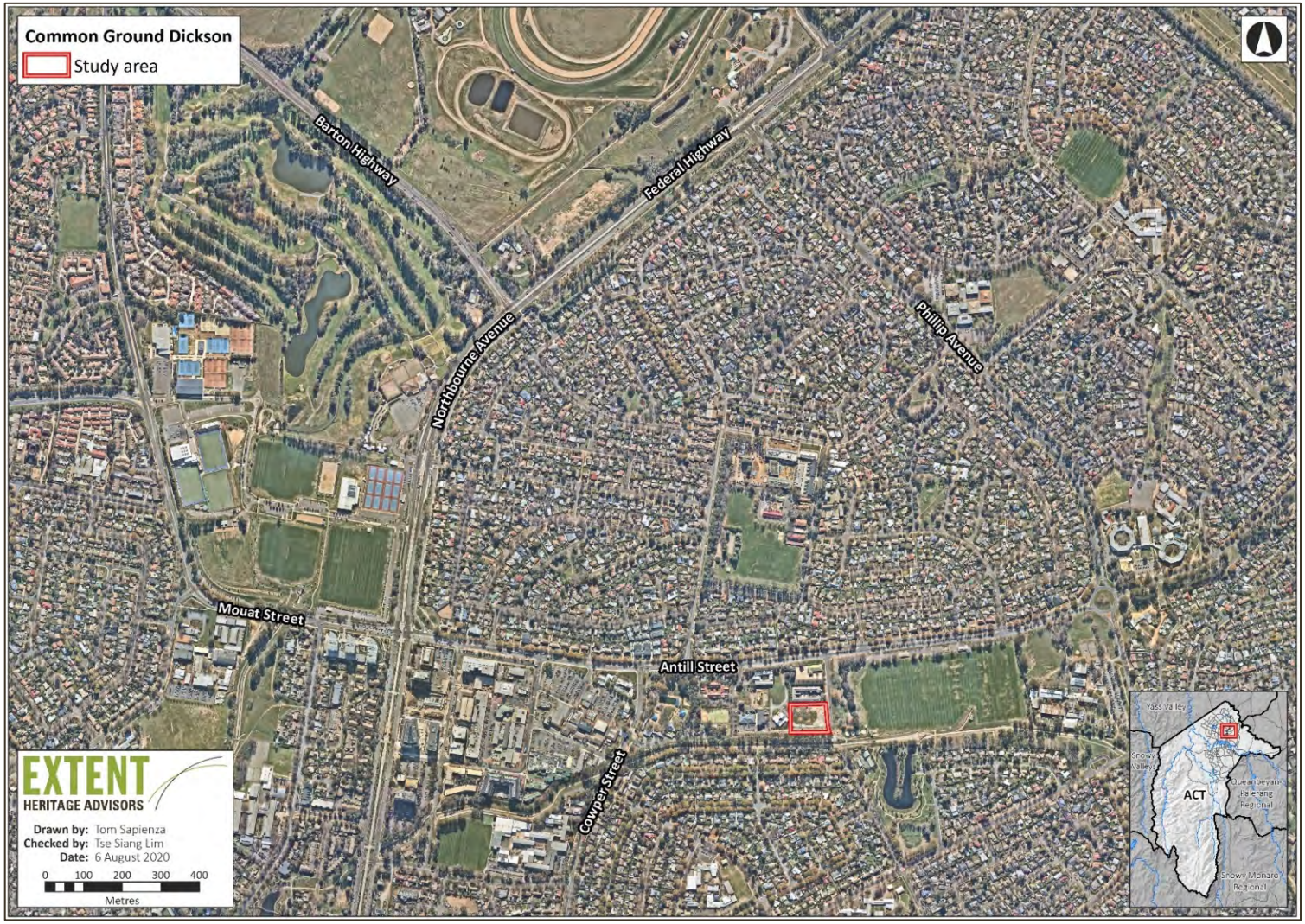


Figure 1. The location of the study area within the wider landscape.

Figure 2. A detail view of the study area at 8 Hawdon Place, Dickson, ACT, 2602.

Figure 3. Plan of the south-west section of the study area depicting the proposed 2 m buffer zone around Fragment A (CHAR, p 73).

2. Historical context

A detailed summary of historical events is provided in the CHAR (Extent Heritage 2020, pp 18-33). A summary of the ethnohistorical and historical land use contexts at the study area (Extent Heritage 2020, pp 20–22) is provided in the table below:

Table 1. Summary of ethnohistorical and historical land use contexts at the study area.

Year(s)	Event
Pre-1788	The Ngunnawal people, recognised as the as the Traditional Custodians of the ACT and the study area, live and flourish in the Canberra region.
1820-1825	The first European explorers and settlers arrived at present-day Canberra.
1830s-1912	The study area formed part of Robert Campbell's Duntroon sheep run, operated by his descendants following his death.
1912-1919	Campbell's property (and the study area) was acquired by the federal government for use by the Royal Military College.
1919-1924	The study area was leased to Edward Shumack as part of a larger lease of 459 acres of land (Block 98i) under a soldier settlement scheme following the end of the First World War.
1924-1926	The study area and 173 acres of land at the southern portion of Shumack's soldier settlement block were leased back to the Department of Defence for use as Canberra's first aerodrome.
1926-1940	The study area reverted back to use for sheep grazing.
1940-1950s	The study area was acquired by the Commonwealth Scientific and Industrial Research Organisation (CSIRO) as Canberra's first agricultural experiment station. The study area itself was maintained as a paddock.
1950s-1972	Various infrastructure developments occurred around the study area, including the construction of Dickson Channel, the laying of pedestrian pathways, the planting of trees for landscaping and the construction of Hawdon Place road and cul-de-sac.
1972-1995	The building and associated infrastructure (e.g., car park and driveway) that would eventually become the 'Downer Club' was built on the study area. The study area underwent at least three minor phases of building and infrastructural modifications in 1983, 1988 and 1993.
1995-1997	The Canberra Space Dome and Observatory (CSDO) was constructed next to the Downer Club.
1997-2008	The Downer Club and CSDO continued their operations until 2008 when their owners shut both buildings down. The building also underwent minor structural modification in 2002.
2008-2010	The Downer Club and CSDO was left vacant. Both buildings were subsequently demolished after a fire broke out at the study area in 2010.
2010-2016	The study area was left unused.
2016	Ownership of the study area was transferred to the ACT government as part of a larger land deal in the Dickson suburb between its previous owners and the Land Development Agency.
2016-2019	The study area continued to remain unused.
2019-Present	The ACT government announced its plan to construct the second Common Ground development on the study area ('Common Ground Dickson') to deliver on its commitments for urban renewal in the Dickson suburb.

3. Test excavation methodology

3.1 Introduction

Based on the results of the GPR survey (CHAR, pp 46–47, 62–69, 71; Geoprospection 2020), it was concluded that a significant portion of the ring marker, referred to as Fragment A, remained extant beneath the ground at the southwest portion of the study area. According to these results, the geophysical signature of Fragment A was detected at approximately 300 mm beneath the present ground surface, and the best GPR return was at a depth of 650 mm (Geoprospection 2020).

Because an infrastructure component of the approved plans for the proposed development lay within 2.5 m of Fragment A (Figure 3), it was necessary to establish that the fragment was indeed a part of the historical central ring marker and if so, to accurately map its location in relation to the proposed development works. To achieve these aims, four historical archaeological test trenches were placed over the detected location of Fragment A to verify its presence via physical investigations.

3.2 Test excavation strategy

Four historical archaeological test trenches, TT1–TT4, (Figure 4–Figure 6) were proposed and excavated as follows:

- TT1-TT3 (original dimensions: 1.5 m by 1 m) were positioned along the detected location of Fragment A with the aim to verify its presence on site. TT2 and TT3 were extended north-and-south and north, respectively, in search of the potential marker remains.
- TT4 (original dimensions: 1 m by 1 m) was positioned south of TT2 in order to account for geo-spatial errors in the detected location of Fragment A from the GPR results, and to test for the possible presence of other undetected fragments of the central ring marker. TT4 was extended eastward in search of the potential marker remains.
- All test trenches were outside tree protection zones along the southern boundary of the study area (see Appendix C).

3.2.1 Test excavation method

Excavation

The following excavation methodology was implemented during onsite works:

- Prior to the onsite works commencing, a site-specific Environmental Safe Work Method Statement (ESWMS) was prepared.
- The location of the test trenches was surveyed with a differential GPS and total station prior to excavation.

- Excavation of the test trenches was carried out by a combination of mechanical and manual excavation. Mechanical excavation involved a series of shallow scrapes by a 1.5 tonne mechanical excavator, so that the exposed soil deposits were progressively reduced in a controlled manner.

- The mechanical excavator was fitted with a 1100 mm wide flat bucket during the excavation process. A smaller 450 mm wide-toothed bucked was used to excavate compacted silt and clay deposits encountered in TT2 and TT3.

- All mechanical excavation was undertaken under close archaeological supervision and monitoring by the Excavation Director.

- After being exposed, all soil deposits and sections were cleaned and recorded. Hand tools such as trowels, hoes, shovels, brushes and pans were used in manual cleaning of these excavated areas. The details of these deposits and sections were documented in recording sheets (Appendix B) and photographed digitally (see Section 4 below).

- Excavation stopped when natural deposits were reached and verified.

- The tree protection notes of the study area's Tree Management Plan (Appendix C) were observed for the duration of the excavation.

- The need for the extension of all four trenches was determined by the Excavation Director in consultation with the Council during the course of the investigation to ensure that the objective of the test excavation was fulfilled.

- Spoil was stockpiled adjacent to the trench during the archaeological testing and test trenches were backfilled with spoil following recording.

Site recording

Once exposed, soil deposits and sections were recorded in accordance with archaeological best practice as follows:

- A survey datum, keyed to Australian Height Datum (AHD) was established to record the levels of extant deposits and features. GPS coordinates of each test trench were taken to record the exact location and size of the excavated area.

- All soil deposits were allocated a unique context number and recorded in detail on pro-forma recording sheets. The site documentation included recording sheets for each trench (including plan sketches and a scaled drawing of the west section of TT2) and photographs of each trench. The site documentation is provided in Appendix C.

- Photographic recordings were made of all archaeological features and phases of onsite works; all photos included a scale bar and north arrow.

Artefact management

- No artefacts were recovered from any of the four trenches over the course of the test excavation program.

3.2.2 Extension of test trenches

The lengths (up to a maximum of 4.5 m) and depths (up to a maximum of 1.6 m) of all four test trenches were subsequently extended (see Section 4) in order to verify the presence of Fragment A as well as nature of the soil deposits – if they are introduced fill over the alluvial soils of the Ginninderra Creek soil landscapes or naturally occurring soils of the Williamsdale soil landscapes..

3.3 Post-excavation works

This report comprises the results of the test excavation and an assessment of these results in relation to the results of the GPR survey at the site, as well as subsequent recommendations for its management.

4. Excavation results

4.1 Introduction

This section describes the results of the test excavation program, including a detailed description of the identified stratigraphic soil deposits encountered during the excavations.

4.2 Test trenches

4.2.1 Test trench 1 (TT1)

TT1 (1680 mm x 1100 mm x 250 mm) was excavated in ~50 mm spits by the mechanical excavator fitted with a 1100 mm flat bucket (Figure 7). The trench was initially excavated to a depth of 250 mm below current ground when a strip of yellow flagging tape was encountered (Figure 8). The yellow tape ran almost the entire length of the trench, approximately 400 mm from the east section. It was determined that the tape marked the location of existing underground gas pipeline. Prior to excavation the pipeline had been checked by magnetometer and marked on the cyclone fence approximately 500-1000 mm west of the actual pipeline location. The trench was extended northward by 180 mm and additional yellow tape was uncovered. As a result, excavation was ceased to avoid the risk of disturbing the gas pipeline (Figure 9).

The soil profile in TT1 comprises two deposits: Deposit 1 (0-100 mm) is grey sand and gravel fill, and Deposit 2 (100–250 mm) is hard brown-orange silt with some small roots present. No artefacts, or features other than the service line with yellow tape, were encountered within this trench.

4.2.2 Test trench 2 (TT2)

TT2 (4500 mm x 1100 mm x 1050 mm) was excavated in ~50 mm spits by the mechanical excavator fitted with a 1100 mm flat bucket (Figure 10). This trench was initially excavated to a depth of 1050 mm, and excavation was then extended 3000 mm to the north (Figure 12). The extension revealed a well-stratified profile of natural soils. Some compacted silt and clay deposits were excavated by the excavator using the 450 mm wide-toothed bucket.

The soil profile in TT2 (Figure 17) comprises seven deposits. Deposit 1 (0-100 mm) is grey sand and gravel fill. Deposit 2 (100-200 mm) is hard brown-orange silt. Deposit 3 (200-380 mm) is a similar brown-orange silt, but also contains gravel-sized inclusions. Deposit 4 (380-600 mm) is light yellowish-red silty clay. Deposit 5 (600-900 mm) is light-yellow clay. Deposit 6 (900-1000 mm) is compact reduced light brown to yellow clay. Deposit 7 (1000-1050mm) is compacted dark brown silty clay with frequent coarse sand and charcoal inclusions, as well as sporadic small lumps of orange clay.

No artefacts or archaeological features were encountered within this trench. Fine- to medium-sized roots were only seen in Deposits 2 and 3.

4.2.3 Test trench 3 (TT3)

TT3 (2600 mm x 1100 mm x 1600 mm) was excavated in ~50 mm spits by the mechanical excavator fitted with a 1100 mm flat bucket (Figure 13). The trench was initially excavated to a depth of 1600 mm, and excavation was then extended 1100 mm to the north. Some compacted silt and clay deposits were excavated by the excavator using the 450 mm wide-toothed bucket.

The soil profile in TT3 is identical to the profile described above for TT2 (Figure 14), with one exception: Deposit 7 has starting and ending depths of 1000-1600 mm.

No artefacts or archaeological features were encountered within this trench. Fine- to medium-sized roots were only seen in Deposits 2 and 3.

4.2.4 Test trench 4 (TT4)

TT4 (2600 mm x 1100 mm x 450 mm) was excavated in ~50 mm spits by the mechanical excavator fitted with a 1100 mm flat bucket. This was followed by manual excavation and cleaning (Figure 13). The trench was initially excavated to a depth of 450 mm, and excavation was then extended 1100 mm to the east. The extended section was excavated to c. 250 mm deep as the same natural soils and frequent root activity were encountered.

The soil profile in TT4 from 0-450 mm was identical to the soils seen in TT2 and TT3, described above.

No artefacts or archaeological features were encountered within this trench. Fine- to medium-sized roots were only seen in Deposits 2 and 3.

4.3 Discussion

Fragment A and the historical central ring marker

Excavations across the four test trenches (TT1–4) within the study area (Figure 5–Figure 6) did not recover any evidence of Fragment A (or any parts thereof) of the historical concrete, whitewashed central ring marker, despite the suggestion of its presence based on the results of the preceding GPR survey (CHAR, pp. 46–47, 62–69, 71; Geoprospection 2020). No evidence of a cut and fill, robber trenches, concrete or other building material were detected.

No evidence of any Aboriginal or historical archaeological objects or features was seen in any of the trenches or excavated soils.

It is possible that the geophysical signature detected during the GPR survey may have been that of tree roots and other changes in the soil composition. A separate report discussing the GPR and test excavation results will be provided by a geophysicist.

Soil landscapes and historical archaeological potential at the test trenches

Soil landscape mapping undertaken in 2000 and revised in 2016 (Jenkins 2000; Cook et al. 2016) indicated that the study area was within the Ginninderra Creek soil landscape and comprised alluvial soils (Figure 18). However, upon examination of the well-stratified soil profiles in all four trenches, it was clear that Deposits 2–7 comprised the natural Williamsdale soil

landscape (Cook et al. 2016;). In addition, examination of the soil sections in the trenches (e.g., Figure 17) revealed no sign of significant ground disturbances, which would have been clearly visible as intrusive heterogeneous soils (with contrasting colours and textures) cutting vertically and/or diagonally across the well-stratified soil profiles.

These observations have significant implications for the historical archaeological potential of the site and indicate that, with the exception of the top 100 mm of grey sand and gravel, there were no artificial deposits or ground disturbances at any of the four trenches. This implies that the whitewashed central ring marker was originally located on the natural ground surface. It appears likely that when the ring was removed in the 1950s/1960s it was not buried under fill, but instead likely broken apart and removed from the site entirely as waste rubble.

Inaccuracies in soil landscape mapping within the study area and beyond

Geotechnical testing undertaken within the study area approximately 30m north of the test trenches revealed clear signs of the Ginninderra Creek alluvial landscape: 200-500 mm of topsoil and fill over 2000-3000 mm of alluvium (ACT Geotechnical 2019a; 2019b), but the soils in the excavation trenches were definitely of the Williamsdale soil landscape. This result directly contradicted the expected subsurface conditions predicted by the soil landscape mapping (Figure 18).

This discrepancy can be explained by examining the importance of understanding the effects of data scale when undertaking spatial analyses. The original Canberra soil landscape mapping was created for use at a scale of 1:100 000, and any application of this mapping to an area with a significantly narrower scale (e.g., the 1:1000 scale of Figure 18) must take into account the horizontal spatial error that is inherent in wider scale mapping.

According to topographic data quality standards published by Geosciences Australia for 1:100 000 scale mapping (GA 2012), it is acceptable for up to 90% of well-defined features to have horizontal spatial errors as high as 56 metres, and the remaining 10% of features may have even greater horizontal margins of error. It is important to note that these specifications only apply to ‘well-defined’ features, which are features that can be easily and objectively located on a map by almost any observer (e.g., road intersections). Features that are not well-defined are ones with boundaries that are nebulous, subjective or permeable (e.g., soil landscapes); these features have no such limitations placed on their acceptable accuracy. In a recent project undertaken by Extent Heritage on the South Coast, a soil landscape was found to have had a horizontal error of nearly 500 metres.

As a result, any analysis of soils using 1:100 000 soil landscape mapping should be undertaken with the expectation that every boundary between two soil landscapes is actually a band *at least* 112 metres wide (i.e., +/- 56 metres; the hatched area in Figure 18). Within these bands, nothing can be conclusively determined about the underlying soils; only that the soils are either one or the other of the neighbouring soil landscapes. Outside of these bands, it is more likely that the soil mapping data is more certain, but as this project shows there cannot be any expectation of certainty with soil landscape mapping until field investigation has taken place.

This warning is echoed in disclaimers added to each of Cook et al.’s soil landscape datasheets: “[This soil landscape data was] mapped at 1:100,000 scale and *does not negate the need for*

site assessment at a scale suitable to the land use or development under construction" (emphasis ours) (Cook et al. 2016). This project offers a clear reminder that that soil landscape maps should be used as broad heuristics, and not as firmly established facts.

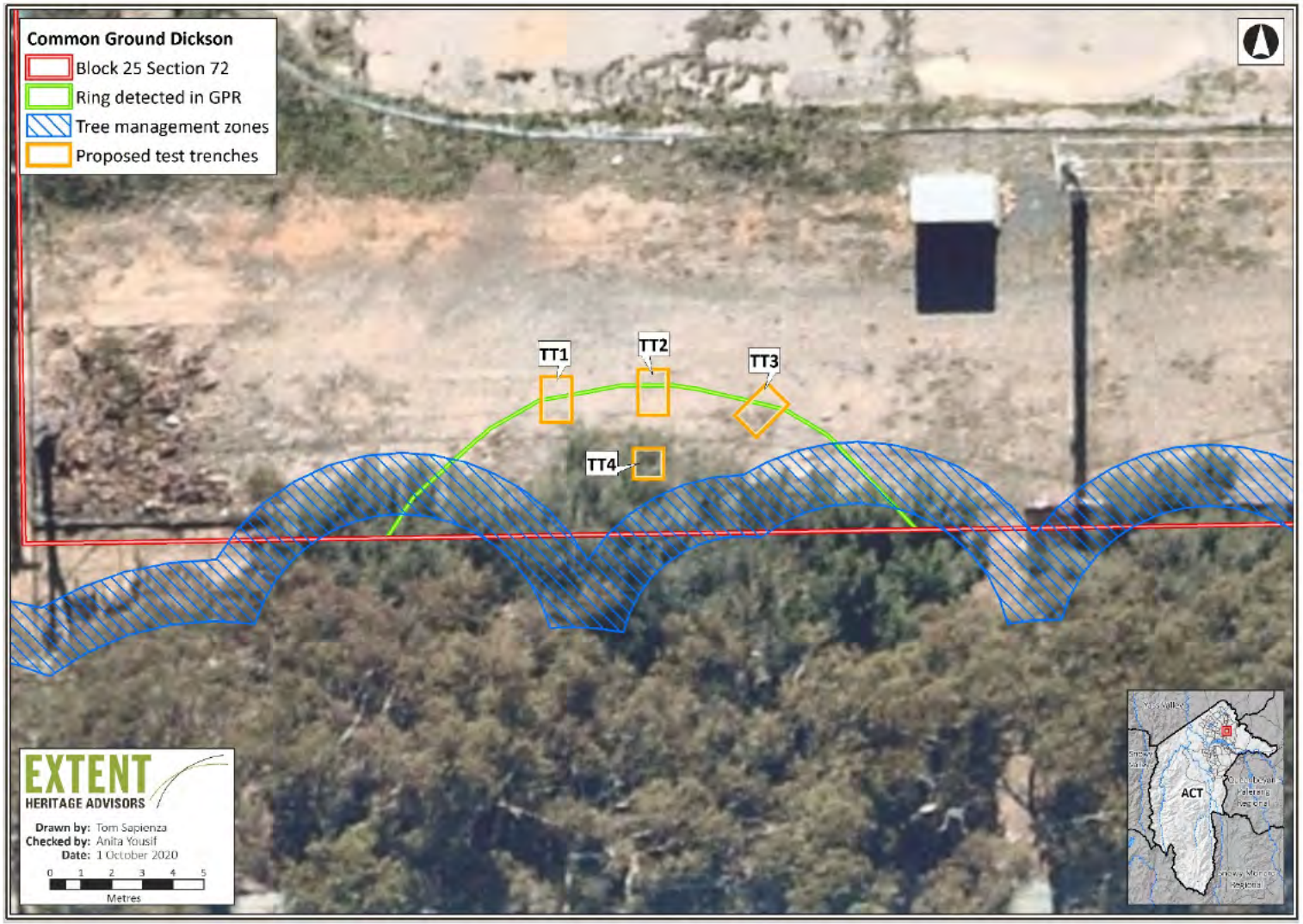


Figure 4. The proposed location of test trenches TT1-TT4 over the probable location of Fragment A.

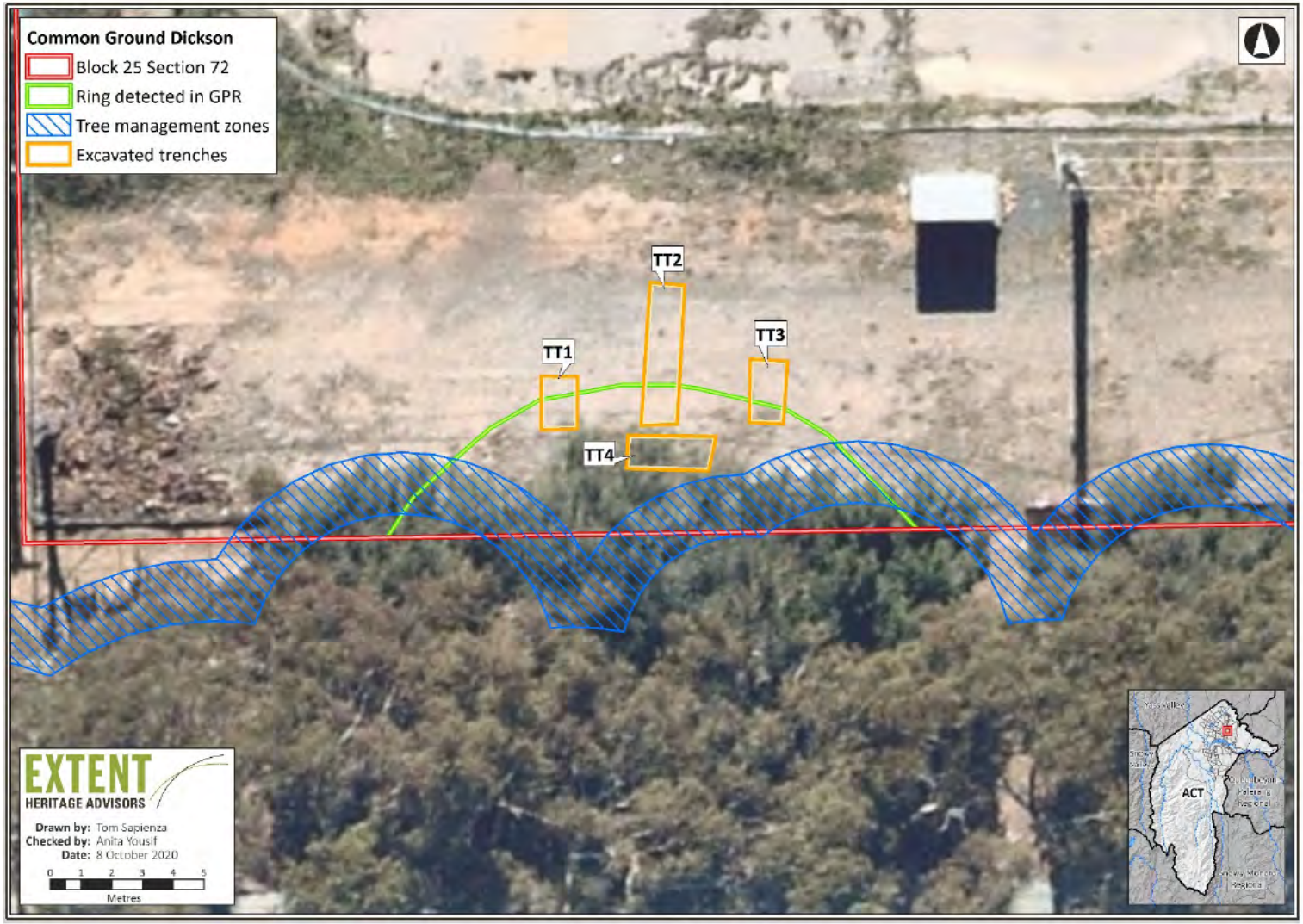


Figure 5. The final size and location of test trenches TT1-TT4 over the probable location of Fragment A.

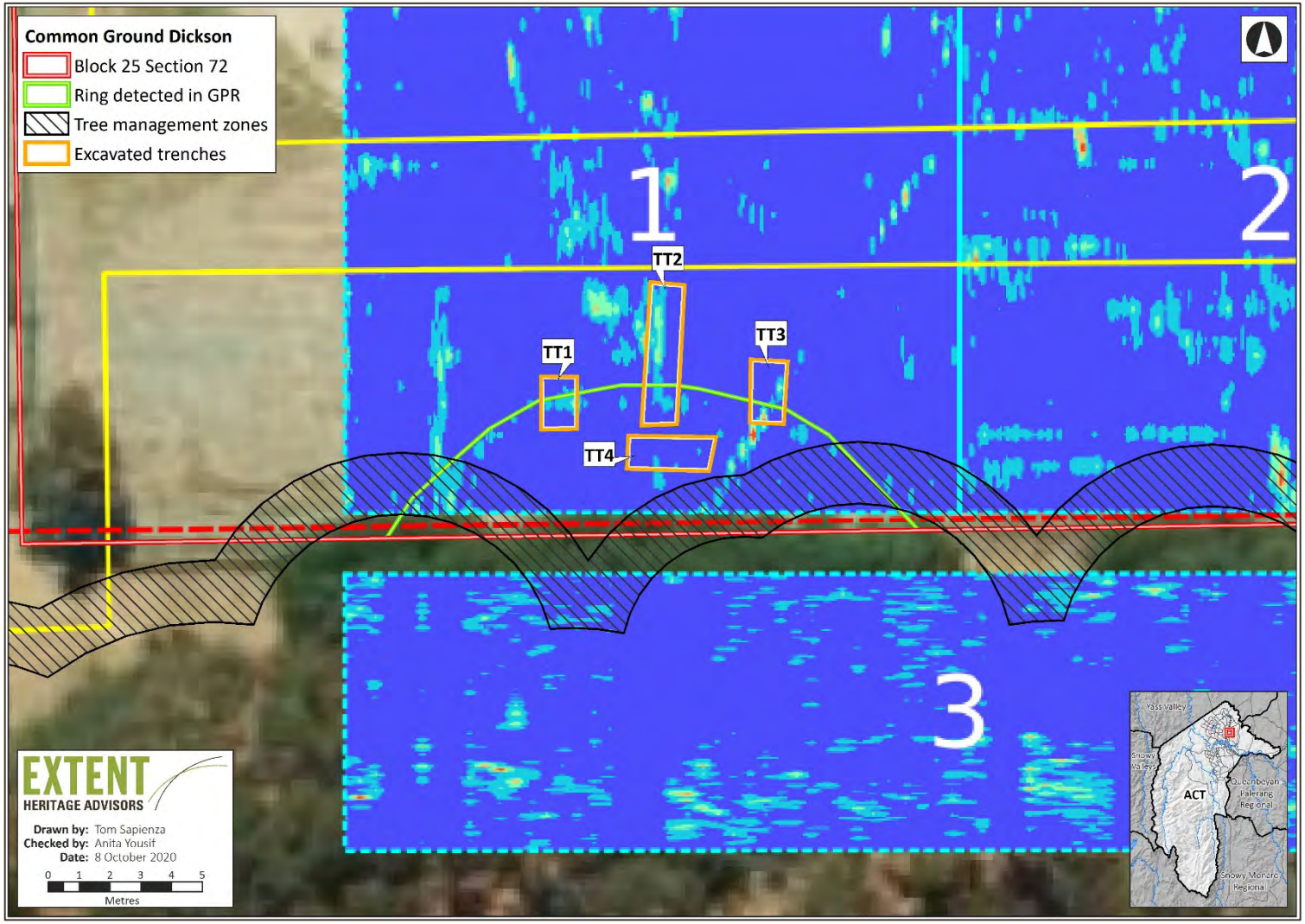


Figure 6. The final size and location of test trenches TT1-TT4 over the GPR detected location of Fragment A.

Figure 7. Mechanical excavation of the initial spits in TT1 (facing north-west).

Figure 8. The base of TT1 with a service line (indicated by blue dashed line) containing yellow plastic tape running along the east end of the trench (facing east).

Figure 9. TT1, after excavation (facing north).

Figure 10. TT2, after excavation (4500 mm x 1100 mm x 1050 mm). TT4 is visible in the background (facing south).

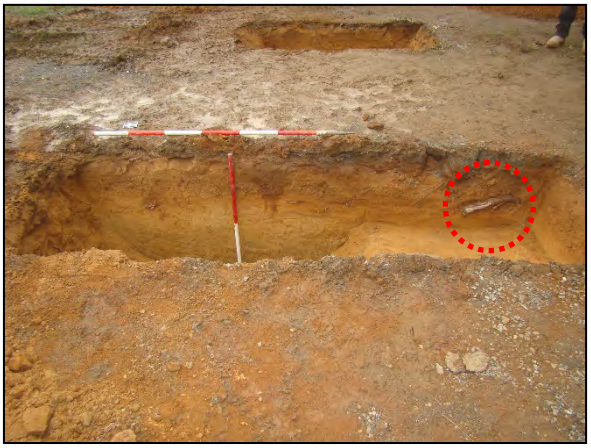


Figure 11. The medium-sized tree root (~60 mm diameter; outlined in red) in the southern portion of the east section of TT2. The root is 400 mm deep and originally ran across TT2 to the west section (see Figure 17).

Figure 12. The base of TT2 (~1050 mm deep) comprising deposit 7: dark brown silty clay with frequent coarse sand and charcoal inclusions (facing north).

Figure 13. TT3, after excavation (2600 mm x 1100 mm x 1600 mm; facing north).

Figure 14. The west section of TT3, showing an identical stratigraphic soil profile to that seen in TT2 (facing west).

Figure 15. Mechanical excavation of the initial 50 mm spits at TT4. TT1 is visible in the background (facing north-west).

Figure 16. TT4, after excavation (2600 mm x 1100 mm x 450 mm). TT2 and TT3 are visible to the left of TT4 in the foreground and background, respectively (facing east).

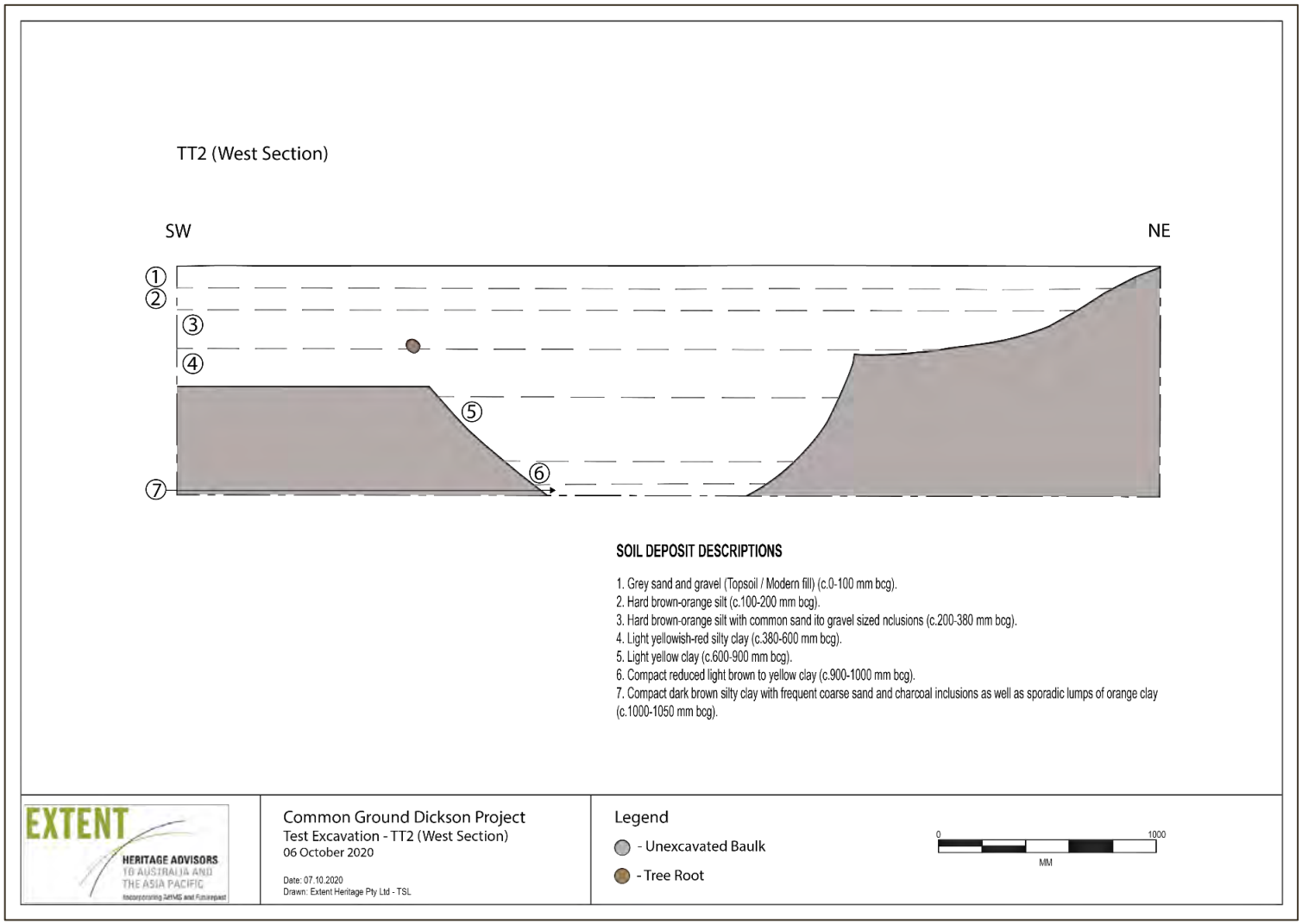


Figure 17. Illustration of the west section of TT2 depicting the stratigraphic soil profile (deposits 1–7) identified within the trench. Note the location of the medium-sized tree root (~400 mm deep), which is at a similar depth to the geophysical signature interpreted to represent Fragment A (~300–650 mm).

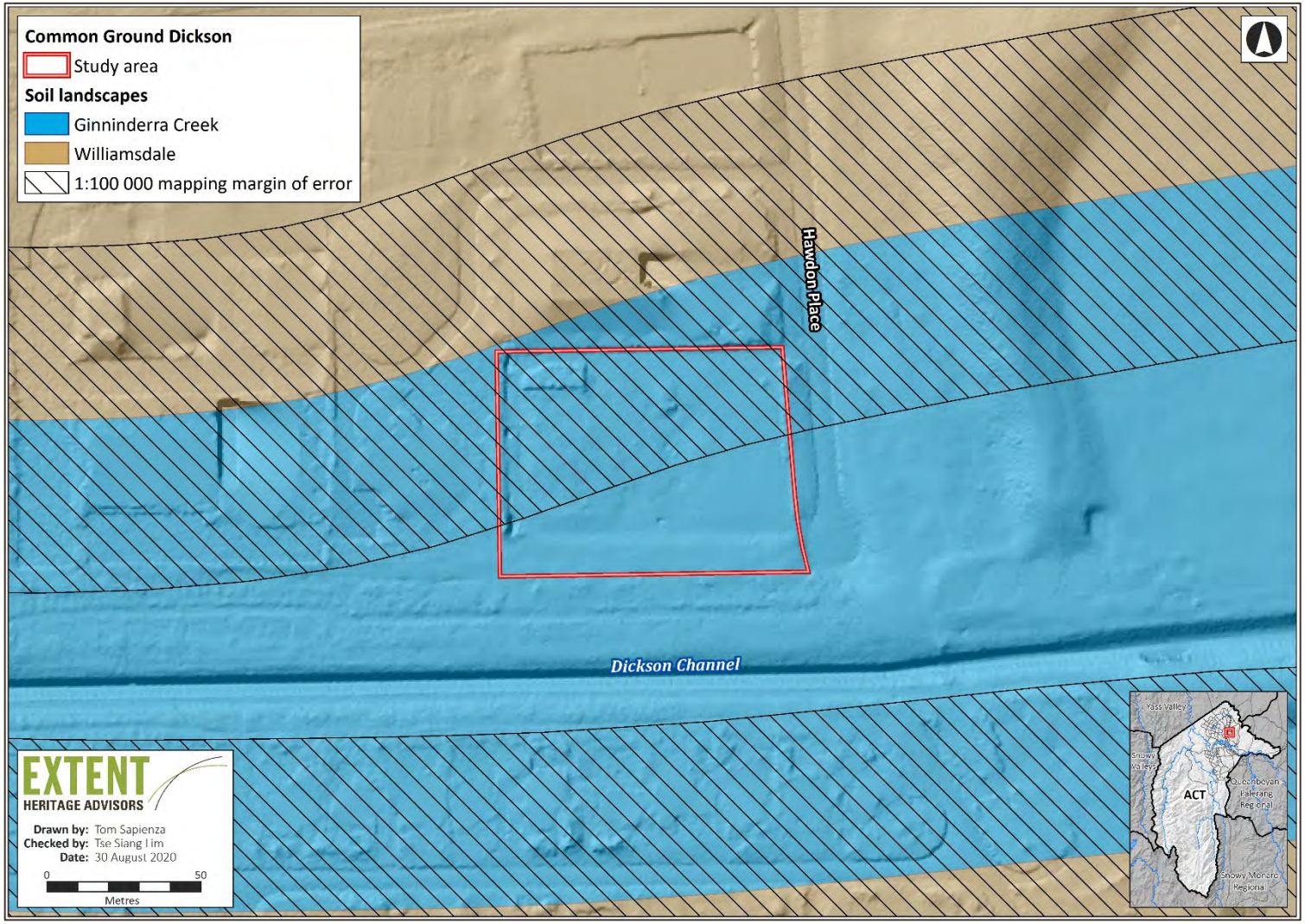


Figure 18. The Ginninderra Creek and Williamsdale soil landscapes in and around the study area (outlined in red).

5. Conclusions and recommendations

5.1 Conclusions

No fragments of the whitewashed central ring marker were found during the mechanical and manual excavations undertaken in trenches TT1-TT4. No Aboriginal or historical artefacts or archaeological features were found during excavation, and no artificial ground disturbances were identified within any of the test trenches.

All test trenches demonstrated a well-stratified soil profile, which has been identified to be the naturally occurring Williamsdale soil landscape.

The results of this test excavation program do not preclude the presence of fragments of the central ring marker at other locations within the study area, or immediately outside the study area to the south.

5.2 Recommendations

The following recommendations are in line with those proposed in the CHAR:

- The unexpected finds protocol (UFP) (per Extent Heritage 2020) should be adopted by the developers and made known to all relevant personnel. This is to ensure that if potential remains of the ring marker are encountered elsewhere at the site, their disturbance is avoided and appropriate management actions are undertaken.
- A cultural heritage induction process for staff and contractors should be implemented prior to these personnel commencing work at the development area. The cultural heritage induction should include:
    - Informing all relevant personnel of the potential archaeological resource within the study area, including its significance.
    - Familiarising all relevant personnel with the UFP and their obligations under the ACT *Heritage Act 2004*.

6. References

ACT Geotechnical (ACT Geotechnical Engineers Pty Ltd). 2019a. Housing ACT. 'Proposed Common Ground Dickson – Block 25, Section 72, Dickson ACT. Geotechnical Investigation Report. October 2019'. Unpublished report prepared for Housing ACT.

ACT Geotechnical (ACT Geotechnical Engineers Pty Ltd). 2019b. Housing ACT. 'Proposed Common Ground Dickson – Block 25, Section 72, Dickson ACT. Supplementary Geotechnical Investigation Report. November 2019'. Unpublished report prepared for Housing ACT.

Cook et al. 2016. *Soil Landscapes of the Australian Capital Territory*. Queanbeyan: Office of Environment and Heritage, NSW.

Extent Heritage (Extent Heritage Pty Ltd.). 2020. 'Common Ground Dickson. Cultural Heritage Assessment Report'. Unpublished report prepared for Housing ACT.

Geoprospection. 2020. 'Ground-penetrating Radar Survey for the Common Ground Dickson Archaeological Investigations, Dickson, ACT'. Unpublished report prepared for Extent Heritage.

Geosciences Australia. 2012. *Geoscience Australia topographic data and map specifications for the national topographic database & NTMS Series 1:250 000 & 1:100 000 scale topographic map products. Version: 6.0.* Available at: http://www.ga.gov.au/mapspecs/topographic/v6/index.html

Jenkins, B. 2000. *Soil landscapes of the Canberra 1:100000 sheet report*. Sydney: Department of Land and Water Conservation.

Appendix A. Test excavation endorsement (File ref: Dickson-S72-B25)

ACT Heritage Council

File Reference: Dickson-S72-B25
Contact Officer: JM
Phone: 1322 81

Infrastructure and Contracts, Housing ACT
Skye Roland
Skye.Roland@act.gov.au

Dear Skye,

Common Ground Dickson – Central Ring Marker Test Excavation – Archaeological Work Method Statement

I refer to your submission to the ACT Heritage Council (the Council) on 1 October 2020 of the *"Common Ground Dickson – Central Ring Marker Test Excavation – Archaeological Work Method Statement"* (Extent Heritage, 2020) (the AWMS).

The Council provided advice on the requirements for subsurface archaeological testing on 30 September 2020, to be undertaken in accordance with an archaeological methodology endorsed by the Council.

The location of the central ring marker was assessed by a Cultural Heritage Assessment (CHA) report, based on historic plans and photos, field survey and ground penetrating radar (GPR) survey. The purpose of the test excavation is to verify that the feature identified in the GPR survey is the central ring marker and to accurately map its location in relation to development works.

The AWMS outlines that:

- Three 1m x 1.5m test trenches will be excavated along the outer radius of the ring marker area to capture the edge;
- One 1m x 1m test trench will be excavated in the centre of the ring marker to test for the presence and integrity of the fabric; and
- It may be necessary to extend the test trenches by additional lengths to ensure that parts of the marker can be appropriately exposed and defined.

The AWMS also details site recording, artefact management and reporting protocols to be followed.

Following review, the Council endorses the AWMS with the following conditions:

1. A professional surveyor must be engaged to accurately map the extent of any features relating to the central ring marker that are exposed at the conclusion of the testing program;

2. A small mechanical excavator, approximately 1.5-2.5t in size, may be used to remove overburden if this is deemed necessary by the excavation director. Any mechanical excavation must cease at 20cm below the ground surface and excavation from this point is to proceed by hand as per specified methodologies in the AWMS. Additionally, any mechanical excavation must immediately cease if any archaeological features are identified above 20cm and any archaeological remains are to be further cleaned by hand. The excavator is to be fitted with a 1m flat bucket, and the excavation is to involve controlled scraping in approximately 100mm spits; and

3. The *"Common Ground Dickson – Unexpected Finds Protocol (UFP) V2"* (Extent Heritage 2020) must be followed during any ground disturbing works.

Subject to compliance with the above conditions, subsurface archaeological testing can commence without further Council advice or *Heritage Act 2004* approvals.

Yours sincerely

Ken Hefferman
Deputy Chair (as delegate for),
ACT Heritage Council

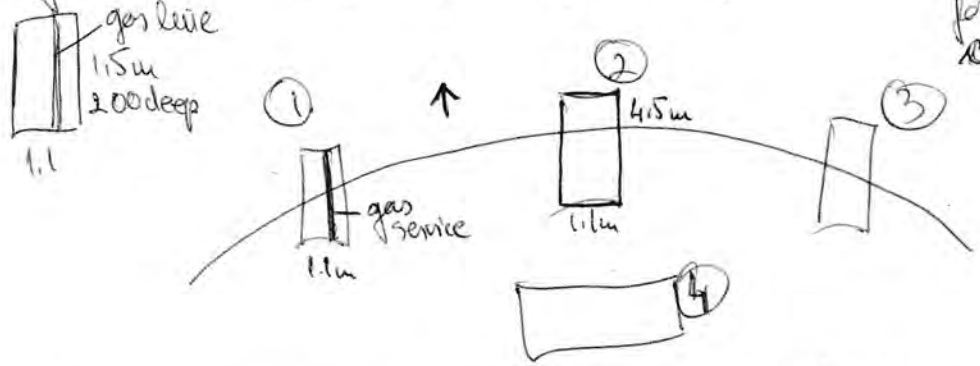
2 October 2020

Appendix B. Test excavation records (TT1–T4)

06. 10. 20

Excavation commenced at 930. Excavator 1.5 tonne fitted with a flat bucket (1.0m wide) and toothed bucket 450mm

Excavation commenced at TT1. this trench measured 1 x 1.5m and was excavated to a depth of 250 mm when a service line was encountered. It is a narrow trench containing yellow plastic indicating a gas line, which was supposed to be further west, according to Dial-Before-you-dig investigations. the trench included uniformed light brown-orange ~~clayey~~ silt.

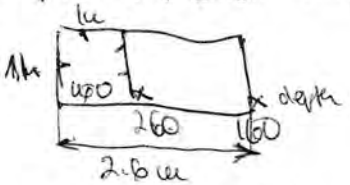


TT4 - excavated in a slightly different location.

TT2 - extended further North as orange fill was of substantial depth resembling material A_2/B_1 horizons. Approximately at 700m deep a change in soil was observed - the soil was compacted and has high content of small gravel and dry coal. Excavated to a depth of 1m - exposed gritty material photographed and left in site Excavation then commenced in TT3. Extended North by 3m

TT3 - Excavated to a depth of 1.6m; 1.1m x 2.6m
No evidence of the ring.
Williamsdale soils.

TT4 - extended eastward by 1.6m. original size 1 x 1 m
Depth W end 450mm - ; Depth east end :



Sarah Logan - re-interpretation of GPR - ASAP
- will do a report on Thursday ; he will be in the field tomorrow
- a 2-page letter saying we excavated 2

Common Ground Dickson Test Excavation

EXTENT HERITAGE ADVISORS TO AUSTRALIA AND THE ASIA PACIFIC Incorporating AHMS and Futurepast

CONTEXT RECORD SHEET

Project: COMMON GROUND DICKSON — TEST EXCAVATION.

Date: 06 OCTOBER 2020		**Unit/~~Context~~ No:** TT1	
Archaeologist: AY, TSL		**Location:** —	**Survey Data:** BUILDER.
Type of Unit (soil, fill, structure, cut, etc.): COARSE GREY SAND AND GRAVEL 'TOPSOIL' + WILLIAMSDALE SOIL LANDSCAPE.			
Length: 168 cm	**Width:** 110 cm	**Depth:** 0 - 25 cmbs	**Dia:** —

Soil Matrix Description

Colour: GREY (TOPSOIL) REDDISH-ORANGE (LAYER 1)	**Texture:** WELL-SORTED SILT
Matrix: —	**Constituents:** —
Horizon Clarity: VERY CLEAR	—
Description: 'TOPSOIL': GREY SAND AND GRAVEL FILL (c. 0 - 10 cmbs) 'LAYER 1': REDDISH-ORANGE SILT (c. 10 - 25 cmbs)	

Relationship to other Units

Above: —	**Below:** —	**Same As:** —
Cuts: —	**Cut By:** —	**Abuts:** —
Bonded To: —	**Contains:** —	

Artefacts

General Comments:	NO ARTEFACTS. FINE TO VERY COARSE ROOTS IN LAYER 1. EXCAVATION ENCOUNTERED YELLOW TAPE INDICATIVE OF GAS PIPING. EXCAVATION TERMINATED AT 25 CMBS BECAUSE OF GAS PIPING.
Interpretive Finds (Diagnostic):	—

Record Details

Plan Nos: —	**Section Nos:** —
Photo Nos: CHECK AY, TSL CAMERAS.	
Samples Retained: —	
Phasing: —	

Common Ground Dickson Test Excavation

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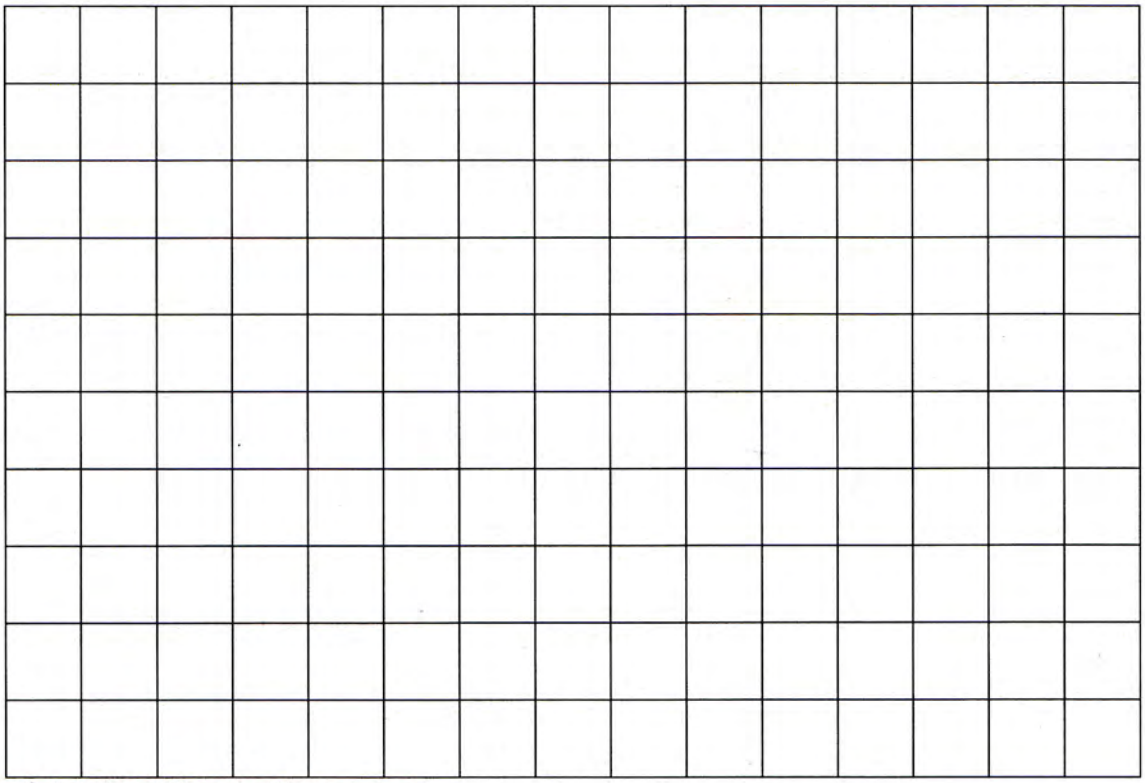
SKETCH PLAN N.A



Grid size 15cm x 10cm

Common Ground Dickson Test Excavation

CONTEXT RECORD SHEET

Project: COMMON GROUND DICKSON – TEST EXCAVATION.

EXTENT HERITAGE ADVISORS TO AUSTRALIA AND THE ASIA PACIFIC Incorporating AHMS and Futurepast

Date: 06 OCTOBER 2020		**Unit/~~Context No:~~** TT 2	
Archaeologist: AY, TSL.		**Location:** —	**Survey Data:** BUILDER.
Type of Unit (soil, fill, structure, cut, etc.): GREY SAND TO GRAVEL 'TOP SOIL' + WILLIAMSDALE SOIL LANDSCAPE (6 LAYERS)			
Length: 450cm	**Width:** 110 cm	**Depth:** VARIABLE (REFER TO PLAN BEHIND)	**Dia:** —

Soil Matrix Description

Colour: VARIABLE (SEE BELOW)	**Texture:** VARIABLE (SEE BELOW)
Matrix: —	**Constituents:** —
Horizon Clarity: ~~CLEAR~~ CLEAR	—
Description: 'TOP SOIL': GREY SAND AND GRAVEL FILL (c. 0–10cmbs) LAYER 2: REDDISH ORANGE SILT (c. 10–20 cmbs) LAYER 3: REDDISH ORANGE SILTY (OMMON) WITH SAND INCLUSIONS (c. 20–38 cmbs) LAYER 4: LIGHT YELLOWISH-RED SILTY CLAY. (c. 38–60cmbs) LAYER 5: LIGHT YELLOW CLAY. (c. 60–90 cmbs) LAYER 6: (BROWN) CLAY (c. 90–100cmbs) LAYER 7: DARK BROWN CLAY WITH (FREQUENT) COARSE SAND INCLUSIONS (c. 100–105 cmbs)	

Relationship to other Units

Above: —	**Below:** —	**Same As:** —
Cuts: —	**Cut By:** —	**Abuts:** —
Bonded To: —	**Contains:** —	

Artefacts

General Comments: NO ARTEFACTS. FINE TO VERY COARSE ROOTS IN LAYERS 2 and 3. EXCAVATION ENDED AT 55/105 cmbs.
Interpretive Finds (Diagnostic): —

Record Details

Plan Nos: —	**Section Nos:** —
Photo Nos: CHECK AY, TSL CAMERAS.	
Samples Retained: —	
Phasing: —	

Common Ground Dickson Test Excavation

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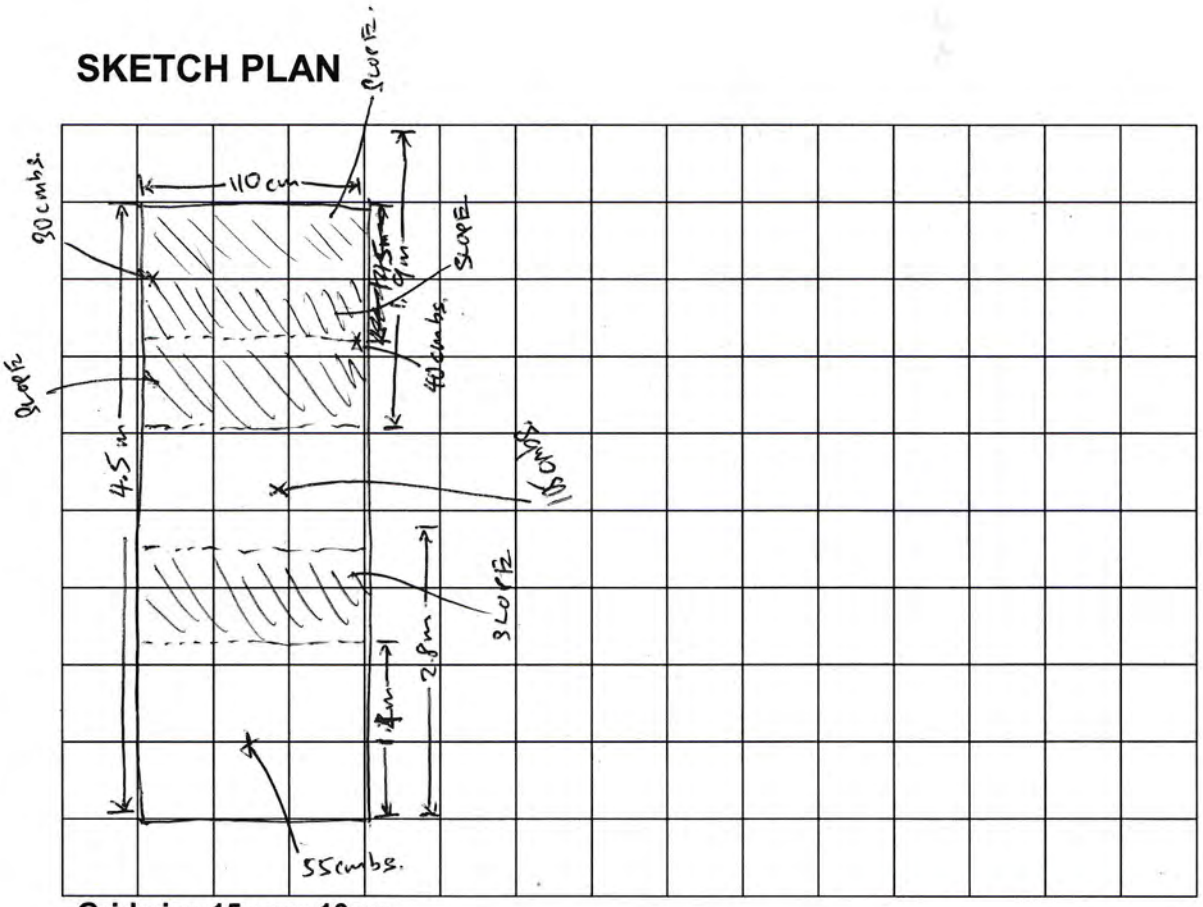
SKETCH PLAN



Grid size 15cm x 10cm

N

Common Ground Dickson Test Excavation

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Incorporating AHMS and Futurepast

CONTEXT RECORD SHEET

Project: Common Ground Dickson – Test Excavation.

Date: 06. October 2020.		**Unit/Context No:** TT3	
Archaeologist: AY, TSL.		**Location:** —	**Survey Data:** Builder
Type of Unit (soil, fill, structure, cut, etc.): Grey sand to gravel 'top soil' + Williamsdale soil landscape (6 layers)			
Length: 260 cm.	**Width:** 110 cm	**Depth:** 160 cm.	**Dia:** —

Soil Matrix Description

Colour: Variable (see below)	**Texture:** Variable (see below)
Matrix: —	**Constituents:** —
Horizon Clarity: Clear	—
Description: Same as TT2 (refer to TT2 record sheet)	

Relationship to other Units

Above: —	**Below:** —	**Same As:** TT2
Cuts: —	**Cut By:** —	**Abuts:** —
Bonded To: —	**Contains:** —	

Artefacts

General Comments: No artefacts. Fine to very coarse roots in layers 2 and 3. Excavation ended at 160 cmbs.
Interpretive Finds (Diagnostic): —

Record Details

Plan Nos: —	**Section Nos:** —
Photo Nos: Check AY, TSL cameras.	
Samples Retained: —	
Phasing: —	

Common Ground Dickson Test Excavation

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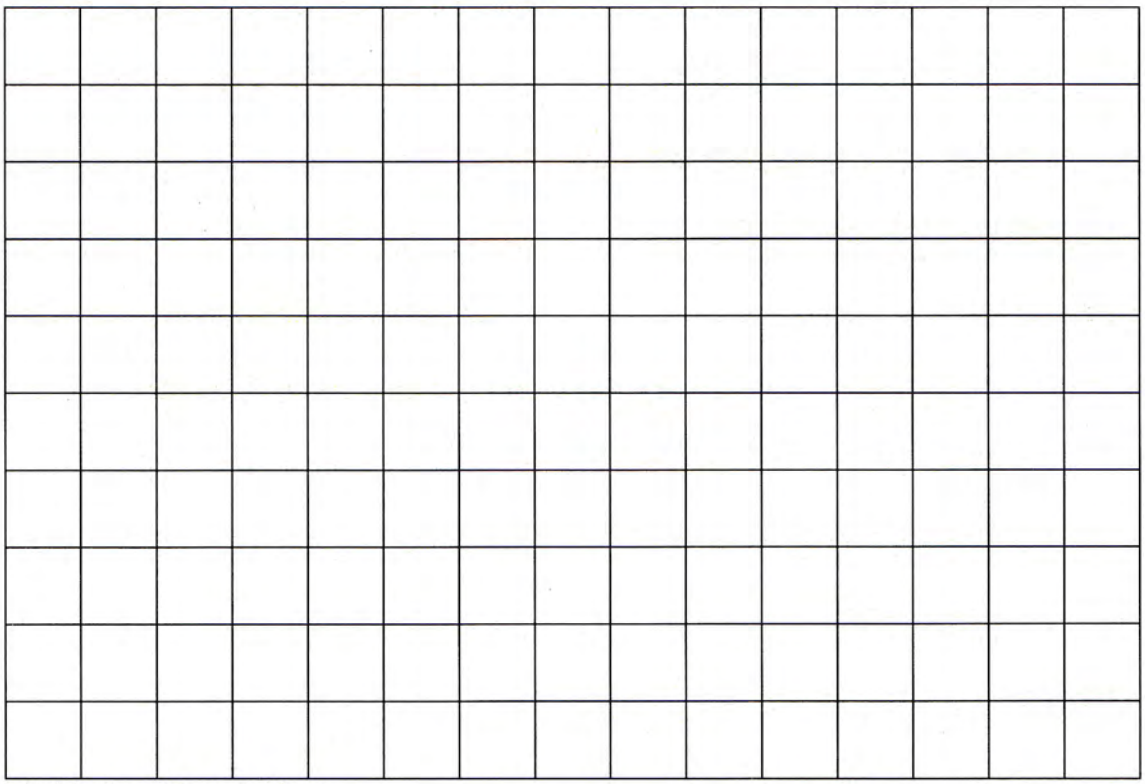
SKETCH PLAN N.A.



Grid size 15cm x 10cm

Common Ground Dickson Test Excavation

CONTEXT RECORD SHEET

EXTENT HERITAGE ADVISORS TO AUSTRALIA AND THE ASIA PACIFIC Incorporating AHMS and Futurepast

Project: COMMON GROUND DICKSON TEST EXCAVATION.

Date: 06 OCTOBER 2020		**Unit/Context No:** TT 4	
Archaeologist: AY, TSL		**Location:** —	**Survey Data:** BUILDER.
Type of Unit (soil, fill, structure, cut, etc.): COARSE GREY SAND AND GRAVEL 'TOP SOIL' + WILLIAMSDALE SOIL LANDSCAPE			
Length: 260 cm	**Width:** 110 cm	**Depth:** VARIABLE (REFER TO PLAN BEHIND)	**Dia:** —

Soil Matrix Description

Colour: VARIABLE (SEE BELOW)	**Texture:** VARIABLE (SEE BELOW)
Matrix: —	**Constituents:** —
Horizon Clarity: CLEAR	—
Description: 'TOP SOIL' to LAYER 4 (c. 0-50 cmbs); see TT2 RECORD SHEET.	

Relationship to other Units

Above: —	**Below:** —	**Same As:** ~~TT4~~ TT2
Cuts: —	**Cut By:** —	**Abuts:** —
Bonded To: —	**Contains:** —	

Artefacts

General Comments: NO ARTEFACTS. FINE TO VERY COARSE ROOTS IN LAYERS 2 AND 3. EXCAVATION ENDED AT 50 cmbs.
Interpretive Finds (Diagnostic): —

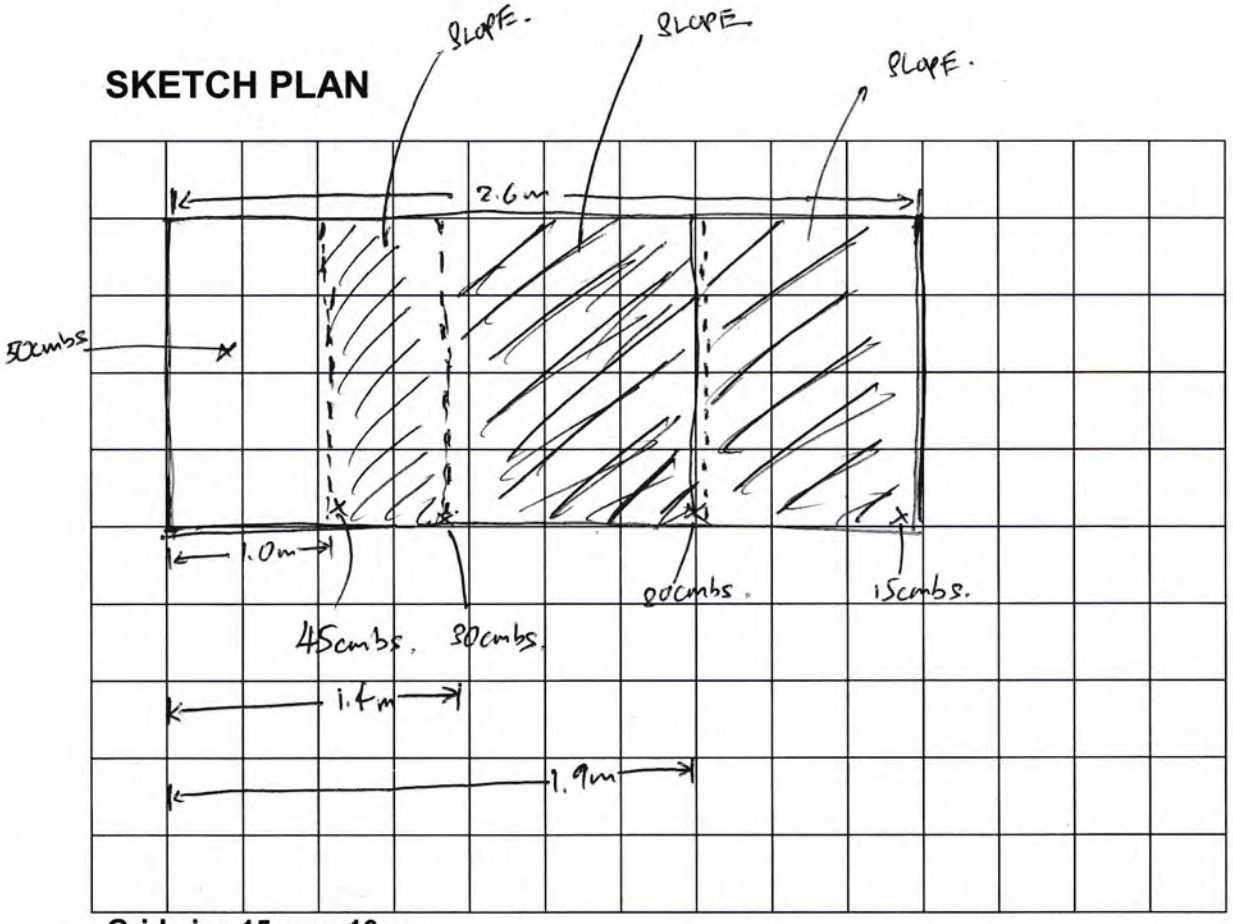
Record Details

Plan Nos: —	**Section Nos:** —
Photo Nos: CHECK AY, TSL CAMERAS.	
Samples Retained: —	
Phasing: —	

Common Ground Dickson Test Excavation

EXTENT
HERITAGE ADVISORS
TO AUSTRALIA AND
THE ASIA PACIFIC
Incorporating AHMS and Futurepast

SKETCH PLAN



Grid size 15cm x 10cm

N

Appendix C. Tree management plan

LEGEND

EXTENT OF WORKS

EXISTING TREE
to be retained and protected

EXISTING REGULATED TREE
to be retained and protected

TEMPORARY PROTECTIVE FENCING
Trees to be retained are to be surrounded by 1800 high continuous mesh temporary fencing as shown on plan for the duration of works. No stockpiling of material, installation of services or site sheds or storage is allowed within the fenced area.

DEVELOPMENT SITE BOUNDARY FENCE

TREE PROTECTION ZONE (TPZ) -
2 metre zone beyond crown dripline
Note the TPZ also includes the area beneath the tree crown

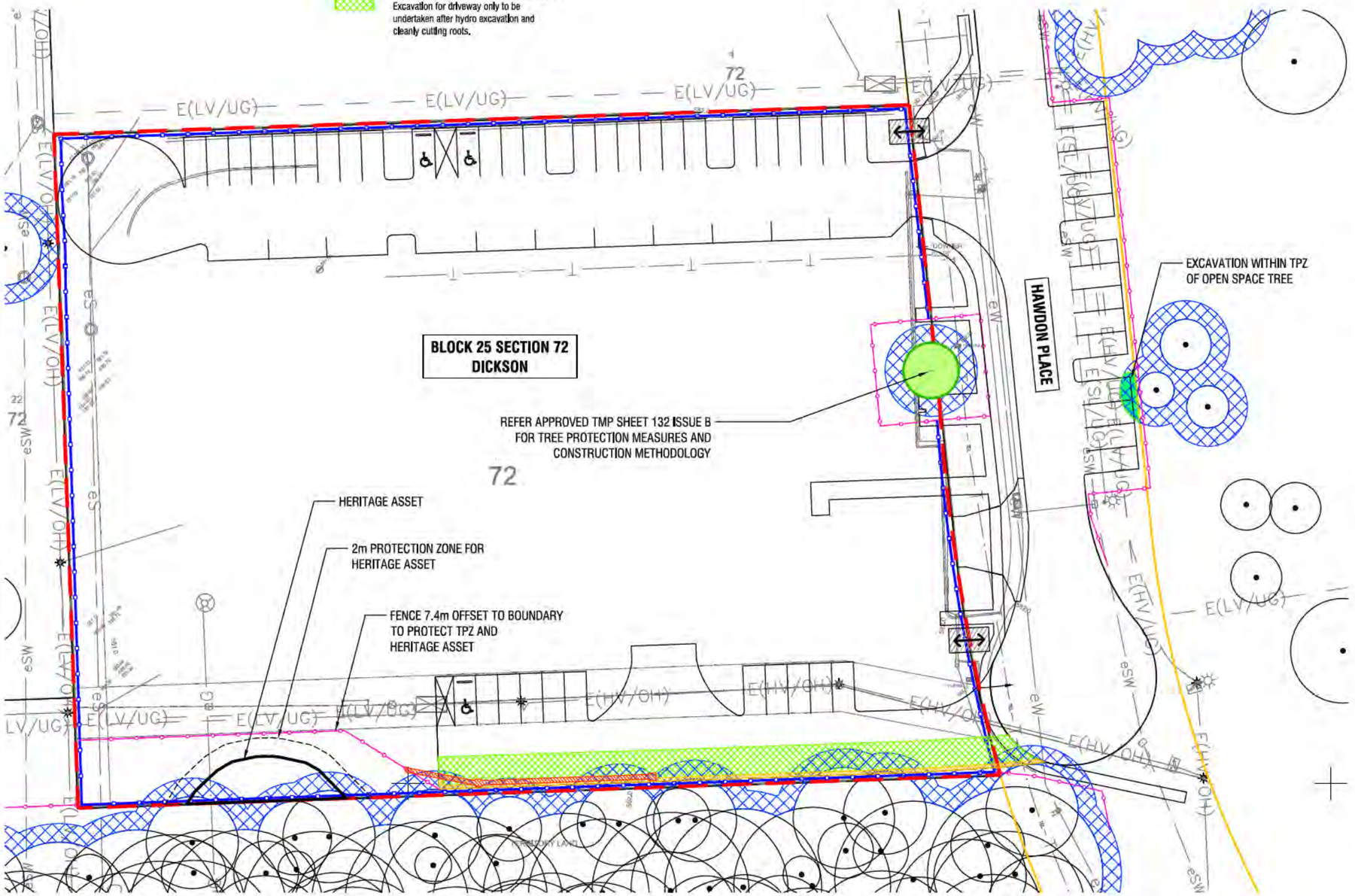
SITE ACCESS POINTS

HYDRO EXCAVATION TRENCH -
400mm wide by maximum 300mm depth hydro excavation trench along the kerb alignment. To locate and cleanly cut roots.

ALSO REFER TO HYDRO EXCAVATION NOTES ON THIS SHEET

HYDRO EXCAVATION FOR SW -
1000mm depth hydro excavation. Locate and cleanly cut roots.

EXCAVATION AFTER HYDRO EXCAVATION
Excavation for driveway only to be undertaken after hydro excavation and cleanly cutting roots.



TREE PROTECTION NOTES

1. CONTRACTORS ARE REMINDED THAT THE MAJORITY OF TREE ROOTS GROW IN THE TOP 300 MM OF SOIL.
The feeder roots, often very fine roots that provide the tree with water, oxygen and nutrients tend to be within the top 100mm. These roots typically grow between the tree's trunk to well beyond its 'drip-line' (the canopy edge). Ground works within the drip zone of a tree have the potential to do considerable damage to its root system. It can affect tree stability and tree health to such an extent that it will lead to the decline and possible death of the tree over a period of years. Within lease areas by legislation the Tree Protection Zone (TPZ) extends to tree crown + 2m, including the area beneath the crown.

2. TREE PROTECTION
Existing canopy clearance is not to be altered, unless otherwise approved.
Crowns and apex of canopies are not to be altered or reduced.
Ensure lifting equipment and load can clear height and width of tree canopy without damage to crown.
Ensure construction equipment can pass beneath lowest limb, through driveway access.

3. TREE ROOT PROTECTION
Any excavation (or fill) that occurs within 2m of the drip zone of a tree must be approved by the relevant government agency.

Where excavation is approved, the following measures are to be adopted for tree protection:
- Do not sever large roots (>30 mm diameter) closer than halfway from the drip-line to the trunk. Hand trenching to a depth of 300mm is required to locate these roots before any mechanical trenching is undertaken.
- All roots must be cut cleanly with equipment specifically designed to cut roots cleanly or other suitable pruning equipment.
- Roots exposed during excavation must be protected from desiccation. Keep lightly watered or cover with hessian, which must be kept moist.
- Water trees that have had disturbance in their root zone. The amount and frequency of water needs to be adapted to the trees requirement, based on seasonal conditions.
- Roots 50mm in diameter or larger shall be protected, including by excavation underneath tree roots where feasible;
- Minimise width of excavation in vicinity of trees as far as possible. shoring of excavations should be adopted in lieu of benching, to minimise overall cut width.

TREE 'REGULATED' STATUS BY VIRTUE OF SIZE

Under the Tree Protection Act 2005 a tree is termed a Regulated Tree and is to be protected if it is growing on Urban Leased land and has at least one of:
* A height of 12m or more; or
* A trunk circumference of 1.5m (approx 0.5m in diameter) or more at 1m above ground level; or
* Two or more trunks and the total circumference of all the trunks, 1m above ground level, is 1.5m or more, or
* A minimum crown width of 12m or more, and
* Must be alive - all dead trees have been ranked as Non Protected tree.
* Is not a weed species under the Pest Plant & Animals Declaration 2005

TREE PROTECTED STATUS
YES - The tree has a dimension that any activity must be assessed under the Tree Protection Act on leased land; or is on Government land eg. road verge, park, etc as all trees on Government land are protected.
NO – The tree if on Leased land does not meet the 'Regulated' tree status dimensions or is a declared Weed Species, it does not require assessment under the Tree Protection Act.
NA - Not applicable as Off Lease but often protected as these trees are generally on Government (Unleased) land.

Trees nominated as Protected can only be removed / pruned if approval in writing gained from all applicable Government agencies.

FUTURE TREE APPROVALS
On-Leased land: If a tree has protected or Regulated status then approval must be gained from TCCS Urban Treescapes Unit or by a DA through ESDD prior to removal, lopping or ground damaging activity.

Off-Lease (Territory) land: Please note all trees located external to the leased block boundary i.e. the verge, or open space cannot be removed, pruned or damaged without the approval of the TaMS Urban Treescapes Unit, City Services (13 22 81) as on Government land.

TREE MANAGEMENT:
Trees within lease require a Tree Management Plan (TMP) and on the verge a Landscape Management Protection Plan (LMPP) outlining removals, pruning, tree protection measures, site access and restorative works issues as part of the design process.

HYDRO EXCAVATION

PROTECTION OF TREES
AS4970:2009 Protection of Trees on Development Sites contains guidelines for protecting trees within construction sites. It provides a clear description of tree root systems and how to calculate TPZs. The Contractor/ Subcontractor must be familiar with AS4970:2009.

HYDRO EXCAVATION & TREE ROOTS
Hydro excavation is largely regarded as non-destructive digging technique. However, it has been observed in certain circumstances that the outer layers of roots have been stripped due to pressure from the hydro excavator being too high or where sheaths of other protective measures have not being applied around roots.
This 'Hydro Excavation and Tree Protection Methodology' details the method the Contractor shall use as a basis for hydro excavating within all TPZs to ensure minimal damage occurs to tree roots. It shall be used on conjunction with:
- AS4970:2009 Protection of Trees on Development Sites; and
- AS4373:2007 Pruning of Amenity Trees.

HYDRO EXCAVATION PROCEDURE WITHIN TPZ
The following procedure must be followed at all times when excavating using hydro excavation within all TPZs.
1) Only an experienced and competent hydro excavation operator (Operator) shall operate hydro vacuum excavation equipment.
2) A qualified arborist is to provide on site assistance to the Operator, which may include:
   a. advice regarding different tree species specific root systems and particular sensitivities;
   b. supervision of hydro excavation to ensure minimal damage occurs to root systems;
   c. supervision of root pruning if required;
   d. supervision of backfilling.
3) The Operator is required to use a 45° flat fan nozzle. A flat fan nozzle is of short length, single orifice fitting, that is inserted into the digging end of the wand and as such there is a single concentrated jet of water exiting from the tip of nozzle which sprays water evenly. The spray is wide and reduces the pressure impact on the roots.

A rotating nozzle or rotary nozzle must never be used in a TPZ. The rotating nozzle is a conically shaped nozzle that contains a single exit point as well as a rotor insert. The water flowing through the nozzle is dispersed the tip of the nozzle in a conical shape. The rotating nozzle gives the extreme pressure as minimum as 0°. The pressure of a 0° spray can damage wood bark and roots.
4) The maximum water pressure to be used at any time with a flat fan straight tip nozzle during hydro excavation within a TPZ shall be 2,000 psi. All pressure measurements are to be monitored using a pressure gauge mounted on hydro-excavation machine.
5) The pressurised blast wand shall never remain motionless.
6) A distance of 50 - 150mm shall always be maintained between the end of the pressure wand nozzle and the subsoil. The nozzle shall never be inserted into the subsoil while excavating in a TPZ.
7) Hydro excavation initially shall be commenced as far as possible from the drip line and if the services are not found, hydro-excavation should continue towards the drip line using a slit trenching technique.
8) If the major damage to structural roots occurs while undertaking hydro excavation, the Operator must stop the operation immediately, document the damage with photographs and contact the Project Arborist or Landscape Architect.
9) Backfill and restoration of disturbed areas.

PARKING HYDRO EXCAVATION TRUCK
The hydro excavation truck shall be parked outside the TPZ.

ISSUE	DESCRIPTION	DWN	APP'D	DATE
B	DA NOTICE OF DECISION RESPONSE	MR	JK	30.06.20
A	DA NOTICE OF DECISION RESPONSE	MR	JK	24.06.20

NORTH

NOTES
- COPYRIGHT AND PROPERTY OF ENVIRO LINKS DESIGN PTY LTD, MAY BE USED ONLY FOR THE STATED PROJECT AND ISSUE STATUS, AND IN ACCORDANCE WITH TERMS OF ENGAGEMENT FOR WHICH IT WAS COMMISSIONED.
- TO BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS, DRAWINGS AND DEVELOPMENT APPROVAL CONDITIONS.
- OBTAIN ANY OUTSTANDING STATUTORY APPROVALS PRIOR TO COMMENCEMENT OF WORKS.
- FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED MEASUREMENTS. DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE.

WHERE ISSUED FOR CONSTRUCTION:
- CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL SERVICES AND OBTAINING NECESSARY CLEARANCES AND APPROVALS. CONTRACTOR TO VERIFY DIMENSIONS, LEVELS & DETAILS TO SITE CONDITIONS AND PRIOR WORKS, AND REPORT ALL DISCREPANCIES TO THE SUPERINTENDENT FOR RESOLUTION BEFORE COMMENCING WORK.
- PRESENT SAMPLES AND GAIN APPROVAL FROM SUPERINTENDENT FOR ANY NOMINATED MATERIALS OR FINISHES.
- ADOPT AND IMPLEMENT APPROVED TREE MANAGEMENT PLAN, LANDSCAPE MANAGEMENT & PROTECTION PLAN & ENVIRONMENTAL AUTHORISATIONS.
- ALL WORKS TO BE IN ACCORDANCE WITH CURRENT TCCS MUNICIPAL INFRASTRUCTURE STANDARDS AND MUNICIPAL INFRASTRUCTURE TECHNICAL SPECIFICATION UNLESS OTHERWISE PRESCRIBED. ALL DISTURBANCE BY WORKS MUST BE REINSTATED TO EXISTING CONDITION.

ARCHITECT
COLLINS PENNINGTON

CLIENT
RICHARD CROOKES CONSTRUCTIONS

LANDSCAPE ARCHITECT
enviro links design
5 / 61 Donsas Court, PHILLIP ACT 2606
PH(02) 6281 8088 www.enviro.com.au

PROJECT
COMMON GROUNDS ACCOMMODATION
DICKSON B25 S72

TITLE
TREE MANAGEMENT PLAN

SCALE 1:1000@A3 (0 5 10 15 20m)
ISSUE B
JOB NO. 2037
DWG NO. TMP-01

ACT Government
Transport Canberra and City Services

Ms Fiona Moore
The Secretary (as Delegate for)
ACT Heritage Council

GPO Box 158

CANBERRA ACT 2601

Email: heritage@act.gov.au

Nomination Application to the ACT Heritage Register

Dear Ms Moore

Thank you for your letter dated 23 July 2020, advising me of the ACT Heritage Council's decision to accept the nomination application for the Original Canberra Aerodrome Remnants, Dickson.

I note that this site is now listed as a 'nominated' place to the ACT Heritage Register and will be assessed by the Council against the heritage significance criteria established under the Heritage Act 2004. As the nomination has been accepted by the Council, the provisions of the Act apply.

As the land custodian of two of the three identified sites, the Transport Canberra and City Services Directorate (TCCS) has a particular interest in this matter. As such, TCCS staff met with ACT Heritage representatives on 1 October 2020 to discuss any impacts the nomination may have on TCCS activities. I am advised that any future maintenance or upgrade works at these sites is unlikely to be significantly impacted by the nomination and possible future registration.

I also note the ACT Heritage advice regarding the preparation of Conservation Management Plans for the sites, and I will consider this if, following public consultation, a decision is made to register the remnants.

Thank you for the opportunity to comment on the nomination of the Original Canberra Aerodrome Remnants.

Yours sincerely

Alison Playford
Director-General
Transport Canberra and City Services

27 November 2020

Swetekelly, Maryclare

From: Swetekelly, Maryclare
Sent: Tuesday, 9 February 2021 9:57 AM
To: Kenneth Heffernan; [redacted]
Cc: Chaston, Daisy
Subject: RE: Original Canberra Aerodrome
Attachments: Canberra Aerodrome - Statement of Reasons_DRAFT (A27786076).pdf; Canberra Aerodrame - Background Information_DRAFT (A27822559).pdf

OFFICIAL

Hi Ken and [redacted]

Let's meet out the front of the Dickson Library at 9:30am on 16 Feb. Parking in the Dickson shopping precinct will be easier and there is a commemoration plaque on the front of the library for the aerodrome crash that would be good to view in association with this nomination. We can then follow the walking paths along the creek to view the other locations.

For your information I have attached the draft background information and SOR, which will be included in the agenda of the next RTF meeting on 4 March. This site has considerable public interest and we may get some complaints if we proceed with the SOR. That said, while it has value as a historic site (Canberra Tracks signage is being unveiled during the upcoming Heritage Festival) it seems that not a lot of material evidence remains. It will be good to view the locations before the RTF meeting to help establish and confirm the Heritage Council's later decision.

Kind regards,
Mary Clare

From: Kenneth Heffernan [redacted]
Sent: Tuesday, 9 February 2021 9:01 AM
To: Swetekelly, Maryclare <Maryclare.Swetekelly@act.gov.au>
Subject: Re: Original Canberra Aerodrome

Hi Mary Clare,
9:30 would be perfect,
Thanks
Ken

Sent from my iPad

> On 9 Feb 2021, at 8:25 am, Swetekelly, Maryclare <Maryclare.Swetekelly@act.gov.au> wrote:
>
> OFFICIAL
>
> Hi Ken,

If you would like to join me (and potentially [redacted]) I think I will head out fairly early, which could potentially keep your afternoon schedule free. Would a start time between 9-10am suit you?

Kind regards,
Mary Clare

From: Ken Heffernan [redacted]
Sent: Monday, 8 February 2021 7:47 PM
To: [redacted]
Cc: Swetekelly, Maryclare <Maryclare.Swetekelly@act.gov.au>; David Flannery [redacted] Chaston, Daisy <Daisy.Chaston@act.gov.au>; Hekimian, Richard <Richard.Hekimian@act.gov.au>
Subject: Re: Original Canberra Aerodrome

Hi Mary Clare,
I would like to visit the locations on the 16th, but need to keep free in the afternoon for the KAP meeting
Ken

Sent from my iPhone

> On 8 Feb 2021, at 10:51 am, [redacted] wrote:
>
> Hi Maryclare,
> I might be away around that time but if I'm not I'd be happy to come along and view the sites.
>
> Kind Regards
>
> [redacted]

From: Swetekelly, Maryclare [mailto:Maryclare.Swetekelly@act.gov.au]
Sent: Friday, 5 February 2021 8:38 AM
To: David Flannery [redacted]>; Ken Heffernan [redacted]
Cc: Chaston, Daisy <Daisy.Chaston@act.gov.au>; Hekimian, Richard <Richard.Hekimian@act.gov.au>
Subject: Original Canberra Aerodrome

OFFICIAL

Hi RTF members,

I have completed a draft SOR and background documents relating to the nomination of the Original Canberra Aerodrome. The primarily reason for preparing a SOR is that too little of the original fabric remains - only one concrete fragment (Lockspit A) is known to exist. This is despite extensive archaeological investigations at the location of the Ring. The documents will be included in the next RTF agenda for your consideration.

On 16 February I intend to complete the site visit requirements. If anyone would like to join me on the day just let me know and we can arrange a time and place. I will be working from the office that day and all the locations are in Dickson. I have attached a map showing the three areas related to this nomination. Two are on public land (Lockspit A and B) and one partly straddles a public area and private block (Ring). Therefore, if you would prefer, it should be possible to view all locations at your own convenience.

Kind regards,
Mary Clare

Mary Clare Swete Kelly | Registrations Assessment Officer
Phone: 6207 6902 I Email: maryclare.swetekelly@act.gov.au
ACT Heritage I Environment, Planning and Sustainable Development I **ACT Government**
480 Northbourne Avenue I Dickson I GPO Box 158 Canberra ACT 2601
www.environment.act.gov.au

<image001.png>
@EnvironPlan
<image002.png>
facebook.com/EnvironPlan

REGISTER TASKFORCE

AGENDA

Thursday 4 March 2021, 9:30am

Innovation Hub Level 5, 480 Northbourne Avenue, Dickson
and via WEBEX

1.0 Welcome

1.1 Acknowledgement of Country, apologies and attendances
1.2 Confirmation of Agenda
1.3 Declarations of Interest
1.4 Previous Minutes & Actions

2.0 Assessments Against Significance Criteria

2.1 7 Juad Place, Aranda
2.2 Original Canberra Aerodrome, Dickson

3.0 Additional Business

3.1 Kingston Shopping Precinct – Update and Direction

Next Council Meeting 1 April 2021

ASSESSMENT AGAINST THE HERITAGE SIGNIFICANCE CRITERIA UNDER S10
ORIGINAL CANBERRA AERODROME **2.2**

2.2a – draft Statement of Reasons
2.2b – draft background document

The Original Canberra Aerodrome was located in the area of Dickson before suburban development occurred. It was operational from 1924-1926. It has historic interest, as the first official aviation facility in the ACT and the location of Canberra's first air fatalities. However, the physical remains have been significantly disturbed, removed or destroyed over the years. Consequently, there are no evident remains of the central ring marker, nor three of the four lockspits. Only one lockspit fragment potentially remains, but this appears to be disturbed and its provenance is not certain.

The place was nominated by Mr Gary Kent, President, National Trust of Australia (ACT) and Mr James Oglethorpe, Treasurer, No. 3 Squadron Royal Australian Air Force Association. Jane Goffman, a town planner, presented historical research on this site at the Australia ICOMOS Heritage of the Air conference (November 2019) and published this in the Canberra Historical Journal (March 2020).

Other efforts have also been undertaken to memorialise the place and the first air crash in Canberra that occurred there. In 2009 a Heritage Grant was provided to St John's Church in Reid to install a grave marker for Aircraftsman Callander who was killed in the air crash. The crash is also memorialised on a plaque installed by the ACT Heritage Committee at the front entrance of the Dickson Library. In addition, Canberra Tracks signage explaining the history of the Original Canberra Aerodrome and the crash that occurred there will be installed in 2021.

RECOMMENDATION
That Register Taskforce:
1. Agree to the proposed Statement of Reasons; and
2. Agree to proceed to Council for decision.

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ACT Heritage Council

STATEMENT OF REASONS
DECISION NOT TO PROVISIONALLY REGISTER
ORIGINAL CANBERRA AERODROME
PART BLOCK 25 AND 26 SECTION 72; PART BLOCK 33 SECTION 73; PART BLOCK 6 SECTION 76, DICKSON
IN THE ACT HERITAGE REGISTER

In accordance with s32 of the *Heritage Act 2004,* the ACT Heritage Council has decided not to provisionally register Original Canberra Aerodrome, Dickson. This Statement of Reasons provides an assessment of Original Canberra Aerodrome, Dickson, and finds that the place does not meet any of the criteria under s10 of the *Heritage Act 2004.*

The presence of the Original Canberra Aerodrome that was previously located in the present-day suburb of Dickson is of historical note, as the first official aviation facility in the ACT and the location of Canberra's first air fatalities. However, the physical remains have been significantly disturbed, removed or destroyed over the years. Consequently, there is no evident remains of the central ring marker, nor three of the four lockspits. Only one lockspit fragment potentially remains, but its provenance is not certain. The Heritage Council considers that the known physical remnants are too fragmentary to meet the criteria for heritage listing.

This statement refers to the location of the place as required in s34(5)(b)(ii) of the *Heritage Act 2004*.

LOCATION OF THE PLACE

The nomination refers to three specific locations relating to presumed remnants of the Original Canberra Aerodrome:

1. Central ring marker location (part Block 25 and 26 Section 72): centroid coordinates -35.250306, 149.145610.
2. Lockspit A (part Block 33 Section 73): centroid coordinates -35.252218, 149.149233.
3. Lockspit B (part Block 6 Section 76): centroid coordinates -35.248639, 149.148896.

This section refers to the description of the place as required in s34(5)(b)(iii) of the *Heritage Act 2004*. The boundary of the place and extent of features listed below is illustrated at Image 1.

DESCRIPTION OF THE PLACE

The Original Canberra Aerodrome (also known as Canberra Aerodrome, Aerodrome at Canberra and the Northbourne Aviation Ground) consisting of the following attributes:

- The nomination refers to the central ring and the location of two of the four original lockspits. The other lockspits are presumed to have been destroyed during construction in the suburb of Dickson. The only known remnants belong to Lockspit A.

    1. Central ring marker location with a radius of 11.65m and a depth of 2 metres below ground.
    2. Lockspit A with a radius of 18m, and a depth of 1 metre below ground.
    3. Lockspit B with a radius of 9m, and a depth of 2 metres below ground.

This statement refers to the Council's reasons for its decision as required in s34(5)(b)(iv) of the *Heritage Act 2004*.

REASONS FOR DECISION

The Council is not satisfied on reasonable grounds, there being only one element of discernible physical evidence, that the place is likely to have heritage significance as defined by s10 of the *Heritage Act 2004*; the Council, however, notes that the place may be renominated and reassessed if further physical evidence is discovered in the future.

This statement refers to the Council's assessment of the place against the heritage significance criteria as a part of its reasons for its decision as required in s34(5)(b)(iv) of the *Heritage Act 2004*.

ASSESSMENT AGAINST THE HERITAGE SIGNIFICANCE CRITERIA

The Council's assessment against the criteria specified in s10 of the *Heritage Act 2004* is as follows.

In assessing the heritage significance of the Original Canberra Aerodrome, Dickson, the Council considered:

- the original nomination and documentary evidence supplied by the nominator;
- the Council's *Heritage Assessment Policy* (March 2018);
- information provided by a site inspection on 16 February 2021 by the Council and ACT Heritage; and
- the report by ACT Heritage titled, *Background Information* Original Canberra Aerodrome*,* February 2021, containing photographs and information on history, description, condition and integrity; and
- Extent. 2020. *Common Ground Dickson Cultural Heritage Assessment Report*. Unpublished report for Housing ACT, Extent Heritage Advisors; and
  Extent. 2020. *Historical Archaeological Test Excavation Report*. Unpublished report for Housing ACT, Extent Heritage Advisors.

Pursuant to s10 of the Heritage Act, a place or object has heritage significance if it satisfies one or more of the following criteria. Future research may alter the findings of this assessment.

(a) importance to the course or pattern of the ACT's cultural or natural history;

The Council has assessed the Original Canberra Aerodrome against criterion (a) and is not satisfied that the place meets this criterion.

The Original Canberra Aerodrome is the site of the first official aviation facility in the ACT and the location of Canberra's first air fatalities. Consequently, it had potential to be an important site in understanding the course and pattern of the ACT's cultural history. However, the physical fabric relating to the past land use is all but erased with the only known remains relating to one partially intact lockspit. Moreover, since the closure of this aviation facility the suburb of Dickson been built over the area, not only resulting in the aforementioned disturbance of the physical remains, but also substantially changing the landscape that were associated with the operations of the Original Canberra Aerodrome. Thus, the place does not meet this threshold as it is so altered that it can no longer provide evidence for its meaning.

(b) has uncommon, rare or endangered aspects of the ACT's cultural or natural history;

The Council has assessed the Original Canberra Aerodrome against criterion (b) and is not satisfied that the place meets this criterion.

The Original Canberra Aerodrome was the earliest aviation facility in the ACT and thus representative of the expansion of early flight into the region. After operations ceased the official aviation grounds were moved to the Majura Valley on part of the site of the present-day airport. It is thus an uncommon aspect of the ACT's cultural history, however, due to the lack of substantive physical remains it lacks intactness. This, combined with the construction of the suburb of Dickson, means that the integrity of the place is too low to meet the threshold for this criterion.

(c) potential to yield important information that will contribute to an understanding of the ACT's cultural or natural history;

The Council has assessed the Original Canberra Aerodrome against criterion (c) and is not satisfied that the place meets this criterion.

There is potential to uncover some further physical traces of Lockspits A and B relating to the Original Canberra Aerodrome, however the integrity of these remains is unknown. Detailed archaeological investigations at the site of the ring marker failed to find any intact remains demonstrating that the areas have been significantly disturbed. Moreover, the operational set-up of the site is well-documented in other sources. Although there is some potential for buried remnants to be found in the location of Lockspits A and B there is no indication that such information, if ever unearthed, will significantly advance the body of knowledge about the history of the ACT, as required under this criterion. Therefore, the place does not meet the threshold for this criterion, as it lacks potential to yield new information relating to its cultural history as Canberra's first official aviation facility.

(d) importance in demonstrating the principal characteristics of a class of cultural or natural places or objects;

The Council has assessed the Original Canberra Aerodrome against criterion (d) and is not satisfied that the place meets this criterion.

Had the physical remains been intact, the Original Canberra Aerodrome, potentially could have demonstrated characteristics relating to the course of aviation history in the ACT. However, the place no longer displays the high integrity or good condition needed to meet the threshold for this criterion.

(e) importance in exhibiting particular aesthetic characteristics valued by the ACT community or a cultural group in the ACT;

The Council has assessed the Original Canberra Aerodrome against criterion (e) and is not satisfied that the place meets this criterion.

There is no indication of the place having particular aesthetic characteristics that can be demonstrated to be linked to the physical fabric of the place, nor is there evidence to suggest that a community or cultural group in the ACT values the place on the basis of its aesthetic qualities.

The Council notes that the 'ACT community' encompasses the broad community of the ACT, across the full geographical context, and a broad spectrum of society; while 'a cultural group' has a narrower focus, taken to be a 'group of people within a society with a shared ethnic or cultural background' or 'a group of people connected through the same way of living, which has been transmitted from one generation to another'. The definition specifically precludes professional organisations or special interest groups.

(f) importance in demonstrating a high degree of creative or technical achievement for a particular period;

The Council has assessed the Original Canberra Aerodrome against criterion (f) and is not satisfied that the place meets this criterion.

The place contains no visibly intact characteristics that clearly demonstrate creative or technical achievement relating to early aviation facilities. Moreover, although related to early aviation development, landing facilities at this time essentially consisted of open paddocks with simple markers to aid navigation and landing. Consequently, this place does not meet the thresholds demonstrating a high degree of creative or technical achievement.

(g) has a strong or special association with the ACT community, or a cultural group in the ACT for social, cultural or spiritual reasons;

The Council has assessed the Original Canberra Aerodrome against criterion (g) and is not satisfied that the place meets this criterion.

Although the history of the Original Canberra Aerodrome is of known interest to local historians and to members of the No. 3 Squadron RAAF, the place does not meet the threshold relating to a strong or special association with the ACT community or a cultural group. This is because, for the purposes of this criterion, professional and special interest groups do not constitute the community or a cultural group. Furthermore, there is not sufficient evidence to suggest that the broader ACT community, or a cultural group in the ACT has a strong or special association with this site.

(h) has a special association with the life or work of a person, or people, important to the history of the ACT.

The Council has assessed the Original Canberra Aerodrome against criterion (h) and is not satisfied that the place meets this criterion.

In its role as Canberra's first official aviation facility the Original Canberra Aerodrome has an incidental association with many prominent figures in the early planning and development of Canberra, but these associations were not enduring.

It was also the site of Canberra's first aviation fatalities in which the lives of Flying Officer Philip Mackenzie Pitt and Aircraftsman AC1 William Edward Callander were lost. Both men belonged to the No. 3 Squadron RAAF that regularly flew into and out of the Original Canberra Aerodrome during its operational period. This group consequently maintains an historical interest in the site. However, the physical and landscape features are missing that would demonstrate clear evidence associating the people/group and the place. Furthermore, the place is so altered that it no longer provides evidence for this association.

Efforts have been undertaken to memorialise the men who died, including a plaque installed by the ACT Heritage Committee at the front entrance of the Dickson Library. In addition, Canberra Tracks signage explaining the history of the Original Canberra Aerodrome and the crash that occurred there will be installed in 2021.

SITE PLAN

Image 1 **Original Canberra Aerodrome remnants at Dickson** nominated locations

ACT Heritage Council

BACKGROUND INFORMATION
ORIGINAL CANBERRA AERODROME
(PART BLOCK 25 AND 26 SECTION 72; PART BLOCK 33 SECTION 73; PART BLOCK 6 SECTION 76, DICKSON)

At its meeting of [DATE] the ACT Heritage Council decided that the Original Canberra Aerodrome was not eligible for provisional registration.

The information contained in this report was considered by the ACT Heritage Council in assessing the nomination for the Original Canberra Aerodrome against the heritage significance criteria outlined in s10 of the *Heritage Act 2004*.

HISTORY

The Original Canberra Aerodrome was the first official aviation facility in the ACT and the location of Canberra's first air fatalities. It became operational in 1924, but remained so for a relatively short period of time, with a decision to move the aerodrome being made in 1926.

At the time that the Original Canberra Aerodrome was operational the territory and city were in relative infancy. The Federal Capital Territory (not known as the Australian Capital Territory until 1938) was formed on the 1 January 1911. On 12 March 1913, the city of Canberra was founded and officially named. A proposed location for an aerodrome was included on a plan from Canberra City and its environs published in 1922 (Griffin 1922; Image 2). This was located not too far from the eventual location of the Original Canberra Aerodrome. During the operational period of the Original Canberra Aerodrome the Commonwealth parliament was still based in Melbourne and did not move to Canberra until 9 May 1927. In fact, the impending move of the federal government was one reason that prompted the closure of the Original Canberra Aerodrome and the creation of new and expanded facilities in the Majura Valley.

The aerodrome was constructed at a time of rapid expansion in aviation across Australia in the aftermath of World War I. Veteran pilots of the Australian Flying Corp operating in WWI returned to Australia with the knowledge they had gained about flying and their enthusiasm combined with the many aircraft brought back from the war fuelled the initial development of air services (Brogden, 1960). Initially flying was unregulated, but in 1920 Colonel Brinsmead was appointed as an independent Controller of Civil Aviation and other policies were implemented to regulate flying. This led to the Department of Home and Territories purchasing selected sites in capital cities and proposed stopping places. The Royal Australian Air Force (RAAF) was founded, as a separate defence force from the army and navy, in 1921 but remained relatively small for many years. Around 1924 a period of long-range flights began to demonstrate air capabilities, it has been stated that this was "probably the most important single development in post-war Australian aviation history because of the effect the flights had en mass on the public mind" (Brogden, 1960). It is concurrent with these developments around the rest of Australia that the Original Canberra Aerodrome became operational. Although Canberra was a very small and young town, which did not directly link into many of the aforementioned developments in aviation, it was a time of considerable public interest in aviation.

Site Selection

In October 1921 the Defence Department wrote to the Home and Territories Department saying that provisions needed to be made for a civil aerodrome in Canberra and requested that the necessary area be set aside in a location selected by the Superintendent of Aerodromes (Image 3; NAA: A1, 1931/1751). In response, the Minister for Home and Territories expressed the view that a more suitable location for the aerodrome be found that would not interfere with the city design.

A memorandum from the Secretary of the Federal Capital Advisory Committee to the Director-General of Works dated 5th July 1922 indicates that further discussions regarding the provision of grounds for aviation facilities in Canberra had commenced (NAA: A199, FC1924/447).

BACKGROUND INFORMATION – ORIGINAL CANBERRA AERODROME

A trip by Colonel Owen to select an aerodrome site was announced by the Prime Minister, Mr Bruce, on 13 Feb 1923 following a meeting of the Federal Cabinet. On the 15 Feb 1923, Colonel Owen (Federal Director of Works) flew from Melbourne to Canberra with Sgd. E. C. Johnson (Superintendent of Aerodromes) to select a site for the new aerodrome. This trip received considerable coverage in the national newspapers (Appendix 1). It was the first plane to fly from Melbourne to Canberra (some newspapers reported that it was the first to land in Canberra). It was forced to descend at Wangaratta due to bushfire smoke before successfully reaching Canberra.

Soon after the trip by Owen and Johnson (2 March 1923), the Department of Defence identified the selected area in a Memorandum to the Department of Home and Territories. On 10 May 1923 the Secretary of the Federal Capital Advisory Committee sent a letter to the Minister of Works and Railways recommending a large area between Majura and Northbourne Avenues be set aside, as shown in Plan No. A. C. 446 (Image 4; NAA: A199, FC1924/447; NAA: A1, 1931/1751). The Commonwealth Surveyor-General also confirmed there were no difficulties with the selected site and approved it to be set aside for the aerodrome.

On 28 March 1924 Sgd. E. C. Johnson provided a report to the Controller of Civil Aviation stating that he had selected an appropriate area for marking (NAA: A199, FC1924/447). A letter from Colonel Owen to the Secretary of the Department of Defence dated 12 May 1924 indicates that the necessary preparation and marking of the site had been completed by the Department of Works.

A contour map of the aerodrome site was published on 11 September 1926 (Image 8). However, this was only completed when plans for establishing a new aerodrome were already well advanced.

<u>Aeroplane Crash</u>

Canberra's first aviation fatalities occurred at the Original Canberra Aerodrome and were related to the operations of the No. 3 Squadron RAAF. The crash of the plane, a de Havilland 9 A6-28 owned by the Defence Department and operated by No. 3 Squadron RAAF out of Richmond aerodrome, occurred on Thursday, 11 February 1926 at about 10:30am (NAA: A1, 1926/3472; Images 5-7 show original photographs of the wreckage). The crash claimed the lives of Flying Officer Philip Mackenzie Pitt and Aircraftsman AC1 William Edward Callander.

The pilot, Flying Officer Philip McKenzie Pitt, was killed upon impact (NAA: A9300, PITT P M). He was 27 years old at the time of the accident, unmarried and originally from Queensland. He graduated from the Royal Military College, Duntroon in December 1920. He did 12 months training at the Royal Artillery in England, followed by one and a half years at the Royal Garrison Artillery in Sydney. He was afterwards attached to Royal Australian Air Force. He graduated as a pilot on October 31, 1925 and was then assigned to the No. 3 Squadron. He was buried in the Roman Catholic section of the Queanbeyan General Cemetery. A memorial mass was also held St Monica's, Richmond.

Pitt's passenger, Aircraftsman AC1 William Edward Callander, was a photographer and 26 years old at the time of the accident (NAA: A9301, 370). He was married with two children. He was initially saved from the burning wreckage by a ploughman, Walter Johnson, but died from his injuries that same day in hospital. He was buried at St John the Baptist's, Canberra.

The aforementioned, Walter Johnson, later provided evidence to the coroner and the defence inquest (NAA: A9300, PITT P M; NAA: A9301, 370). He was awarded a Humane Society medal for his efforts in attempting to save Mr Callander from the burning wreckage (see Appendix 1).

The aim of the flight had been to undertake an aerial photographic survey of the Murrumbidgee River on behalf of the Federal Capital Commission. A second aircraft, piloted by Flight Lieutenant Hepburn (Director of Works and Buildings, RAAF) with Mr Moss as passenger, landed safely before the accident. He was waiting for Pitt and Callander to arrive and observed the accident from a distance. The engine appeared to be running normally. However, the plane stalled, when landing, only 100 feet above the ground and spun, nose to the ground where it burst into flames. The fire was extinguished upon the arrival of the Canberra Fire Brigade.

A hearing by the district coroner, John Gale, on 12 February 1926 found that the disaster was caused by an error of judgement on the part of the pilot.

News of the accident quickly spread and there was considerable official interest, as well as coverage in the nation's newspapers (Appendix 1). Questions were asked of the Minister of Defence in the House of Representatives regarding

the accident on the same day (Hansard in NAA: A1, 1926/3472, p8). An official enquiry was announced by the Defence Department in the immediate aftermath of the crash. The day after the crash the safety of the aeroplane was raised as a point of discussion in the House of Representatives, by Mr Makin (Rep. for S.A.) (Hansard in NAA: A1, 1926/3472). He requested further assurances that everything had been done to ensure the safety of the pilots a week later (17 February 1926) and further comments were made by Sir Neville Howse defending the safety record and giving details as to the pilot error involved. The results of the official inquest (contained in NAA: A9300, PITT P M) were announced by the Minister of Defence, Sir Neville Howse, in the House of Representatives on 11 March 1926 in response to Mr Makin's questions (Hansard in NAA: A1, 1926/3472). The court found that the aeroplane was safe and adequately maintained (NAA: A9300, PITT P M; NAA: A9301, 370). Furthermore, the crash was the result of an error of judgement by the pilot that caused the engine to stall and no blame was attachable to anyone.

This crash occurred early in the history of the RAAF and there had only been two prior air fatalities within this force, although there were at least five others in the year to follow (Appendix 1). The No. 3 Squadron RAAF maintains a website commemorating the accident and the lives lost (https://www.3squadron.org.au/subpages/Canberra_Survey_%20Sacrifice.htm).

Decision to move aerodrome from original location

The Original Canberra Aerodrome was only operational for a period of two years. In 1926 the aerodrome site was deemed unsatisfactory and a new site was selected by the controller of civil aviation, Lieut. Colonel Brinsmead, at the corner of Majura Valley road and Duntroon-Queanbeyan Road (Appendix 1). The main problem with the Original Aerodrome Site appears to have been that it could not be approached from the south and east due to its close proximity to Mt Ainslie. The new site had a greater landing distance in all directions, not less than 1000 yards. The plans for the Opening of Parliament in Canberra and the associated visit of the Duke of York were driving factors behind the selection of a new aerodrome site in order to adequately accommodate the Air Force unit during the royal visit (NAA: A1, 1931/1751, pgs 65-91; Appendix 1). The site selected for the new aerodrome in 1926 in the Majura Valley is part of the land still occupied by Canberra Airport.

Later Developments of the Site of the Original Canberra Aerodrome

After the aerodrome was moved the land that it occupied reverted to a pastoral lease. In the 1950s the city of Canberra expanded onto the location of the Original Canberra Aerodrome and the suburb of Dickson was constructed. Possible fragments of the ring marker are visible in aerial imagery from 1950 and 1958 in the form of an arc-shaped object but, if present, this must have been removed in subsequent years (Extent, 2020a).

Historical interest in the Original Canberra Aerodrome has endured. On 16 November 2019 Jane Goffman, a town planner based in Canberra and member of the Council of the National Trust of Australia (ACT), in association with James Oglethorpe, Website Coordinator for No. 3 Squadron RAAF Association, presented the history of the Original Canberra Aerodrome at the Australia ICOMOS Heritage of the Air Conference. A paper was subsequently published in the Canberra Historical Journal (Goffman, 2020). As part of their collaboration a digitised version of the contours of the aerodrome was added to the Historic Plans available on ACTmapi (https://app.actmapi.act.gov.au/actmapi/index.html?viewer=hp).

Following a proposal by Housing ACT to develop an area thought to be adjacent to the original ring marker location, a professional investigation was done to confirm if it was intact (Extent, 2020a; 2020b). No physical evidence for the ring marker was uncovered.

The location of the Original Canberra Aerodrome is commemorated on a plaque located at the Dickson Library. Canberra Tracks signage with also be installed in April 2021 explaining the historical significance of the Original Canberra Aerodrome and the crash that occurred there.

DESCRIPTION

During its operational phase the Original Canberra Aerodrome site consisted of an open field, with a central ring marker and four lockspits designating the corners of the landing area. These were all made of concrete and whitewashed to increase visibility.

BACKGROUND INFORMATION – ORIGINAL CANBERRA AERODROME

Physical condition and integrity

The nomination refers to the locations of the central ring and two of the four lockspits (the others are presumed to have been destroyed during construction in the suburb of Dickson). As described in the History section of this Background Information, the physical remains have been significantly disturbed, removed or destroyed over the years. At the time of the nomination it was thought that the central ring may still be partially intact. However, subsequent sub-surface archaeological investigations did not reveal any intact structure (Extent, 2020b). Consequently, there is no evident remains of the central ring marker, nor three of the four lockspits. It is possible that a small remnant of Lockspit A is intact due to the presence of concrete rubble at the location (Image 9).

The Original Canberra Aerodrome is of enduring historical interest as the first official aviation facility in the development of the region. However, only the remains of one lockspit fragment are known to exist. It is possible that more of this could be located underground and that there may also be subsurface remnants belonging to Lockspit B. However, as shown by the investigations of the central ring, it is probable that any potential remains are substantially disturbed. Therefore, it is unlikely that on their own any fragmentary remnants would meet the thresholds for inclusion in the ACT Heritage Register. Moreover, the context of what remains today within the suburban infrastructure of Dickson is substantially altered to what would have been the original context, thus diminishing any potential interpretation of its significance.

SITE PLAN

Image 1 Original Canberra Aerodrome site boundary

IMAGES

Image 2: Plan of Canberra City and Environs indicating a possible future location for an aerodrome (Griffin 1922).

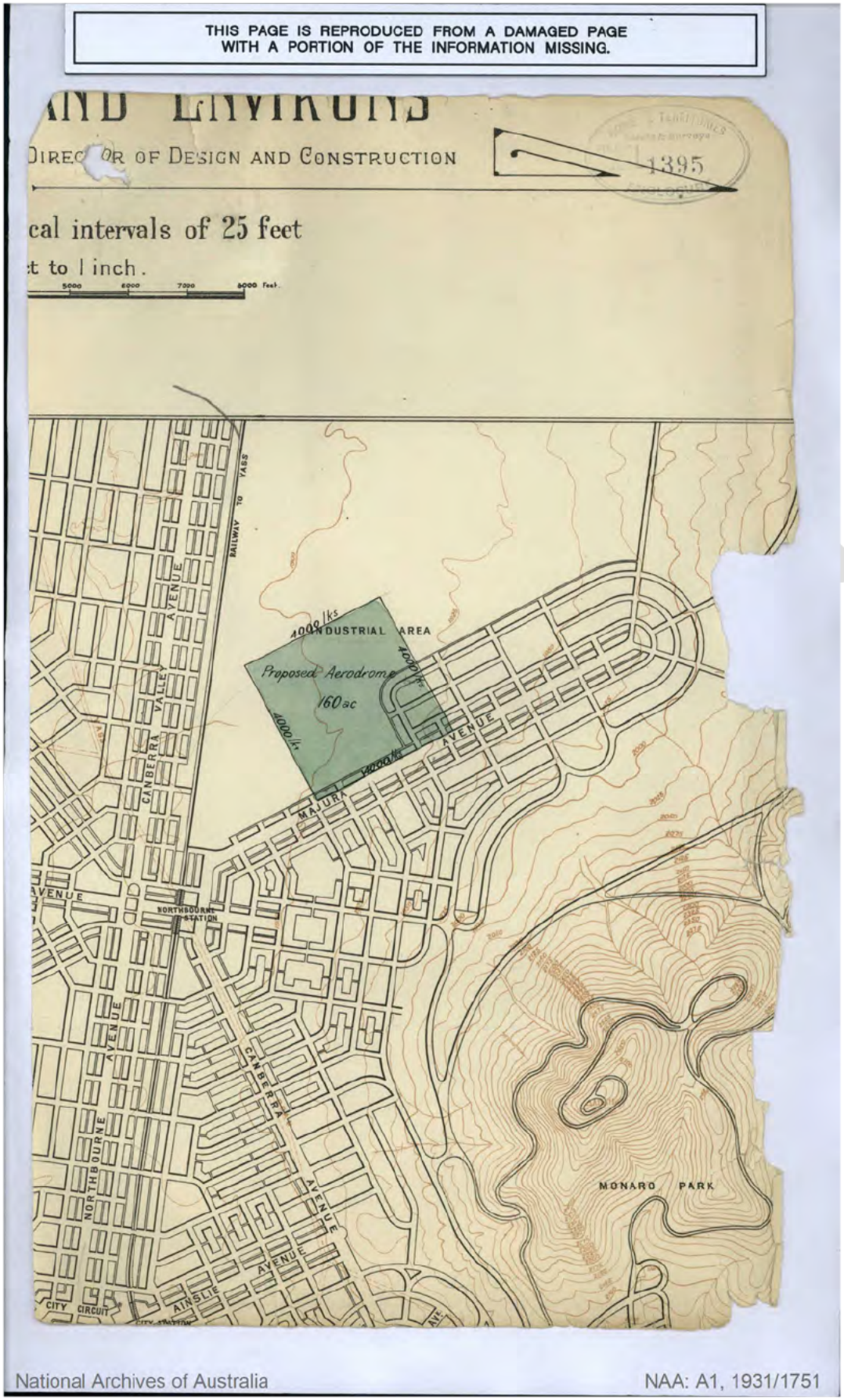

Image 3: Area proposed for aerodrome by Defence Department in October 1921 (NAA: A1, 1931/1751).

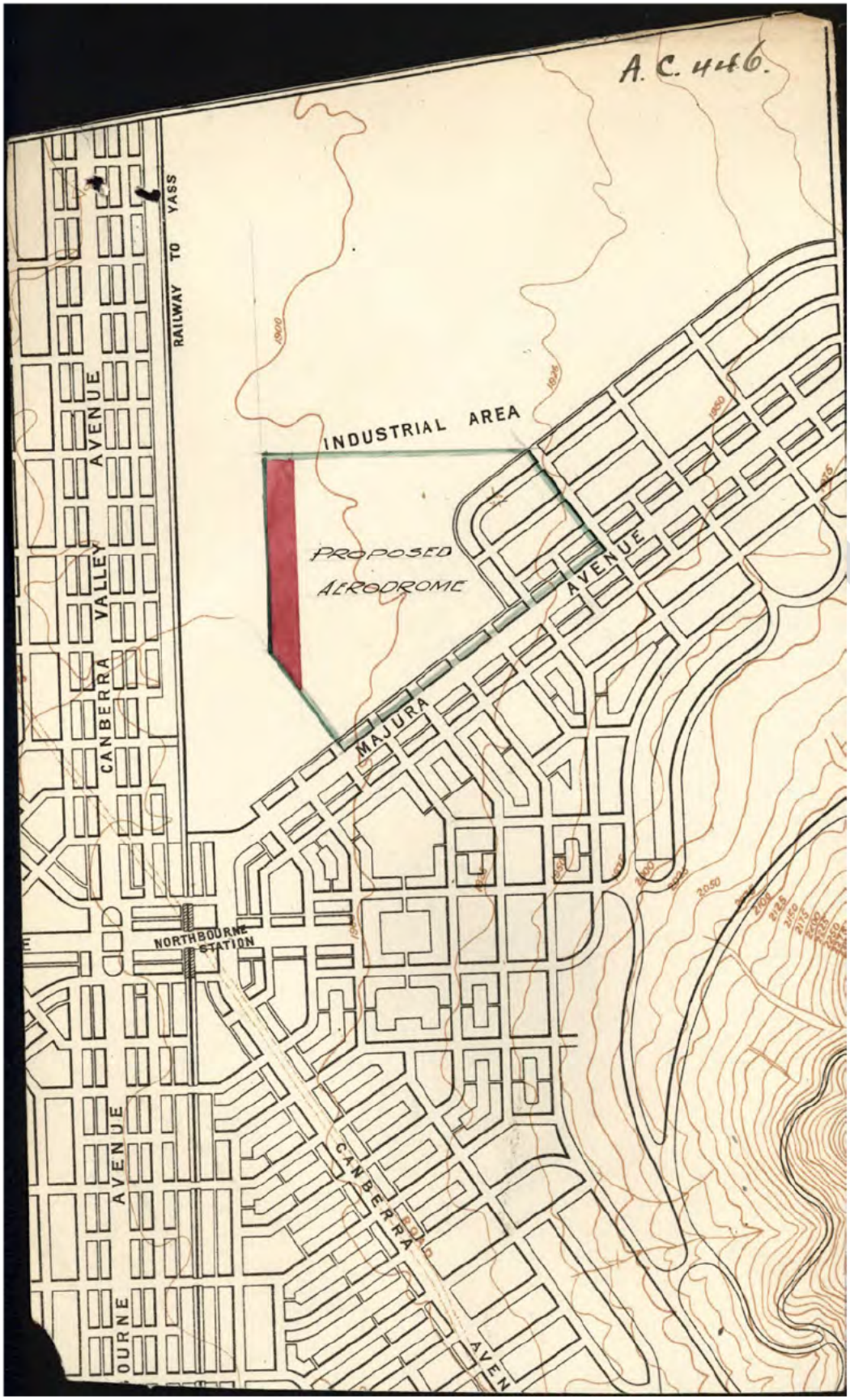

Image 4: Plan No. A. C. 446 sent from the Secretary of the Federal Capital Advisory Committee to the Minister of Works and Railways on 10 May 1923 (NAA: A199, FC1924/447).

Image 5: Aircraft crash - DH9 aircraft, serial A6-28, which crashed at the original Canberra Aerodrome on 11 February 1926 (NAA: A3560, 438).

Image 6: Aircraft crash - DH9 aircraft, serial A6-28, which crashed at the original Canberra Aerodrome on 11 February 1926 (NAA: A3560, 439).

Image 7: Aircraft crash - DH9 aircraft, serial A6-28, which crashed at the original Canberra Aerodrome on 11 February 1926 (NAA: A3560, 440)