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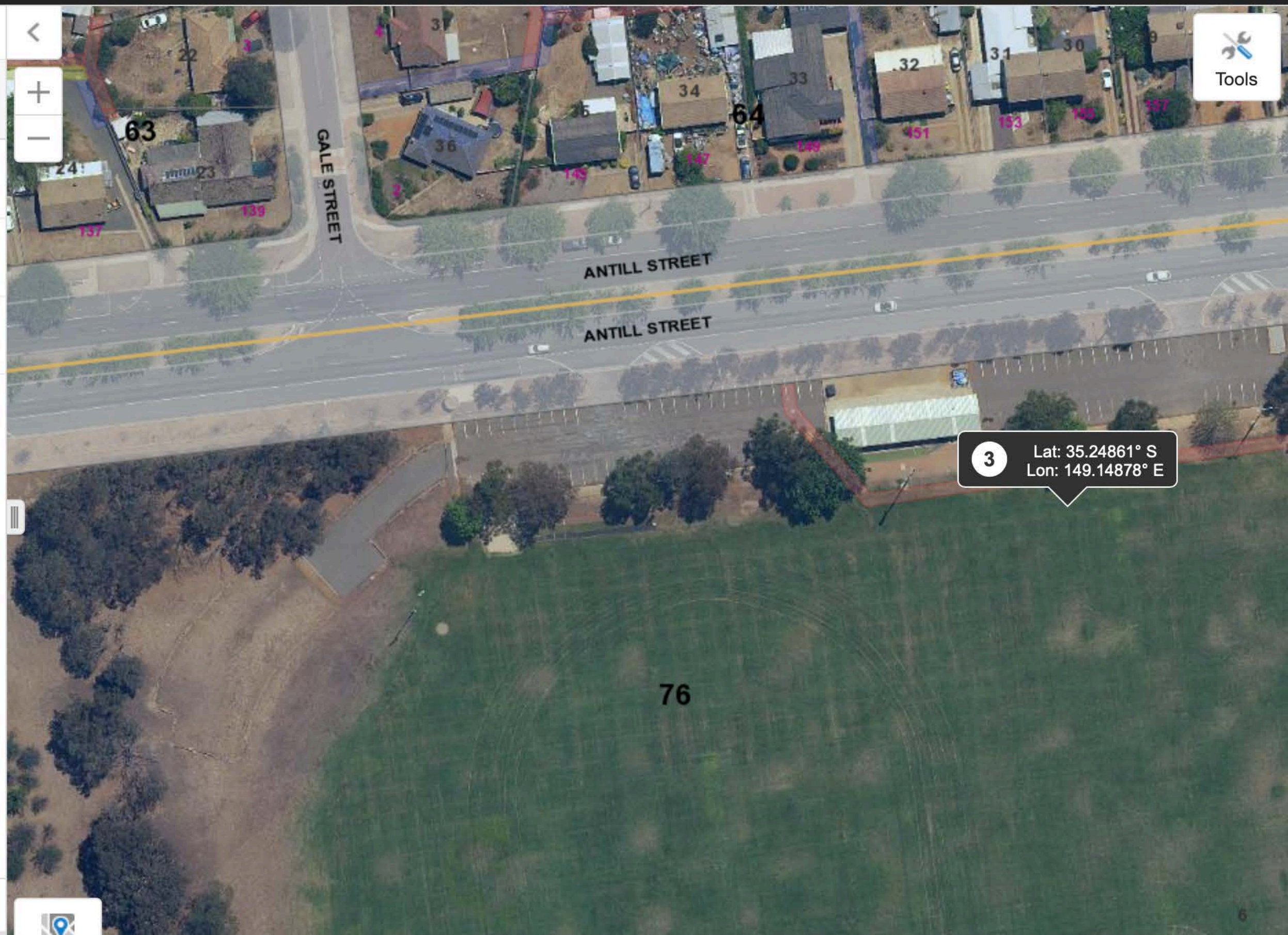


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ATTACHMENT 3

Goffman, Jane 'Canberra's Original
Aerodrome and First Air Crash'
Canberra Historical Journal No. 84
(March 2020) pp. 26-33

Canberra's Original Aerodrome and First Air Crash: Dickson's Heritage of the Air

Jane Goffman

Jane Goffman is a town planner in private practice in Canberra and a member of the Council of the National Trust of Australia (ACT). With the assistance of James Oglethorpe, Website Coordinator for No.3 Squadron R.A.A.F. Association in Sydney, she presented the story of Canberra's first official aerodrome, and first aviation disaster, to the Australia ICOMOS Heritage of the Air conference in Canberra on 16 November 2019. The tragic accident on the 11th of February 1926 caused the deaths that day of two air force members of No.3 Squadron RAAF, and the loss of their two-seat DH9 biplane, during a mission to survey the Murrumbidgee Valley.¹

As a result of their joint research, a detailed contour survey of the aerodrome that the Federal Capital Commission (FCC) produced six months after the crash has now been located, digitised and added to the Historic Plans available via ACTmapi (the ACT Government's interactive mapping service). This means that anyone with a smartphone or internet access can pull up the aerodrome survey and see exactly where the site was and what was on the ground.²

Canberra's first Parliament House hadn't even opened yet when the Capital Territory suffered its first fatal plane crash.

Canberra's first aerodrome opened in March 1924.³ Its 173 acres occupied roughly 40 per cent of the current suburb of Dickson.⁴ The aerodrome covered most of the land that lies east of Daramalan College: between Antill Street to the north, Majura Avenue to the south, Dickson Library to the west and Dutton Street to the east. Back then, this was an undeveloped relatively flat area of grassed limestone plain at the outer northern fringe of the national capital, used since the 1830s for sheep grazing. The site was traversed by a shallow intermittent creek line that meandered from the ridge of hills to the east to join the main north-south creek flowing through the valley (Sullivan's Creek). It was referred to at the time as either Canberra Aerodrome or the Aerodrome at Canberra, and only much later in the 1980s was labelled 'Northbourne Aviation Ground'.

BELOW: The current suburb of Dickson with an overlay of the Canberra Aerodrome site.

Source: ACTmapi 2019 aerial photograph, with overlay by the author



For thousands of years this area had been a transport node. Aboriginal tracks diverged from the Molonglo River crossing point, travelling north-east towards Lake George, and north-west towards the Yass River. Today the modern Federal and Barton highways run along the same ridge routes. There was even an 'aerial' aspect to the travels of ancient peoples through this region, as they followed the annual Bogong moth migration towards the Alps.

The grassy plain at Dickson also formed part of Canberra's earliest colonial heritage, purchased in the 1830s to add to the Duntroon sheep run that had been granted to the wealthy Campbell mercantile family headed by Robert Campbell.⁵ It remained in their family's ownership until acquired by the Federal Government in 1912 for the Royal Military College. Early military flights to the Canberra district set down in a football field next to the college buildings – the first landings were recorded to have taken place there in July 1920.⁶

In 1918, Walter Burley Griffin's final plan and blueprint for Canberra (published in 1922) made provision for a large 'Industrial

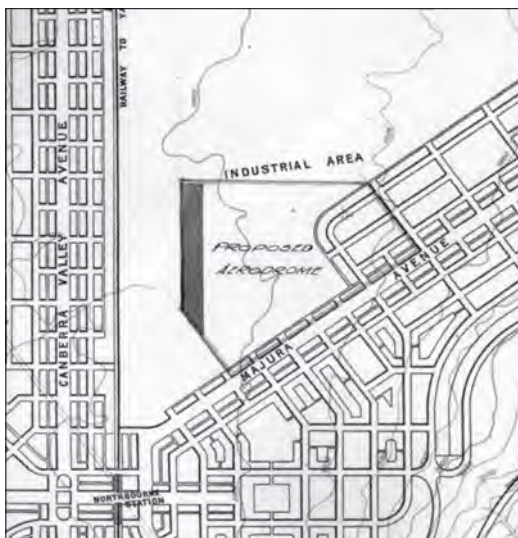
Area' north of Majura Avenue, where Dickson was later gazetted, and included a small aerodrome to the north of a planned railway station.⁷ Northbourne Avenue, Canberra's main north-south approach route to the city centre, takes its name from this station that was never built. During the First World War, this industrial area was one of several sites considered for a small arms factory.⁸ However the factory and railway line never came to fruition and the aerodrome was ultimately the only industrial land use that took place, albeit larger and with a more irregular boundary than Griffin had shown. Incidentally, Dickson's ABC Studios and Dooring Street lie where Griffin planned the city's northern station.

In 1919, political pressure caused the government to allocate unused land to 'soldier settlers' returning from the First World War. The Ainslie-Majura subdivision broke up Griffin's Industrial Area into nine rural holdings and the largest and best of those blocks (Block 98i, covering 459 acres) was granted to Mr Edward Shumack in 1919 and formally leased in December 1920.⁹ Shumack (known as Ted) came from a respected local farming family, and seems to have already had his own house close to St Ninian's Church (on a block of land where Lyneham preschool is situated now), not far from the old Yass Road and uphill from Sullivan's Creek. Ted Shumack was the youngest of 11 children born to Elizabeth and Peter Shumack.¹⁰ He had signed up for the Army in 1917, aged 28, initially with the Sportsman's Unit (the 19th Battalion) but was transferred to the 35th Battalion.¹¹ Shumack saw action on the Western Front during the intense fighting of 1918, and survived two bouts of serious illness: first trench fever and later influenza, in the pandemic just before the Armistice. He returned to Australia on the HMAT *Euripides* in October 1919.

In 1920, while Shumack was signing the papers and taking out mortgages to buy sheep for his new soldier-settler block, a younger Army Cadet had been making a name for himself only a few kilometres away at the Royal Military College, Duntroon.

BELOW: Aerodrome at Canberra, sketch of proposed aerodrome, 1923.

Source: NAA A199 FC1924:447 (in Federal Capital Advisory Committee file AC446)





ABOVE: Colonel Percy Owen at the Aerodrome site inspection, 15 February 1923.

Source: NAA A3560 398

Philip Mackenzie Pitt, known as Peter (born 21 August 1899) was studying towards an Army Artillery career, after moving to Canberra from Queensland. He showed notable scholastic ability and was a champion athlete at the College, a swimmer, runner, and member of the RMC's first XV rugby team.¹² He was later seconded to the Air Force, learning to fly in 1925.

Civil aviation developed rapidly in the early 1920s. The Commonwealth Government sought to regulate it, and nationalise the ownership of airports. Following site investigations in February 1923 by Colonel Percy Owen,¹³ the southern third (173 acres) of Shumack's block was leased back by the Department of Defence on 6 March 1924 for the new official aerodrome. The first flight we know of to Canberra Aerodrome was by Captain John Knowles Im Thurn of the HMS *Hood* (who later became a Vice Admiral of the British Royal Navy), piloted by Flight Lieutenant Raymond Brownell (a First World War flying ace from Tasmania). The pair were reported to have flown on a daytrip from Sydney to Canberra on 14 April 1924 and Im Thurn was quoted enthusiastically describing it as 'a wonderful trip'.¹⁴

The original Canberra Aerodrome was a rudimentary affair, with no paved runways or buildings and limited improvements.¹⁵ The aerodrome was fenced on three sides, and the main improvements were a 60 foot

(18m) diameter whitewashed concrete marker poured in a shallow trench at the centre of the landing ground to make it visible from the air;¹⁶ a windsock at the southwest corner of the landing ground, and four whitewashed concrete lockspit markers to indicate the corners of the landing ground. Two gates provided access from adjoining properties: one on the western boundary, reached via a track that ran from Sullivan's Creek through Ted Shumack's land, and the other on the southern boundary, where Majura Avenue lies now.

Canberra in the mid 1920s was a tiny settlement, with just over 2 000 people and relatively little transport demand, since the Federal Parliament was still sitting in Melbourne. The new aerodrome was used for occasional private flights, and military flights visiting the capital.

One military unit that flew to Canberra regularly was the Air Force's No.3 Squadron, based in Richmond NSW. Formed in July 1925 as part of the RAAF's expansion scheme, the Squadron operated a variety of aircraft, including De Havilland DH9s used for aerial photography. Canberra required a lot of new maps, and the Squadron's records show more than 30 sorties visited Canberra Aerodrome over the last six months of 1925.

The Squadron's first Canberra aerial photography mission in 1926 was scheduled for Thursday 11 February. Two DH9s were dispatched from Richmond, to rendezvous at Canberra at 10:30am. The first of these was flown by a Flight Lieutenant Hepburn

on February 10th. The second DH9, coded A6-28, was flown by Flying Officer Pitt, the Duntroon graduate. Pitt was accompanied by an experienced photographer, Aircraftsman William Edward Callander (born 2 September 1900) in the backseat. They were 26 and 25 at the time.

It was a fine day and must have been a glorious two hour journey south for them, following the old roads much of the way. However, tragedy occurred as Pitt approached from the south-east, having descended to approximately 40 metres, and made a right hand turn over the neighbouring paddock to

enter the final approach from the north-west. While Pitt was turning, his DH9 stalled at low altitude, spun and suddenly plunged to the ground.

Watching from Shumack's paddock to the north was the ploughman Walter Johnson, who was only about 70 metres away from where the plane came down. Johnson leapt the fence to try to save the two men trapped in the wreckage. Ripping the gun ring away with his bare hands, Johnson managed to drag Callander out and carry him clear just before a huge sheet of flames erupted and consumed the wreckage. It



ABOVE: RAAF De Havilland DH9 A6-28 crash at Canberra, 1926.

Source: NAA Mildenhall collection A3560 440

BELOW: RAAF De Havilland DH9 A6-28 crash at Canberra, 1926.

Source: NAA Mildenhall collection A3560 439



THE SUN, THURSDAY, FEBRUARY 11, 1926

DIVED TO DEATH

FATAL 'PLANE CRASH AT CANBERRA

PILOT KILLED; OBSERVER INJURED

At 10.30 a.m. to-day a Defence Department 'plane crashed at Canberra.

Flying-Officer P. M. Pitt, of Richmond No. 3 Squadron, was killed instantly, and W. E. Callendar, the observer, was seriously injured.



THE machine was a de Havilland No. 9, and reached Canberra from Richmond aerodrome this morning. It intended carrying out a photographic survey of the Murrumbidgee.

The 'plane was apparently in good order, and the engine was firing beautifully as far as listeners on the ground could hear from the exhaust. It had left the Richmond aerodrome at day-break, and it covered the 140 odd flying miles to Canberra as well as a machine in perfect trim should.

Flying gracefully over Canberra, it was seen that the machine was manoeuvring for a landing. It selected a paddock adjoining the Yass-road opposite Mr. Reid's place, and about two miles from the Hotel Ainsley, at Canberra.

Nothing can be learned at the moment as to what happened at this point, but apparently everything was not going well, and it is thought, from the fact that this paddock was selected, that it must have been something in the nature of a forced landing.

THE SUDDEN DIVE

Nevertheless, the machine lost altitude gradually, and in the orthodox manner, but when it was about 150 feet from the ground horrified spectators saw it suddenly dive into the earth nose first.

Immediately it burst into flames.

Not many people were close by, but there was an instant rush from two or three spectators who happened to be on the road.

The unfortunate Pilot Pitt was dead when reached, but the observer, W. Callendar, was groaning. The greatest difficulty was experienced in extricating him from the machine.

Meanwhile Sergeant Cook, of the Canberra police, hurriedly organised his force, and it was sent out along the Yass-road, where quickly a crowd eager to give any assistance that would be needed had gathered.

Callendar was brought back to the Canberra Hospital, where he was admitted in an unconscious condition.

He was badly injured, but no detailed examination could be made owing to his low state. Still it was seen that he was injured in the chest.

By 2 p.m. he had regained consciousness, but was too ill to speak from the shock and so, as yet, no details can be given as to what necessitated the landing or as to what were the probable causes of the sudden dive from 150 feet.

The Air Board has been advised of the crash. The machine is a total wreck.

Flying Officer Pitt was 27 years of age, single, and was a cadet at the Staff College, Duntroon. He graduated from there six years ago. He was attached to the Royal Garrison Artillery in Sydney in 1922, and later was seconded to the R.A.A.F. He was regarded as a most experienced pilot.

W. Callendar, the observer, has been about three years at Richmond. He is a married man with two children. He is 26 years of age.

became impossible for Johnson to reach the motionless pilot, Pitt, who was still strapped in. The three other witnesses to the crash were Flight Lieutenant Hepburn, accompanied by a Mr Moss and a Mr Connelly from the Department of Works and Railways, who had driven to the site to meet the plane. Callander had been rescued from the fire, but the impact of the crash caused severe internal injuries, which resulted in his death in Canberra Hospital at Acton that same evening.

Callander's wife Violet left Richmond by train after receiving a telegram that her husband had been injured, but was unable to reach Canberra in time to see him alive. The crash was noted in *Hansard*¹⁷ that same night, and newspapers nationwide.

A Coroner's Inquest was convened the following Monday in Canberra, and a formal RAAF Inquiry took evidence in Canberra, Melbourne and Richmond.¹⁸

Numerous competent witnesses had been present at the aerodrome that fateful morning. All testified the likely cause of the accident was simple pilot error while executing the turn. Pitt had been relatively inexperienced, having graduated from Flying School only three months prior. It was Canberra's first fatal aviation accident and only the third on record for the RAAF (which had been in existence for just under five years). Elaborate military funerals, held that weekend, underscored the widespread shock and grief that surrounded this crash.

At that time the FCC employed an information officer and official photographer, William James Mildenhall, who promptly attended the crash site. His dramatic photos of the crash scene were published all over the country. Digitising those has allowed us to triangulate the exact location of the crash to within a few metres.¹⁹ The ploughman Walter Johnson (visible in Mildenhall's photo that shows Black Mountain in the background) later received a Bronze Medal bravery award from the Royal Humane Society of Australasia for his heroic efforts.²⁰

LEFT: Fatal plane crash at Canberra.

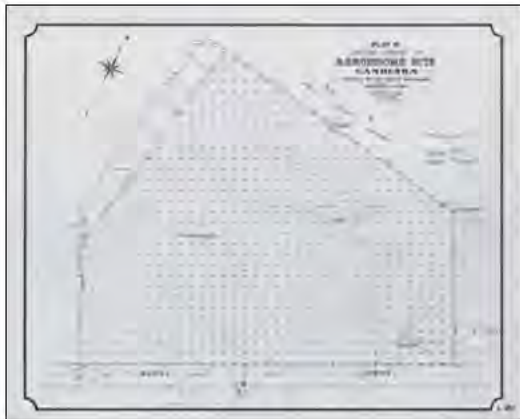
Source: *The Sun* (Sydney), 11 February 1926, p. 13

Callander was buried in the historic St John's Churchyard at Reid on the Saturday with his widow present. Pitt, a devout Roman Catholic, was buried at Queanbeyan's Riverside cemetery the following day, as there was no consecrated Catholic burial ground in the Territory. Pitt was unmarried, but the press mentioned his grieving parents and sisters in Queensland. Pitt was also fondly remembered by his former Duntroon colleagues, instructors, and many staff.²¹ Callander's wife and two young children were left bereft by the tragedy and later moved back to Western Australia to be near the children's grandparents.

Despite the pomp and ceremony of the funerals, there were no official gravestones erected for these two peacetime casualties. The dead aviators' families both lived a long way from Canberra, and the Great Depression in the years that followed would have made it harder to afford to pay for headstones.²² As a result, neither grave has had a headstone until recent years. St John's Church kindly used a heritage grant in 2009-10 to erect a grave marker for Callander. Unfortunately there are several errors on the current plaque. Pitt's plot in Queanbeyan remains unadorned²³ and No.3 Squadron Association is campaigning to organise an appropriate monument in time for the centenary of the crash in 2026.

A few months after the FCC surveyed the aerodrome in August 1926, the Department of Defence decided that the aerodrome should be transferred to Majura Valley. This second aerodrome site lay at the western end of Canberra's modern airport.²⁴ The main impetus for the transfer was the urgent need to prepare for the Royal visit and opening ceremonies for Parliament House in 1927, and the continuing reluctance of the FCC to issue a long-term lease, which would have allowed hangars and other facilities to be built. The Majura Valley site was flatter and could easily be expanded. In the short term, it had sufficient space to accommodate the many aircraft expected in Canberra for the opening of the first Parliament House.

The original aerodrome at Dickson reverted to grazing. Shumack eventually sold



ABOVE: Aerodrome site survey, Canberra 1926.
Source: NAA A6664 L120

his land and moved to Cowra in 1938, and most of the soldier settlement block passed to the CSIRO in 1940 for the city's first agricultural experiment station. The CSIRO's Chief of Plant Industry, Dr Bertram Dickson²⁵ (unrelated to the suburb's namesake) founded and was closely connected with Dickson Experiment Station. As soon as he retired in April 1951, the Department of the Interior's first three Canberra planners began drawing up plans for a postwar urban expansion to the north.²⁶ By 1958 the first Dickson houses were being built close to Braddon, and by the middle of 1959 Dickson Experiment Station's paddocks were being dug up for roadworks and residential development on the former aerodrome, under instructions from the National Capital Development Commission. The shopping centre, schools and community facilities followed.

Canberra's original aerodrome was publicly commemorated by a plaque on the front of Dickson Library in 1986. Unfortunately the crash date and title of the aerodrome inscribed there are wrong.

A rare original DH9 aircraft (the 'PD') is on display in the Australian War Memorial. This was the first single-engined aircraft to fly from Great Britain to Australia, piloted by Australian WWI veterans Parer and McIntosh in 1920.

At 10:30am on 11 February 2016, the 90th Anniversary of Canberra's first fatal

crash, No.3 Squadron Association unveiled a bronze plaque in the RAAF Memorial Grove near Mt Majura, commemorating Pitt and Callander. Three F-18 jet fighters of No.3 Squadron thundered over in salute. They left behind a poignant silence.

One significant relic of the crash that survived is a brass object displayed at the Canberra & District Historical Society premises in Curtin. It was made into a picture frame in 1926 and given as a Christmas present to a couple employed at Duntroon (the Redpaths) by another Duntroon employee, Harry E. Aldridge (a groom who resided with them). This was the original DH9's bombsight frame that surrounded a rectangular opening located in the floor of the plane at the pilot's feet.²⁷ This would have been used by the pilot to visually locate the landscape features they were assigned to photograph, and signal to the cameraman to commence the photo series. The frame contains a formal portrait of a young man in a tuxedo wearing an official pin who resembles the pilot, P.M. Pitt, but the identity of the subject remains unconfirmed.

BELOW: Original DH9 bombsight frame containing a formal portrait of a young man in a tuxedo. There is a resemblance to the pilot, P.M. Pitt however the identity of the subject remains unconfirmed.

Source: CDHS collection



ENDNOTES

- 1 http://www.3squadron.org.au/subpages/Canberra_Survey_%20Sacrifice.htm
- 2 <http://app.actmapi.act.gov.au/actmapi/index.html?viewer=hp>
- 3 NAA:A199, FC1924/447 *Aerodrome at Canberra, A1, 1931/1751 Aerodrome Site Canberra; Commonwealth of Australia Gazette, 15 May 1924, p. 1135.*
- 4 The Division of Dickson in the Canberra City district was gazetted on 20 September 1928. It was named after Sir James Dickson (1832-1901), a Queensland advocate of Federation and Australia's first Minister of Defence. The original Division of Dickson encompassed the modern suburb plus all of what later became the suburb of Downer (gazetted in 1960).
- 5 1838 Survey of 2 portions (25 and 26) of 640 acres each at Canberry Plains County of Murray Parish Canberra. NSW Land Registry Services.
- 6 *Cadets inspecting the planes of Lieutenant Colonel R. Williams and Major L.J. Wackett in July 1920, Duntroon, Canberra* [picture], Frank H. Boland collection, NLA.
- 7 Walter Burley Griffin, *Canberra, plan of city and environs* [map], 1922.
- 8 *Plan shewing approximate routes for temporary line from end of existing Queanbeyan-Canberra Railway to suggested Small Arms Factory Site no. 2 north of Canberra city site* [map], 1915, NLA. Associated note states: 'This North Canberra site for the Factory (site 2) was proposed by W.B. Griffin. The drawing would probably have been made by him, or, under his direction, by the Lands and Surveys Branch, Canberra.'
- 9 Soldier Settlement Area Survey Ainslie & Majura Valleys, NAA:A192, FCL1921/882; NAA:CP326/8, 10 E.Schumack – Block 98i, Ainslie District.
- 10 *Queanbeyan Age*, 19 February 1918, p. 2.
- 11 NAA, B2455, First Australian Imperial Force dossiers, SHUMACK, EDWARD.
- 12 *Cairns Post*, 13 February 1926, p. 5; 'Obituary', *Journal of the Royal Military College of Australia*, Vol. 13, No. 20, December 1926, p. 39; NAA, A9300, RAAF Officers personal files, PITT P M.
- 13 *World* (Hobart), 15 February 1923, p. 4.
- 14 *Singleton Argus*, 17 April, 1924, p. 1.
- 15 NAA:A6664, L120 *Plan of Contour Survey of Aerodrome Site – Canberra* [map].
- 16 Aerial photos from 1950 and 1958 clearly show parts of the whitewashed concrete ring were still extant, and may therefore remain on Blocks 25 and 26 Section 72 Dickson (the former Downer Club, Space Dome Planetarium and Observatory site and adjoining public land bordering the stormwater channel).
- 17 *CPD*, 11 February 1926, p. 916.
- 18 NAA:A1, 1926/3472 *Aeroplane crash at Canberra; A9300, PITT P M* (pages 8-34 for RAAF Inquiry); A9301, 370 *CALLANDER W E* (pages 14-40 for RAAF Inquiry).
- 19 NAA:A3560, 438, 439, 440 ([pictures], all incorrectly catalogued as the 1927 Ewen crash).
- 20 *Walter Ernest Johnson after presentation with a Bronze medallion* [picture], NAA: A3560, 2883; certificate citing bronze medal awarded to Walter Ernest Johnson (personal communication from Michael Oldfield, 18 January 2020).
- 21 *Queanbeyan Age*, 16 February 1926, p. 3.
- 22 William Callander's older brother Alexander was killed in the First World War in 1917 and is buried at the British Elms Cemetery in Flanders.
- 23 Queanbeyan Riverside Cemetery Roman Catholic Portion, Section 3, Row K, Lot 30.
- 24 *Canberra Times*, 11 November 1926, p. 1.
- 25 Dr Bertram (Bert) Thomas Dickson CMG (20 May 1886 – 22 July 1982) was a brilliant botanist from Leicester who emigrated to Canada, ran a WWI Army Farm in France before completing his PhD with studies at Cornell in NY, becoming the youngest professor at McGill, and being poached by the CSIR in 1927. He and his wife Betty helped found Canberra Repertory Society among many other achievements.
- 26 Department of the Interior, *Proposed Distribution of Shopping Facilities*, TP 16/51, files of Oskars Pumpurs, ArchivesACT; Department of the Interior, *Draft planning map of north Canberra, from Lyneham to Haig Park*, TP 22/51, 2 May 1951, Oskars Pumpurs Map Collection, NLA, shows an early structure plan for Northern District with basic layout of roads and proposed land uses north of Haig Park.
- 27 Email communications between Colin Owers, Australian War Memorial curator, and De Havilland DH9 restoration expert Guy Black in the UK during October 2019.

ATTACHMENT 4

Letters of support

- 1** No. 3 Squadron RAAF Association
- 2** Engineers Australia
- 3** Canberra and District Historical Society

No.3 Squadron RAAF Association
NSW Treasurer - James Oglethorpe
129 Jersey Rd, Woollahra, NSW 2025.

Tel: [REDACTED]

Mob: [REDACTED]

Email: raaf3squadron@yahoo.com.au

Website: www.3squadron.org.au

Mr Gary Kent
President
National Trust of Australia (ACT)
Unit 2.03, Level 2 Griffin Centre
20 Genge Street, Canberra City ACT 2601.
PO Box 1144. Civic Square, ACT 2608
By Email: president@nationaltrustact.org.au

Thursday 21 May 2020.

Dear Mr Kent,

RE: INVITATION TO JOINTLY NOMINATE THE ORIGINAL CANBERRA AERODROME REMNANTS,
DICKSON, TO THE A.C.T. HERITAGE REGISTER.

On behalf of the Members of No.3 Squadron RAAF Association, I would like to thank you for your invitation of 20 May. Our Association strongly supports the proposed Heritage Nomination of any remnants of the Original Canberra Aerodrome. We will be very pleased to join with the National Trust in progressing this nomination.

As you mentioned in your letter, the Royal Australian Air Force, and in particular No.3 Squadron, have a strong association with these remnants. They mark the site of the Squadron's earliest substantial "civil service" endeavour - the aerial photographic survey of the Canberra region. In addition, some of the best early photographs depicting the operation of the Squadron (by Canberra photographer W. J. Mildenhall) were taken on this site.

The tragic loss of two 3 Squadron serving members, in the ACT's first fatal aviation accident on 11/02/1926, was also 3 Squadron RAAF's first fatal accident, following the Squadron's formation at Richmond in July 1925. (The entire Air Force had only suffered two previous fatal crashes since its inception in 1921 and the 1926 Canberra crash was an event of substantial national news interest.)

Our Association has been very pleased to have been involved so far in adding to and correcting the historical record of the Original Canberra Aerodrome. We very much look forward to the preservation of these remaining concrete aerodrome markings, which date back to the Dawn of Aviation in Australia.

Sincerely,

[REDACTED]

www.3squadron.org.au



ENGINEERS
AUSTRALIA
Canberra Division

Original Canberra Aerodrome at Dickson

To Whom it May Concern

Please be advised that Engineers Australia, acting on advice and recommendation from its Special Interest Group, Engineering Heritage Canberra, wholeheartedly supports the ACT Heritage joint nomination by the National Trust of Australia (ACT) and No 3 Squadron RAAF Association for the concrete remnants of the former (original) Canberra Aerodrome at Dickson.

The aerodrome remnants being nominated were part of the first area of land formally used as Canberra's airport.

Whilst the facilities provided by today's standards were considerably basic, they still required application of engineering skills, which would have involved detailed pre-planning, design and survey. The facilities provided were limited to very few aerodromes in Australia at the time. Subject to further investigation, the aerodrome remnants in the form of the Concrete Circle Centre Marker and one or more concrete 'Lockspit' boundary markers on the aerodrome site are unique in that they may be the last remaining examples of their kind.

Further, the aerodrome should not be overlooked for its place in Australia's history, and whilst it was primarily used as an emergency landing strip for civilian planes and for aerial surveys commissioned by the Federal Capital Commission and undertaken by the RAAF, it was the only airfield for visiting dignitaries. The airfield was **designated** as an aerodrome in 1924; there are unsubstantiated stories of its use prior to that time. Further research may be required in this regard.

Thus, it is with great pleasure that Engineers Australia supports the nomination.

Yours sincerely

[Redacted signature]

[Redacted name]

A/g General Manager, Canberra Division

t: [Redacted] | ext: [Redacted] | m: [Redacted]

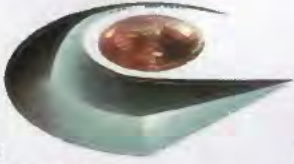
Engineering House, 11 National Crt, BARTON ACT 2600

3 June 2020

Canberra & District Historical Society Inc

FOUNDED 10 December 1953

e-mail: admin@canberrahistory.org.au



ABN

27 465 970 277.

PO Box 315

CURTIN ACT 2605

Phone: 6281 2929

27 May 2020

President and Heritage Committee of the National Trust of Australia (ACT)

Canberra and District Historical Society (CDHS) supports the heritage nomination by the National Trust of Australia (ACT) for the former Canberra Aerodrome at Dickson.

There has been considerable interest in the site both from the general public and our Society's members.

The site nominated was the first aerodrome for the National Capital and dates back to the very early years of aviation related to the Australian Capital Territory. The aerodrome was used as a base and landing field for aircraft of RAAF No. 3 Squadron when carrying out aerial landscape photography between 1924 and 1926. This landscape photography was required by the Federal Capital Commission (FCC) in the planning, mapping, and development of the National Capital. The aerodrome site is closely linked to the first aircraft crash and loss of lives in the ACT to two airmen who were carrying out one of the photographic missions. The society holds a remnant of that fatal air crash – the bomb sight from the crashed aircraft.

CDHS believes that the aerodrome site meets the requirements for heritage listing in the ACT as it represents a part of the first stages of progress in the building of the Canberra as well as the early years of aviation in Australia and the development and use of aerial photography in mapping the Australian landscapes. We support further work to locate the concrete centre circle marker.

A small but important matter is the need to correct the plaque at the Dickson Library because it shows the wrong crash date.

A handwritten signature in black ink, appearing to read 'N. Swain'.

Nick Swain
President

ATTACHMENT 5

Aerodrome ground markings (1928)

Source: The Airways Museum and Civil Aviation
Historical Society

<http://www.airwaysmuseum.com/Downloads/Aerodrome%20ground%20marks%20Y-51%20CAHS.pdf>

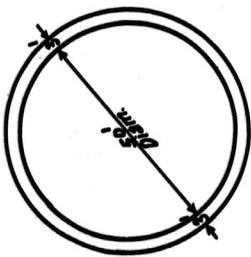


Fig. 1
Licensed Public Aerodrome
All Types

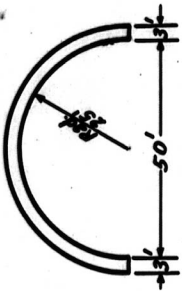


Fig. 2
Licensed Public Aerodrome
Restricted Types

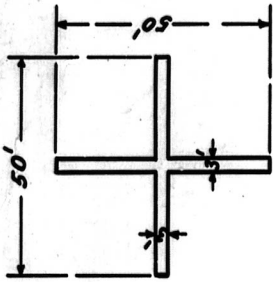


Fig. 3
Emergency Landing Ground
All Directions



Fig. 4
Emergency Landing Ground
One Way

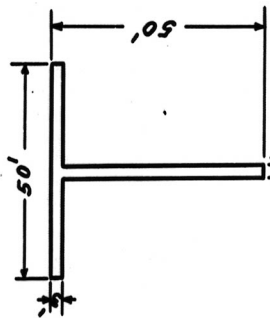


Fig. 5
Unofficial Landing Ground

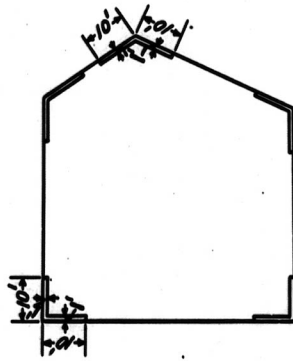


Fig. 6
Markings shewing limits of Aerodrome

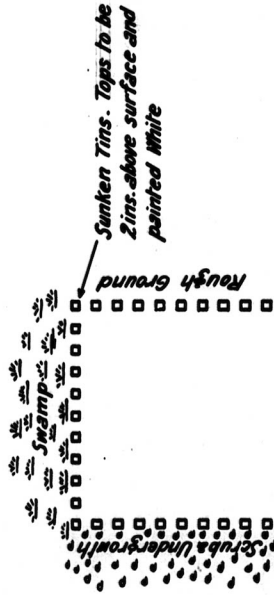


Fig. 7^a
Method of marking Swamp, Rough
Ground, Undergrowth etc.

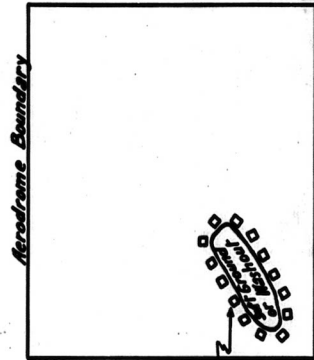


Fig. 7^b
Method of marking Washout, Soft Ground etc.

DEPARTMENT OF DEFENCE

CIVIL AVIATION BRANCH

AERODROME GROUND MARKS

SCALE: 30 FT. - LIN.

Y-51

Y-51

ATTACHMENT 6

List of further supporting documentation

1. NAA: A6664, L120 *Plan of Contour Survey of Aerodrome Site - Canberra*
2. <http://app.actmapi.act.gov.au/actmapi/index.html?viewer=hp>, accessed 15 January 2020
3. http://www.3squadron.org.au/subpages/Canberra_Survey_%20Sacrifice.htm
4. NAA: A199, FC1924/447 *Aerodrome at Canberra* Note: This file contains Sketch AC446 showing the final layout of the proposed aerodrome and correspondence confirming its official approval by the Minister for Works and Railways on 16 May 1923
5. NAA: A1, 1931/1751 *Aerodrome Site Canberra*
6. Commonwealth of Australia Gazette (National : 1901 - 1973), Thursday 15 May 1924 (No.31), page 1135
7. Griffin, Walter Burley (1922). *Canberra plan of city and environs* by Walter Burley Griffin retrieved 20 May 2017, from <http://nla.gov.au/nla.obj-232881073>
8. 1915 *Plan shewing approximate routes for temporary line from end of existing Queanbeyan-Canberra Railway to suggested Small Arms Factory Site no. 2 north of Canberra city site.* Associated Note states: This North Canberra site for the Factory (site 2) was proposed by W.B. Griffin. The drawing would probably have been made by him, or, under his direction, by the Lands and Surveys Branch, Canberra.
Retrieved 22 April 2017, from <http://nla.gov.au/nla.obj-362662413>
9. NAA: A192, FCL1921/882 Soldier Settlement Area Survey Ainslie & Majura Valleys, accessed 24 October 2019
10. NAA: CP326/8, 10 E.Schumack – Block 98i, Ainslie District [Item barcode 1161819]
11. Obituary Mrs Peter Shumack, Queanbeyan Age (NSW: 1915-1927), Tue 19 February 1918, page 2, retrieved 29 October 2019, from <https://trove.nla.gov.au/newspaper/article/31642280>
12. NAA: B2455, SHUMACK EDWARD
13. FEDERAL CAPITAL. First Plane Arrives Looking for Aerodrome, World (Hobart, Tas: 1918-1924), Thu 15 Feb 1923, page 4 retrieved 3 June 2019, from <https://trove.nla.gov.au/newspaper/article/190285629>
14. NAA: A3560, 398 - 1923 photo by W J Mildenhall of Colonel Percy Thomas Owen's Canberra Aerodrome site inspection on 15 February with Captain Johnson
15. NAA: A3560, 1517 – 1925 photo by W J Mildenhall of RAAF De Havilland DH9 taking off from Canberra Aerodrome
16. NAA: A3560, 1518 – 1925 photo by W J Mildenhall of RAAF De Havilland DH9 at Canberra Aerodrome with pilot in the cockpit
17. NAA: A3560, 1519 - 1925 photo by W J Mildenhall of RAAF De Havilland DH9 at Canberra Aerodrome
18. NAA: A3560, 1974 – 1926 photo by W J Mildenhall of Captain Edgar Percival and Mr Osmond Jolley with plane VH UCP at Canberra Aerodrome
19. <http://nla.gov.au/nla.obj-233381473> 1927 Map by Surveyor-General J T H Goodwin showing Canberra Aerodrome and landing ground *Canberra plan of city and environs [with plantations, blocks leased by auction, blocks being built on by the Federal Capital Commission, etc.]*
20. The Division of Dickson was gazetted on Thursday 20 September 1928 (Commonwealth of Australia Gazette No. 99) and named after Sir James Dickson (1832-1901), a Queensland advocate of Federation and Australia's first Minister of Defence. The original Division of Dickson encompassed the modern suburb plus all of what later became the suburb of Downer (gazetted in 1960)
21. 1838 Survey (copy produced in 1911) of 2 portions (25 and 26) of 640 acres each at Canberra Plains County of Murray Parish Canberra, retrieved 19 Feb 2018 , from NSW Land Registry Services Historical Land Records Viewer <https://hlrv.nswlrs.com.au>

22. 1920 *Cadets inspecting the planes of Lieutenant Colonel R. Williams and Major L.J. Wackett in July 1920, Duntroon, Canberra* (Part of collection of Frank H Boland) retrieved 10 Nov 2019, from National Library's flickr collection
https://www.flickr.com/photos/national_library_of_australia_commons/6173962056/, published in Moore, Darren 2001, 'Duntroon : a history of the Royal Military College of Australia 1911-2001' RMC, Canberra
23. 'The Plane Disaster. Facts about the Pilot' Cairns Post (Qld: 1909-1954) Saturday 13 February 1926, page 5 retrieved 24 September 2019, from
<https://trove.nla.gov.au/newspaper/article/40525110>
24. Obituary, Journal of the Royal Military College of Australia, Royal Military College (Duntroon, A.C.T.) December 1926, Vol 13, No. 20, page 39 retrieved 24 September 2019, from
<https://nla.gov.au/nla-obj-934406909>
25. NAA: A9300, PITT P M
26. GLEANINGS.(1924, April 17). Singleton Argus (NSW: 1880 - 1954), page 1 retrieved 10 July 2019, from <http://nla.gov.au/nla.news-article80951270>
27. Aerial photos from 1950 and 1958 clearly show parts of the whitewashed concrete ring were still extant, and are therefore believed to remain on Blocks 25-26 Section 72 Dickson (the former Downer Club, Space Dome Planetarium and Observatory site and adjoining public land bordering the stormwater channel)
28. Australia, House of Representatives, *Debates*, 11 February 1926, page 916 Questions by Mr Bowden to Sir Neville Howse, Minister for Defence, regarding 'Aeroplane fatality at Canberra'. Retrieved 11 October 2018, from https://parlinfo.aph.gov.au/parlInfo/download/hansard80/hansardr80/1926-02-11/toc_pdf/19260211_reps_10_112.pdf
29. NAA: A1, 1926/3472 *Aeroplane crash at Canberra*
30. NAA: A9300, PITT P M pages 8-34 for RAAF Inquiry
31. NAA: A9301, 370 *CALLANDER W E* pages 14-40 for RAAF Inquiry
32. NAA: A3560, 438; NAA: A3560, 439; NAA: A3560, 440 photos by W J Mildenhall of the wreckage of the De Havilland DH9 at Canberra Aerodrome [all recently re-catalogued as the 1926 crash]
33. NAA: A3560, 2883 *Walter Ernest Johnson after presentation with a Bronze medallion*
34. The Fatal Aeroplane Disaster at Ainslie. Obsequies of the Victims. *Queanbeyan Age*, Tuesday 16 February 1926, page 3, retrieved 17 January 2020, from <https://trove.nla.gov.au/newspaper/article/31682431>
35. William Callander's older brother Alexander was killed in the First World War in 1917 and is buried at the British Elms Cemetery in Flanders – see <https://www.cwgc.org/find-war-dead/casualty/136405/CALLANDER,%20ALEXANDER%20LOUIS>, accessed 15 January 2020
36. Philip Mackenzie Pitt was buried at Queanbeyan Riverside Cemetery Roman Catholic Portion, Section 3, Row K, Lot 30 (Source: Cemetery Register accessed in 2018)
37. Aerodome for Canberra. New Site Chosen. *Canberra Times*, Thursday 11 November 1926, page 1 retrieved 10 August 2019, from <https://trove.nla.gov.au/newspaper/article/1208517>
38. Email communications between Colin Owers, Australian War Memorial curator, and De Havilland DH9 restoration expert Guy Black in the UK during October 2019 regarding brass object owned by Canberra and District Historical Society (originally the bomb sight of the De Havilland DH9 that crashed on 11 February 1926).

Further notes re Pitt: Pitt was garrisoned with the Royal Australian Army Corps at Georges Heights in Mosman, Sydney after returning from a year of artillery training in Britain in 1921. He was seconded to the RAAF in 1925 and did his flight training at Point Cook Flying Training School in Victoria before being posted to Richmond NSW. The RMC Army Museum at Duntroon has his Duntroon cadet file and graduation photograph.

NATIONAL TRUST of AUSTRALIA (AUSTRALIAN CAPITAL TERRITORY)
ABN 50 797 949 955



Mr David Flannery
Chair
ACT Heritage Council
PO Box 158
Canberra ACT 2601
Via email heritage@act.gov.au

Unit 2.03, Level 2, Griffin Centre
20 Genge Street, Canberra ACT 2600

PO BOX 1144
CIVIC SQUARE ACT 2608

EMAIL: info@nationaltrustact.org.au
WEB: www.nationaltrustact.org.au

T: 02 6230 0533

PATRON: The Hon Margaret Reid AO

cc

North Canberra Community Council
ACT Chief Minister
ACT Planning Minister
Director-General EPSDD
ACT Government Architect
Housing ACT Renewal

Ms Yvette Berry MLA
Mr Shane Rattenbury MLA
Mr Chris Steel MLA
Ms Rachel Stephen-Smith MLA
Ms Candice Burch MLA
Ms Elizabeth Lee MLA

HERITAGE NOMINATION – ORIGINAL CANBERRA AERODROME REMNANTS AT DICKSON

Dear Mr Flannery

Please find enclosed our joint nomination with the No. 3 Squadron Royal Australian Air Force (RAAF) Association for the original Canberra Aerodrome remnants at Dickson.

This aerodrome was first shown on Walter Burley Griffin's final plan and blueprint, drawn in 1918 and published in 1922. It was operational for almost 3 years and located on Edward Shumack's soldier settlement block. The southern boundary of the aerodrome was Majura Avenue.

Members of our two organisations have carried out intensive research over several years, and we believe the former aerodrome at Dickson, the first in the Territory, contains significant archaeological remains that date back to the dawn of aviation in Australia. The nomination is strongly supported by Engineers Australia and the Canberra and District Historical Society.

The central whitewashed concrete ring at Blocks 25-26 Section 72 Dickson and two of the four original concrete lockspit boundary markers are believed to be the last tangible remnants of the landing ground. They form the historic link to the site's use by the Federal Capital Commission (FCC) in the mid-1920s for the early planning of

Canberra using the most modern technology available. That involved working closely with the RAAF to carry out aerial photography.

In order to establish with confidence that the key remnants below ground still exist, provisional registration is necessary to ensure heritage protection measures are adopted within the immediate vicinity of the central concrete ring that marked the landing ground. The central ring's location is known from the FCC's historic 1926 survey plus aerial photography in 1950-58. Fragments found scattered nearby, a portion of concrete on the surface at Dickson Wetlands, together with the history of development and land use in this area, give us cause to believe that their continued existence is plausible.

Provisional registration will make it possible for further research and archaeological investigations to be conducted using ground penetrating radar, so as to accurately determine the current extent of archaeological remains.

Development of the aerodrome was important to the early planning of Canberra, as well as to the nascent aviation industry in the Territory:

- the aerodrome was the first official aviation facility in the ACT planned, leased and developed for the purpose
- the aerodrome hosted both civilian and military aircraft
- early planning of Canberra relied heavily on aerial photography missions flying from this aerodrome, especially the No. 3 Squadron of the Royal Australian Air Force
- the capital's first fatal air crash took place on site while No. 3 Squadron was performing an aerial photography mission for the FCC
- the capital's first fatal air crash was documented shortly after the event as part of the photographic legacy of William James (Jack) Mildenhall, working for the FCC
- the two Air Force members killed in this air crash were both buried in the Canberra region
- the farm worker Walter Johnson who attempted to save their lives, and was subsequently recognised for his heroic efforts, has close relatives living in the Canberra region
- the aerodrome served as an emergency landing site on the Adelaide-Sydney service commenced by the Australian Aerial Service in 1924
- the aerodrome was the entry point to Canberra for visiting dignitaries
- Engineers Australia has recognised the aerodrome as significant in the development of aviation in the ACT and published its engineering history
- Canberra and District Historical Society has recognised the aerodrome as significant in the history of Canberra and published recent research
- remains of the central concrete ring are believed to be the only surviving example in Australia of the very earliest method for marking aerodromes
- the site demonstrates the transition from a rural outer area through multiple stages of land use and development to shape the national capital.

The tragic loss of two serving Air Force members in the capital's first fatal air crash, which took place on this aerodrome, also deserves to be properly commemorated. The act of telling these stories and honouring our shared past endeavours plays an important role in community-building and placemaking.

Recognising the historic place, and telling the story of the Territory's earliest aviation heritage for generations to come, represents an exciting opportunity and an investment in the future.

Yours sincerely



Gary Kent
President

15 June 2020



Ms Daisy Chaston
Manager (Registrations)
ACT Heritage | Environment, Planning and Sustainable
Development | ACT Government
daisy.chaston@act.gov.au

Unit 2.03, Level 2, Griffin Centre
20 Genge Street, Canberra ACT 2600

PO BOX 1144
CIVIC SQUARE ACT 2608

EMAIL: info@nationaltrustact.org.au
WEB: www.nationaltrustact.org.au

T: 02 6230 0533

PATRON: The Hon Margaret Reid AO

Dear Ms Chaston

Thank you for your email of 17 June 2020 seeking clarification of some aspects of the joint nomination of the Original Canberra Aerodrome remnants.

The boundary of the three significant historic landing ground structures is somewhat difficult to determine with precision given their current status as archaeological remains with limited physical evidence. We are therefore proposing to nominate a circular disc area in each instance that corresponds to their locations shown on the 1926 FCC survey of the original aerodrome (using ACTmapi Historic Plans), plus a protective surrounding buffer and the ground below that to a maximum depth of 2m. Please see attached diagrams.

1. RING specification

The central concrete ring marker is known to have a radius of approximately 30 feet (9.15m), so the area nominated is a circular disc with radius $9.15\text{m} + 2.5\text{m} = \mathbf{11.65\text{m}}$ using the centroid located on Part Block 25 Section 72 Dickson.

Ring centroid coordinates -35.250306, 149.145610 radius 11.65m, 2m depth.

2. LOCKSPITS (A and B) specification

Each arm of the lockspit based on the survey is approximately 22 feet long (6.7m). In the case of Lockspit A, where there is physical evidence visible on the surface several metres beyond that buffer, we wish to nominate a circular disc radius = **18m** and 1m depth. In the case of Lockspit B where there has been more soil disturbance and level changes, we prefer to nominate a reduced radius = **9m** and 2m depth.

Lockspit A centroid coordinates -35.252218, 149.149233 radius 18m, 1m depth

Lockspit B centroid coordinates -35.248639, 149.148896 radius 9m, 2m depth

In relation to your further queries:

- *the entire square meterage of all the listed blocks (Blocks 25-26 Section 72; Block 33 Section 73; Block 6 Section 76 Dickson) is not part of the nomination*
- *specific areas of archaeological potential are the basis of the nomination*
- *intangible values of the aerodrome in general is not part of the nomination*
- *the surface remains of the ring and lockspit – if these are verified, then any surface remains would necessarily form part of the nomination and be of heritage value.*

We trust that the nomination is sufficiently comprehensive to allow the Heritage Council to proceed to carry out its own investigations, and look forward to working closely with both the ACT Government and Heritage Council on this matter.

Kind regards

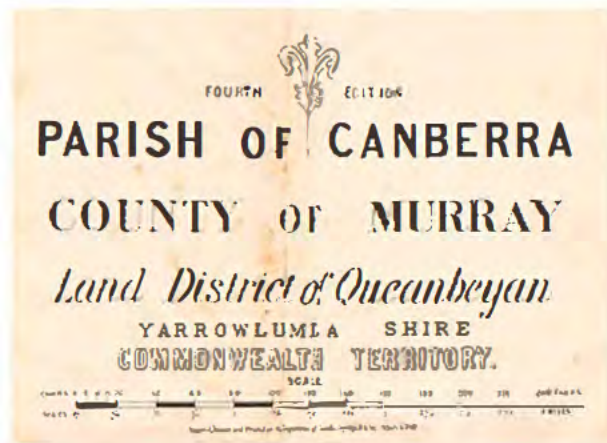


Gary Kent
President

29 June 2020

-  1825 Capt. M. Currie Exploration Map
-  1830 - 1910 Parish & Portion Plans
-  1915 - 1930 Detailed Feature Maps
-  1918 Walter B. Griffin Plan
-  1926 Plan of Canberra Aerodrome Site
-  1928 Map of Canberra City Nomenclature
-  1943 Map of Canberra City Nomenclature

Home



Parish Maps (1830 - 1910)

In 1825 Royal Instructions were issued to Governor Brisbane ordering a general survey of the colony of New South Wales and its division into counties and parishes. County and parish maps have been used for over 150 years to record Crown land dealings.

There are 141 counties in New South Wales which were divided into 7,459 parishes. Parish areas range from fifteen to forty square miles. Parishes Plans show Portions with area and original grantee or tenure, references to Portion Plans and the survey plan reference are shown. Other features can include place names, notes, boundaries, roads, reserves, freehold, incomplete purchases and reference notes.

Portion Plans (1830 - 1910)

Portion Plans were isolated surveys often made to run on cardinal bearings i.e. north, south, east and west, without any survey control. There are



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-  1830 - 1910 Parish & Portion Plans
-  1915 - 1930 Detailed Feature Maps
-  1918 Walter B. Griffin Plan
-  1926 Plan of Canberra Aerodrome Site
-  1928 Map of Canberra City Nomenclature
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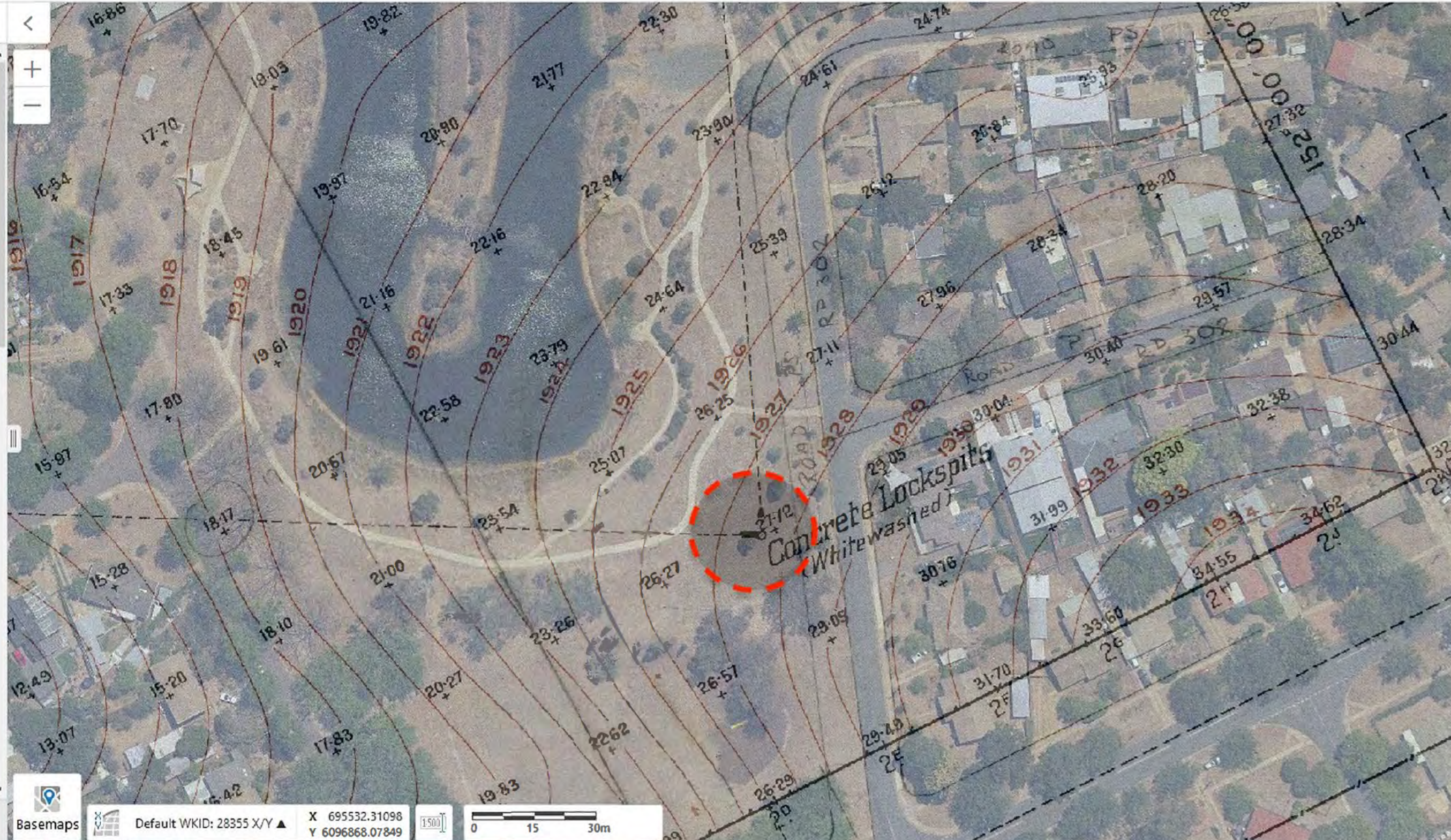
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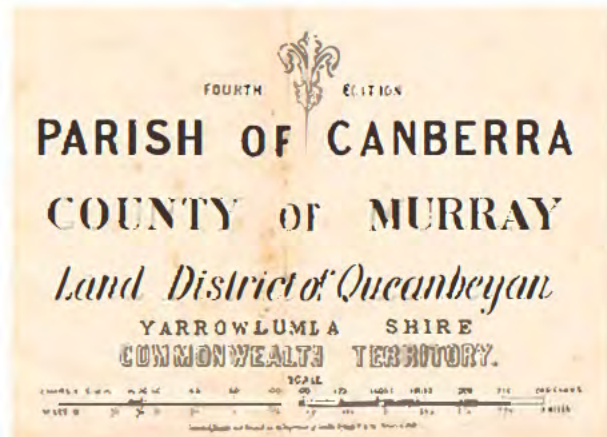
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- 1825 Capt. M. Currie Exploration Map
- 1830 - 1910 Parish & Portion Plans
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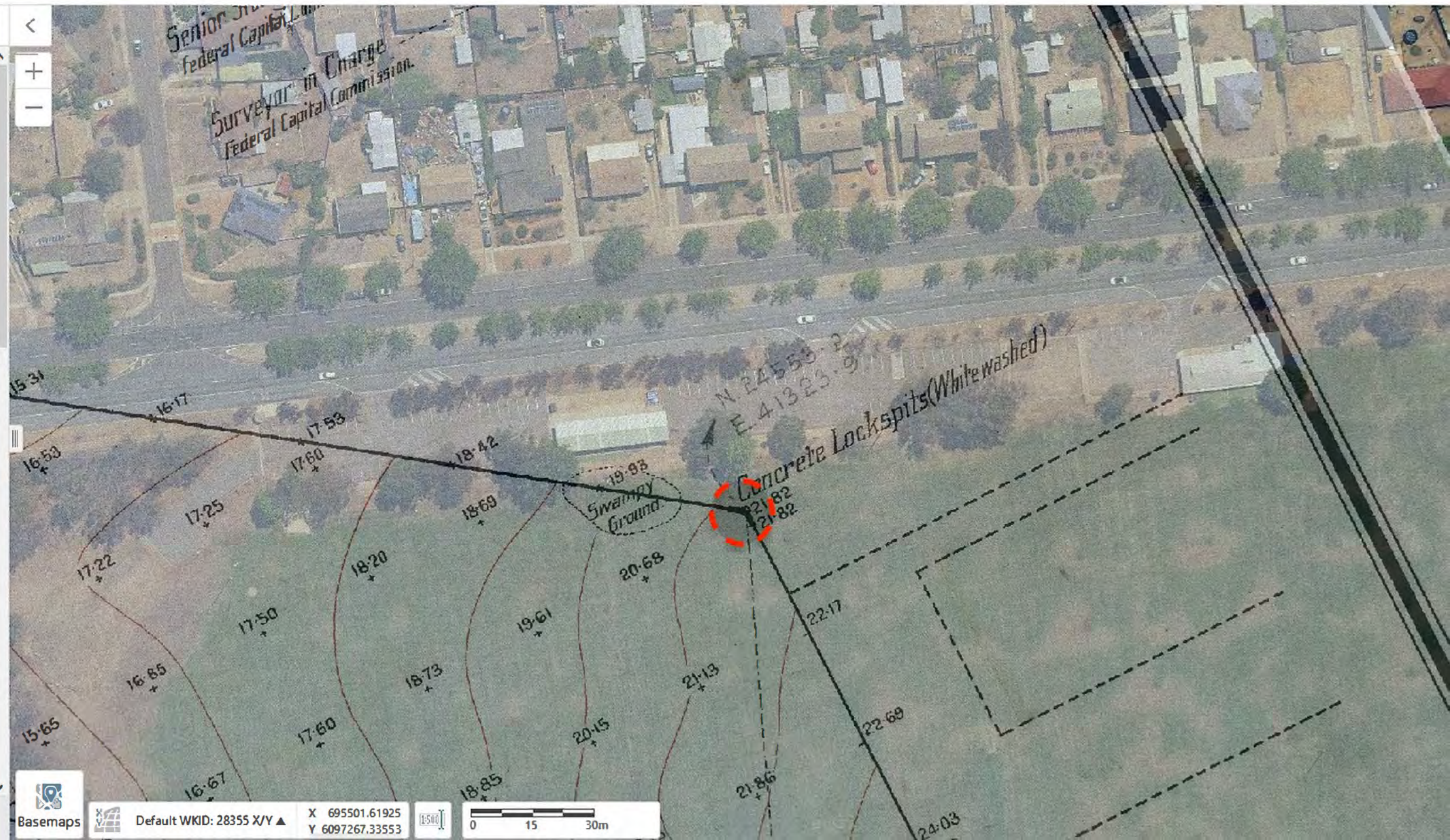
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Lockspit B
9m radius



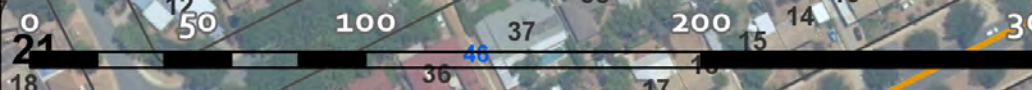
Ring
11.65m radius



Lockspit A
18m radius



Meters



Q and A Talking points – Original Canberra Aerodrome remnants at Dickson

At its meeting of 23 July, the ACT Heritage Council (the **Council**) accepted a nomination to the ACT Heritage Register (the **Register**) for the Original Canberra Aerodrome remnants at Dickson (the **Dickson Aerodrome**).

What is the Dickson Aerodrome?

- The first official facility planned, leased and developed for the purpose of aviation in the ACT.
- Used for aerial photographic surveys in the 1920s for the early planning of the new Federal Capital Territory
- Location of the first fatal air crash in the ACT, resulting in death of two No. 3 Squadron RAAF personnel.

Physical features of the nomination

- Concrete fragments of the original 'ring,' used as the aerial landing aid.
- Potential sub-surface remains of Lockspit A, once used to mark out landing ground (one of an original four).
- Potential sub-surface remains of Lockspit B, once used to mark out landing ground (one of an original four).

Who nominated the Dickson Aerodrome?

- Nominated in partnership by:
 - National Trust of Australia (ACT)
 - No. 3 Squadron Royal Australian Air Force (RAAF) Association

Why did the Council accept the nomination?

- The Council's functions are outlined under the *Heritage Act 2004* (the **Heritage Act**).
- The Heritage Act tells the Council to decide whether to accept or dismiss a nomination application as soon as practicable.

Q and A Talking points – Original Canberra Aerodrome remnants at Dickson

- There are conditions where the Council may dismiss a nomination application.
- Dismissal may occur if the nomination is frivolous, vexatious, misconceived, lacking in substance, not made honestly, or:
 - The Council has previously decided not to register the place, and is satisfied the nomination application shows no substantial new grounds for registration.
- The nomination application for Dickson Aerodrome did not meet dismissal conditions.

Does this mean the Dickson Aerodrome is heritage listed?

- Now that the Council has accepted the nomination application, Dickson Aerodrome will appear on the Register as ‘nominated.’
- Some provisions of the Heritage Act are now applicable to the place, such as the requirement of the Council to provide advice to the planning and land authority on the effects of development on likely heritage significance.
- Nomination represents the initial, threshold step of the heritage-registration process.
- Nomination alone ought not to be taken as final heritage listing.

Will the nomination stop development?

- nominations don't prohibit development.
- The nomination will require consideration of impacts on potential heritage values as part of the development application process.
- A nominated or heritage registered place does not oblige owners to freeze a place in time or open it to the public as a museum.
- The Council is aware that the nominated area relates to the Dickson Common Ground development application.
- However, the Council can only comment on the nomination, and recommends questions on the Dickson Common Ground be directed to

Q and A Talking points – Original Canberra Aerodrome remnants at Dickson

the planning and land authority.

MINUTES OF ACT HERITAGE COUNCIL MEETING 105

23 July 2020

DATE: 23 July 2020

VENUE: Meeting conducted via Cisco Webex

ATTENDED BY:

Members	Time In	Time Out
Chair Mr David Flannery	9.30am	12.15pm
Deputy Chair Dr Ken Heffernan	9.30am	12.15pm
Mr Gary Shipp	apology	
Dr Laura Dawes	9.30am	12.15pm
Prof Roz Hansen	9.30am	12.15pm
Dr Douglas Hassell	9.30am	12.15pm
Ms Amanda Evans	9.30am	12.15pm
Ms Edwina Jans	9.30am	12.15pm
Ms Gay Williamson	9.30am	12.15pm
Chief Planning Executive Mr Ben Ponton	apology	
Conservator of Flora and Fauna Mr Ian Walker	9.30am	10.00am

As part of broader ACT Government efforts to encourage social distancing and help minimise the spread of novel coronavirus (COVID-19), the ACT Heritage Council conducted this meeting via Cisco Webex.

In Attendance: Ms Fiona Moore, Ms Jennifer O’Connell, Ms Meaghan Russell, Ms Daisy Chaston, Mr Sam Hosseini, Mr Richard Hekimian (part).

Minutes: Ms Adriana Lulic

1.0 WELCOME

1.1 Acknowledgement of Country, attendance and apologies

The ACT Heritage Council acknowledges the Indigenous peoples of Australia, and we welcome to this gathering today those of you that self-recognise with Aboriginal and Torres Strait Islander descent.

We acknowledge and recognise the significant contribution of the Ngunnawal people; and we pay our respects to their Elders, past and present, as the Traditional Custodians of the land on which we live and conduct our business, and on which we meet here today.

We also recognise the substantial contribution to the Canberra region of neighbouring Nations– including Wiradjuri to the west, Walgalu to the south, Yuin to the east coast, Ngarigo to the south east, Gundungdurra to north east and the Ngambri people.

MINUTES OF ACT HERITAGE COUNCIL MEETING 105

23 July 2020

There was extensive general discussion around the determination of the Heritage Council remuneration budget, bids to increase the budget for additional work around new projects and policies, budget pressures and constraints, and heritage fee charges.

Ms Moore explained that the current remuneration budget is based on business as usual and budget bids need to be made each year for additional funding in relation to special projects. Ms Moore advised that where additional work, such as an ACAT appeal, was likely in a financial year, successful negotiation of an increased remuneration budget usually occurs. However, where these are unknown, the remuneration budget is based on business as usual. Mr Flannery noted that this was undertaken recently when he met with Directorate Executives to seek additional funding to upgrade the heritage website/database. It was agreed that any additional budget requirements form part of the Council's Strategic Plan.

4.0 REGISTER ISSUES

4.1 Minutes of Register and DA Taskforce Meeting – Ms Chaston

Council noted the draft minutes of the combined Register and DA Taskforce meeting.

4.2 Decisions on Nominations – Ms Chaston/Mr Hekimian

Ms Chaston provided general information around acceptance and dismissal of nominations. To reject a nomination the Council has to be satisfied that the nomination is frivolous, vexatious, misconceived, or lacking in substance; or was not made honestly; or the Council has previously decided not to register the place and the new applications shows no new ground for nomination. Where the nomination application is accepted, it will then proceed to assessment.

Ms Chaston noted that all three nomination applications have met a completeness check.

4.2a Original Canberra Aerodrome Remnants, Dickson

Council considered the nomination application for the Original Canberra Aerodrome Remnants at Dickson, jointly submitted by the National Trust of Australia (ACT) and No. 3 Squadron Royal Australian Air Force (RAAF) Association. Additional details were submitted by the nominator upon request.

Ms Chaston explained that there are tangible remnants of the landing ground on the site, including the central whitewashed concrete ring and two of the four original concrete lockspit boundary markers.

Since distribution of agenda papers, Ms Chaston circulated a map of the three areas of significance indicated as part of the nomination.

4.2b Ginninderra Creek Corroboree Ground Cultural Gathering Place, Belconnen

Council considered the nomination application for the Ginninderra Creek Corroboree Ground Cultural Gathering Place, submitted by the Ginninderry Aboriginal Advisory Group (GAAG).

Dr Heffernan noted that he and Mr Shipp conducted a site visit and heard from traditional custodians who spoke about the site's cultural significance.

MINUTES OF ACT HERITAGE COUNCIL MEETING 105

23 July 2020

Ms Russell noted that the proponents of Ginninderry have worked closely with heritage consultant Ms Kate Waters. Seven high value cultural areas have been identified, mostly on the NSW border. The GAAG's membership include Representative Aboriginal Organisations and high quality engagement with community has been undertaken for this project.

It was noted that the Ginninderra Creek Corroboree Ground Cultural Gathering Place is considered a significant cultural place, known and valued by members of the regional Aboriginal communities.

4.2c Margaret Shumack's Stone Hut School Sampler

Dr Heffernan was not present during discussions of this nomination application.

Council considered the nomination application for Margaret Shumack's Stone Hut School Sampler, submitted by the Hall School Museum and Heritage Centre.

Ms Chaston noted that there was an associated heritage grant to conserve the piece and it has been on display during past heritage festivals.

It was agreed that there is a delightful story and narrative behind this piece. The majority of embroidery samplers that exist today have been sewn by young girls as part of their formal education; an integral part of the school curriculum.

DECISIONS:

In accordance with section 29 of the *Heritage Act 2004*, Council decided to accept nomination applications for the following:

- * **Original Canberra Aerodrome Remnants, Dickson;**
- * **Ginninderra Creek Corroboree Ground Cultural Gathering Place, Belconnen; and**
- * **Margaret Shumack's Stone Hut School Sampler.**

5.0 ADVICE

5.1 Aboriginal Liaison – Ms Russell

Council noted the agenda paper.

Ms Russell noted that there were no Aboriginal liaison matters to report, primarily because the Aboriginal Liaison Officer position was vacant. However, ACT Heritage had continued to ensure that all Aboriginal heritage submissions were informed by RAO consultation, and that RAO views underpin assessment and management outcomes.

5.2 Aboriginal Heritage and Archaeology – Ms Russell

Council noted the agenda paper.

Ms Russell noted that 69 pieces of formal Council advice on Aboriginal heritage submissions were provided during the reporting period.

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Key advice issued during this period included:

- On 10 June 2020, Council advice was provided on a concurrent DA and EIS exemption application for the Molonglo Valley transmission relocation project, which involves decommissioning of c.8.4km of existing overhead transmission lines, the removal of 29 existing towers, and the construction of a new underground easement, c.9.5km in length. The Molonglo Valley has been subject to a number of heritage studies over the past 15 years to inform urban land releases such as Denman Prospect and Whitlam, and design of the project was informed by these studies and importantly, actively avoided a significant cultural area identified by RAOs in 2012 during an earlier study. However, heritage investigation of and RAO consultation about the new easement has been relatively limited, and the potential heritage effects of decommissioning have not yet been assessed. On this basis, Council advice on the referral identified further heritage assessment actions, and we anticipate that this will be provided in coming weeks and months;
- On 15 June 2020, Council advice was provided on a draft amendment to the National Capital Plan for the North Curtin Diplomatic Estate. This advice was provided by the Council Chair as delegate, and recommended a Cultural Heritage Assessment be prepared to inform consideration of the proposal; and
- On 17 June 2020, a Statement of Heritage Effect (SHE) application was approved for condition assessments within the Orroral Valley fire area, of rock art sites, stone arrangements and high debris flow areas. These condition assessments are not invasive and their outcomes will inform further conservation actions that may be required in response to fire damage and subsequent erosion. The SHE approval was sought for actions that may be required in response to field conditions, such as the collection of detached stone fragments at rock art sites that are at risk of being lost or further damaged, or the movement of debris at stone arrangement sites that could impact the cultural positions of arranged stones. The approval also authorised the movement of stone artefacts within high debris flow areas or on tracks which are also at risk of being lost or damaged.

5.3 Historical Heritage – Ms Russell

Council noted the agenda paper.

57 pieces of formal Council advice on historic heritage submissions were reported during the period, mostly relating to DA referrals from ACTPLA and development queries from the general public.

Key advice issued during this period included:

- In June 2020, two pieces of Council advice were provided to ACTPLA regarding the Dickson Common Ground development, in response to a DA referral for services and street parking associated with the proposal. Council advice on that DA was due on 24 June, and a heritage nomination for the Canberra Aerodrome was received on 15 June 2020. In this context, Council advice was issued by the Chair as delegate, which set out the status of the nomination and that, at that time of advice, the Council is not yet able to form an opinion on whether the Canberra Aerodrome is likely to be of heritage significance, and therefore is not able to provide advice about the potential effects of development on the heritage significance as required under Section 60 of the Heritage Act. Subsequently, Council advice on potential Notice of Decision heritage conditions was also provided to ACTPLA, including an assessment of the

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development area by a qualified archaeologist to inform any further heritage assessment or management actions; and

- On 6 July 2020, Council advice was provided on a DA amendment referral, which objected to proposed additions and alterations at 55 Leichardt Street, Kingston, and which recommended refusal of the DA. This DA was discussed in the last Council meeting, as the original proposal did not comply with nine Mandatory Requirements and a further three Discretionary Requirements. While some amendments have been made since that time, the proposal still does not comply with eight Mandatory Requirements and two Discretionary requirements, relating to issues such as two storey development, planting area, setbacks, tree protection and architectural form. Council advice on DAs commonly seeks to identify design changes that would avoid or minimise heritage impacts. In this instance, the changes that would be required to bring the proposal into consistency with the guidelines are so extensive as to constitute a new development proposal.

5.4 Conservation Management Plans – Ms Russell

Council noted the agenda paper.

Two pieces of Council advice provided on CMP applications, with further information and amendments requested for the Belconnen Farm CMP and the Yarralumla Woolshed CMP.

5.5 Tree Removals – Ms Russell

Council noted the agenda paper.

13 pieces of advice provided on Tree Damaging Activity referrals, and a further five pieces of advice on tree removals under the Heritage Act.

Key advice issued during this period includes:

- In May 2020, Council advice was provided to TCCS on the annual tree removal and replacement program undertaken by the Tree Protection Unit. The program included the removal of 50 trees within heritage areas on the basis of their poor health, and related to trees within Weston Park, Yarralumla Nursery, Telopea Park, Tuggeranong Homestead, Reid Housing Precinct, Corroboree Park Housing Precinct and John Knight Memorial Park. The program was supported with conditions relating to replanting, setting out species and locational requirements, to ensure that the landscape and heritage values of each place are maintained.

5.6 Taskforce Referrals – Ms Russell

Council noted the agenda paper.

6.0 POLICY AND COMMUNITY ENGAGEMENT

6.1 Heritage Grants Program – Ms Gleeson

Council noted the agenda paper.

Ms Moore noted that 31 heritage grant applications were received. The Grants assessment panel will now put forward their recommendations to Minister Gentleman. It is expected that successful grant projects will be announced in August 2020, ahead of the caretaker and election periods.

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6.2 Community Engagement Activities – Ms Roberts

Council noted the agenda paper.

Ms Moore noted that proposed date for next year's Festival is 6 - 26 April. Planning is underway, subject to COVID restrictions.

Ms Roberts is currently undertaking an audit of Canberra Tracks signs. It was noted that the physical brochure for Canberra Tracks is valued by tourists and locals alike.

7.0 OTHER BUSINESS

7.1 Determination of Taskforce memberships – Ms Moore

Council considered the Taskforce membership agenda paper.

Mr Flannery and Ms Russell provided a brief overview of the functions of each taskforce.

PROPOSED MEMBERSHIP

Council considered the recommendations and proposed the following taskforce memberships:

- * **Registration Taskforce**
Mr David Flannery, Dr Ken Heffernan, Dr Laura Dawes, Ms Edwina Jans, Ms Amanda Evans

- * **Development Assessment Taskforce**
Mr David Flannery, Dr Ken Heffernan, Prof Roz Hansen, Ms Gay Williamson

- * **Aboriginal Taskforce**
Mr Gary Shipp, Dr Ken Heffernan

- * **Conservation Management Plan Taskforce**
Mr David Flannery, Dr Douglas Hassall, Ms Gay Williamson, Ms Edwina Jans, Ms Amanda Evans

This proposal will be further considered and confirmed via email by Ms Moore.

7.2 Interim Report on the review of the EPBC Act – Ms O'Connell

Further to her email of 22 July 2020, Ms O'Connell advised that the Interim Report was recently released on the Independent Review of the EPBC Act.

The Review is seeking views from stakeholders on the Interim Report and the key reform directions proposed, via a survey. The survey closes on 17 August 2020.

Mr Flannery and Dr Heffernan agreed to coordinate a Heritage Council submission to the survey for Council consideration and review.

Meeting concluded at 12.15pm.

From: Moore, FionaF
Sent: Thursday, 13 August 2020 1:39 PM
To: President | National Trust ACT
Cc: info@nationaltrustact.org.au; Chaston, Daisy; [REDACTED]
Subject: RE: Notification - ACT Heritage Council - Nomination - Dickson Aerodrome

OFFICIAL

Dear Mr Kent,

Thank you for your return correspondence of 6 August about the ACT Heritage Council's (Heritage Council) acceptance of the Original Canberra Aerodrome Remnants at Dickson.

I understand the Community Services Directorate has arranged for a targeted heritage assessment of the area referred to in the nomination as the 'concrete ring.' This assessment also encompasses a Ground Penetrating Radar (GPR) survey of the concrete ring, which was undertaken on the morning of 13 August 2020. Members of the National Trust of Australia (ACT) were on-site to observe the GPR survey. Should the National Trust wish to obtain the results of this study, you are advised to contact Community Services Directorate.

I note that the National Trust intends to conduct its own GPR survey of the additional nominated areas, referred to as the 'lockspits' in the nomination, in collaboration with the College of Asia and Pacific at the Australian National University. ACT Heritage is willing to meet with the National Trust to discuss any Heritage Council approvals you may require under the *Heritage Act 2004* (Heritage Act) before commencing that work. Once your GPR survey continues in accordance with relevant approvals, the Heritage Council will look forward to reviewing, and, if required, providing advice on any further heritage management recommendations arising as a result of the survey.

To discuss whether Heritage Act approvals are required, please nominate several suitable times when members of the National Trust are available. Please also indicate which members of the National Trust will be in attendance, and provide relevant contact details to Heritage@act.gov.au

Regards,

Fiona Moore | Senior Director, ACT Heritage | Secretary, ACT Heritage Council | (*Mon-Tues, Thurs-Fri*)
Phone: +61 2 6205 9974 | Email: fionaf.moore@act.gov.au
ACT Heritage | Environment, Planning and Sustainable Development Directorate | ACT Government
480 Northbourne Avenue, Dickson ACT 2602 | GPO Box 158 Canberra ACT 2601 | www.environment.act.gov.au



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From: President | National Trust ACT <president@nationaltrustact.org.au>
Sent: Thursday, 6 August 2020 3:27 PM
To: Moore, FionaF <FionaF.Moore@act.gov.au>
Cc: [REDACTED]; Chaston, Daisy <Daisy.Chaston@act.gov.au>;
Subject: Notification - ACT Heritage Council - Nomination - Dickson Aerodrome

CAUTION: This email originated from outside of the ACT Government. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Ms Moore,

Thank you for notification of this decision by the Heritage Council to proceed to consider our joint nomination of the Original Canberra Aerodrome remnants at Dickson, its acceptance at this preliminary stage is welcome news.

We are hoping to make an appointment to discuss the next steps with the Heritage Unit as soon as possible, so as to ensure that further site investigations are coordinated efficiently and that any necessary permissions are obtained.

We've established that the ANU's College of Asia and Pacific owns a set of GPR equipment, that it's located in Canberra, but its operational status is uncertain. We've also established that postgraduate students in Archaeology and Evolutionary Sciences are required to undertake an independent research project with supervision by faculty. Several members of faculty have expressed a willingness to supervise this particular project.

Look forward to progressing this item in the near future via either a face to face meeting, Webex or Microsoft Teams.

Kind regards,

Gary Kent
President

On 23 Jul 2020, at 4:51 pm, Chaston, Daisy <Daisy.Chaston@act.gov.au> wrote:

UNCLASSIFIED

Dear Mr Kent

Please find correspondence attached from the ACT Heritage Council.

With thanks

Daisy Chaston

Daisy Chaston | Manager (Registrations)

Phone: 6207 7379 | Email: daisy.chaston@act.gov.au

ACT Heritage | Environment, Planning and Sustainable Development | **ACT Government**
Dame Pattie Menzies House 16 Challis Street Dickson | GPO Box 158 Canberra ACT 2601
www.environment.act.gov.au

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EXTENT

HERITAGE ADVISORS
TO AUSTRALIA AND
THE ASIA PACIFIC



Common Ground Dickson Unexpected Finds Protocol (UFP)

Prepared for Housing ACT



Sydney
Melbourne
Brisbane
Perth

Contents

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EXTENT HERITAGE PTY LTD

ABN 24 608 666 306 ACN 608 666 306
 info@extent.com.au
 extent.com.au

SYDNEY

3/73 Union Street
 Pyrmont
 P 02 9555 4000

MELBOURNE

13/240 Sydney Road
 Coburg
 P 03 9388 0622

BRISBANE

Level 12, 344 Queen St
 Brisbane
 P 07 3051 0171

PERTH

Level 32/152 St Georges
 Terrace, Perth
 P 08 9381 5206

1. Background and purpose of document

Extent Heritage Pty Ltd ('Extent Heritage') has been engaged by Housing ACT to undertake archaeological investigations for a proposed development comprising the construction of a multi-unit public housing named 'Common Ground Dickson'. The proposed development is to be located on a land parcel – Block 25, Section 72 Dickson – at 8 Hawdon Place, Dickson, Australian Capital Territory (ACT), 2602 (the 'site'; Figure 1 and Figure 2).

The site may contain sub-surface archaeological remains of a concrete, whitewashed, central ring marker (measuring approximately 20 m in diameter) deriving from the former Canberra Aerodrome (1924-1926) which occupied this locality (Figure 3). The nomination application associated with these remains was recently accepted by the ACT Heritage Council ('Heritage Council'), and the Original Canberra Aerodrome remnants, Dickson, is now listed as a 'nominated' place on the ACT Heritage Register.

As a part of archaeological investigations at the site, Extent Heritage has developed an Unexpected Finds Protocol (UFP) that clearly sets out how any unanticipated archaeological objects or features would be managed if they are encountered over the course of the proposed development.

This UFP includes a summary of the legislative context within which it operates, including the Australian Capital Territory (ACT) *Heritage Act 2004* and the *Planning and Development Act 2007*. Extent's brief was to focus on non-Aboriginal archaeological heritage, however, some guidance in relation to potential Aboriginal archaeology has been included for your assistance.

This document provides relevant information regarding cultural heritage objects and places in Section 3, followed by the technical procedure of the UFP in Sections 5 and 6. Supplementary information referenced by this document can be found in Appendices A and B.

2. Scope

This UFP applies to the location described in Section 1. It was developed in conjunction with archaeological geophysical investigations at the proposed 'Common Ground Dickson' development. However, no physical excavation has been undertaken at the site and there remains potential for significant archaeology to exist there.

If unexpected archaeological objects are encountered, this UFP must be followed. The UFP provides direction on when to stop work, where to seek technical advice and if required, how to notify the relevant authorities.

This UFP applies to:

- the discovery of any unexpected archaeological object(s) (e.g. during construction work), where any contractors involved in the construction process do not have the approval to disturb the object(s), or where safeguards for managing the disturbance (apart from this procedure) are not contained in the development application.

This UFP must be followed by all Housing ACT staff and contractors that are associated with the construction works for the proposed development.

This UFP does not apply to the discovery and disturbance of archaeological object(s) as a result of a cultural heritage assessment undertaken in accordance with the *Cultural Heritage Reporting Policy* published and implemented by the ACT Heritage Council (2015, 8), as part of the following statutory processes under the *Heritage Act 2004*:

- a Heritage Guideline [s76(2)(i)];
- a Heritage Direction [s76(2)(ii)];
- a Heritage Agreement [s76(2)(iii)];
- a Conservation Management Plan approved by the Heritage Council [s76(2)(iv)];
- a Development Approval under the *Planning and Development Act 2007* [s76(2)(v)];
- an Excavation Permit approved by the Heritage Council [s76(2)(vi)];
- a Statement of Heritage Effect approved by the Heritage Council [s76(2)(vii)].

Any construction environment management plan (CEMP) for this development should make reference to and/or include this UFP. Where an approved CEMP exists, it should be followed in the first instance. Where there is a difference between the approved CEMP and this UFP, the approved CEMP will usually prevail. Where an approved CEMP does not provide sufficient detail on particular issues, this UFP should be used as additional guidance.

3. Types of unexpected archaeological objects and their legal protection

The roles of project staff and contractors on site are critical to the early identification and protection of unexpected archaeological object(s). Appendices A and B illustrate the wide range of non-Aboriginal ('historic') and Aboriginal archaeological objects that may be encountered and serves as a photographic guide for reference on site. Any potential unexpected archaeological object(s) encountered at the site must be identified and assessed by a heritage professional (usually an archaeologist) and/or a staff from ACT Heritage.

'Unexpected archaeological object(s)' refers to any unanticipated discovery of a bona fide or potential archaeological object(s) for which the developer does not have approval to 'disturb' or does not have a safeguard in place (apart from this UFP) to manage the disturbance.

'Disturbance' refers to the conduct of any physical interference with the object(s) that results in it being destroyed, defaced, damaged, harmed, impacted or altered in any way – including unsanctioned archaeological investigations.

Any potential discoveries within the study area would typically fall within the following categories:

- (a) Non-Aboriginal ('historic') objects and places;
- (b) Aboriginal objects and places;

The relevant legislation that applies to these categories is described below.

3.1 Non-Aboriginal ('historic') objects and places

In the Australian Capital Territory (ACT), non-Aboriginal 'historic' objects and places are afforded statutory protection under the *Heritage Act 2004* (the 'Act'). Under Part 13, Section 73 of the Act, it is an offence to engage in conduct that diminishes the heritage significance of an object or place, and/or is reckless about whether the conduct would diminish the heritage significance of the object or place. A breach of Part 13, Section 73 of the Act could result in prosecution and significant fines.

Under the Act, an 'object' is defined as:

A natural or manufactured object, but does not include a building or any other man-made structure.

A 'place' is defined by the Act as anything that is not an object, including the following:

- (a) a site, precinct or parcel of land;
- (b) a building or structure, or part of a building or structure;
- (c) the curtilage, or setting, of a building or structure, or part of a building or structure;

(d) an object or feature historically associated with, and located at, the place.

Examples of non-Aboriginal ‘historic’ objects and places that may be encountered within the ACT include historical artefacts such as ceramic and glass bottles as well as various structural remains made of wood, bricks, sandstone and concrete (RMS 2015, Appendix A; see Appendix A below).

In the context of the Common Ground Dickson, and its association with the ACT’s early history of aviation, the types of ‘objects’ that may be present include:

- Broken concrete deriving from the whitewashed, central ring marker (measuring approximately 20m in diameter) used by the former Canberra Aerodrome (1924-1926; see Figure 4–Figure 6).
- Isolated artefacts suggestive of aviation activities (e.g. fragments of machinery, tools, etc).

The discovery of any objects associated with the Canberra Aerodrome would relate to a place nominated for listing on the Register and would be protected by the Act. They should be managed according to the steps provided in Section 5 below.

3.2 Aboriginal objects and places

Similarly, Aboriginal objects and places are afforded statutory protection under the Act. Under Part 13, Section 75 of the Act, it is an offence to engage in conduct that causes damage to an Aboriginal object or place, and/or is reckless or negligent about whether the conduct would cause damage to the object or place. A breach of Part 13, Section 75 of the Act could result in prosecution leading up to significant fines.

Hence, the Act defines an Aboriginal object to be:

An object associated with Aboriginal people because of Aboriginal tradition.

Further, it defines ‘Aboriginal tradition’ to mean:

The customs, rituals, institutions, beliefs or general way of life of Aboriginal people.

An Aboriginal place is defined by the Act as:

A place associated with Aboriginal people because of Aboriginal tradition.

There is generally low potential for Aboriginal objects to be at the site. However, isolated flaked and ground stone artefacts are sometimes found in similar environments in the ACT (see Appendix B below).

Under Part 8, Section 51 of the Act, the discovery of potential Aboriginal objects or places must be reported to the Heritage Council within 5 working days after the day of discovery. Failure to do so will be considered a strict liability offence. A guide on how to report these discoveries is provided in Section 5 below.

4. Roles and responsibilities

The following table outlines the roles and responsibilities relevant to this UFP.

Table 1. Roles and responsibilities relevant to this UFP.

Role	Definition and Responsibilities
Archaeologist	Heritage professional contracted on a project basis to provide heritage and archaeological advice and technical services (i.e. archaeological survey and excavation, heritage compliancy reports, etc).
Project manager	The principal manager of the proposed works. Ensures that all aspects of this UFP is implemented over the course of the proposed works and adhered to by all staff and contractors on site.
Representative Aboriginal Organisation (RAO)	<p>An entity declared under Part 2, Section 14 of the <i>Heritage Act 2004</i> by the Minister. The ACT Heritage Council consults with the Representative Aboriginal Organisations (RAOs) as soon as practicable after a discovery of Aboriginal object(s) or place(s) is reported, in order to decide if the discovery is to be provisionally registered on the Heritage Register. The RAOs also advice the Heritage Council on whether it will restrict the information about the location or nature of the object(s) or place(s) from public domain to avoid any potential harm on its heritage significance.</p> <p>The list of RAOs in the ACT can be found here: https://www.environment.act.gov.au/heritage/development-at-heritage-sites/consultants_and_trades_directory/consultants_directory/representative-aboriginal-organisations.</p>

5. Unexpected Finds Protocol

Upon discovery of a potential, unexpected archaeological object(s), the following UFP procedure must be followed. There are 7 steps in this procedure. The following table outlines the details of specific tasks along each step of the UFP.

Table 2. The 7 steps and tasks of the UFP as well as the roles and responsibilities relevant to this procedure.

Step	Task	Responsibility	Supplementary Information
1	Stop work, protect potential archaeological object(s) and inform project manager.		
1.1	Stop all work in the immediate area of the archaeological object(s) and notify the project manager.	All.	Appendices A and B [Identifying unexpected archaeological object(s)].
1.2	Where practical, use high visibility fencing or any other form of barrier to establish a 'no-go zone' around the object(s).	Project manager.	-
1.3	Inform all site personnel about 'no-go zone'. No further interference – including various works, ground disturbance, touching or moving the object(s) must occur within the 'no-go zone'.	Project manager.	-
1.4	Once the above steps are taken, proceed to Step 2.	Project manager.	-
2	Contact and engage a heritage professional (archaeologist).		
2.1	Contact a heritage professional (archaeologist) to discuss the location and extent of the object(s). The information and data collected at this stage will be used to inform Steps 3 and 4 of the UFP.	Project manager.	Appendices A and B [Identifying unexpected archaeological object(s)].



Step	Task	Responsibility	Supplementary Information
2.2	<p>If determined to be required, arrange for site access for the heritage professional (archaeologist) to inspect the object(s) as soon as practicable.</p> <p>In most cases, a site inspection is required for conducting a preliminary assessment and recording of the object(s).</p>	<p>Project manager; and Heritage professional (archaeologist).</p>	-
2.3	Once the above steps are taken, proceed to Step 3.	<p>Project manager; and Heritage professional (archaeologist).</p>	-
3	Complete preliminary assessment and recording of the potential archaeological object(s).		
3.1	<p>Engaged heritage professional (archaeologist) to conduct preliminary assessment and formal recording of the object(s) using the provided form (Appendix C).</p> <p>The information and data collected at this stage will be used to inform Steps 3 and 4 of the UFP. If required (see Step 6.5 below), this information and data must be incorporated into the CHAR.</p>	Heritage professional (archaeologist).	<p>Appendices A and B [Identifying unexpected archaeological object(s)]; Appendix C.</p>
3.2	Subject to assessment by the heritage professional (archaeologist) on site, work may recommence at a set distance from the object(s). This is to protect any other associated archaeological material that may exist in the vicinity	<p>Project manager; and/or Heritage professional (archaeologist).</p>	-
3.3	<p>Is the object(s) an Aboriginal or non-Aboriginal ('historic') object and/or place?</p> <p>If uncertain or yes, proceed to Step 4.</p> <p>If no, proceed directly to Step 7.1.</p>	Heritage professional (archaeologist).	<p>Appendices A and B [Identifying unexpected archaeological object(s)]; Appendix C.</p>



Step	Task	Responsibility	Supplementary Information
4	Protect the archaeological object(s) and notify the ACT Heritage Council.		
4.1	Where the object(s) is determined to be an Aboriginal or non-Aboriginal ('historic') object and/or place, it must be protected from any impact or harm (e.g. from works, inclement weather or unauthorized human interactions).	Project manager	-
4.2	Where the object(s) is determined to be an Aboriginal or non-Aboriginal ('historic') object and/or place, it must be reported to the ACT Heritage Council ('Heritage Council') within five working days in writing.	Heritage professional (archaeologist).	Section 6.
4.3	All formal and informal correspondence with the Heritage Council must be logged in a file as a project record for future reference.	Project manager; and/or Heritage professional (archaeologist).	-
4.4	Can the object(s) be avoided in development works? If yes, proceed to Step 5. If no, proceed to Step 6.	Project manager; and/or Heritage professional (archaeologist).	-
5	Avoid any further impact on archaeological object(s)		
5.1	Where possible and appropriate, discussions should occur with design engineers and/or architects to consider and implement re-design options to avoid any development impact on the object(s).	Project manager; and/or Heritage professional (archaeologist).	-



Step	Task	Responsibility	Supplementary Information
5.2	If an existing Heritage Direction, Heritage Guideline or Heritage Agreement (issued by the Heritage Council and/or Minister under Parts 5, 11 and 15 of the <i>Heritage Act 2004</i> respectively) is already in place for the development, the project must abide by the terms and conditions stipulated in the existing Heritage Direction, Guideline or Agreement.	Project manager; and Heritage professional (archaeologist).	-
5.3	The heritage professional (archaeologist) must submit a letter or brief report to the Heritage Council within five working days after site inspection (excluding any additional time taken for design engineers and/or architects to consider and propose re-design options for the development, if possible) to outline the details of the final re-design option and specify how it avoids any further impact on the object(s).	Heritage professional (archaeologist).	-
5.4	The project manager must review the re-design to ensure all recommendations can reasonably be implemented. Seek additional advice from the ACT Environment, Planning and Sustainable Development Directorate (EPSDD), if required.	Project manager	-
5.5	Under Parts 5, 11 and 15 of the <i>Heritage Act 2004</i> , the Heritage Council and/or Minister may also issue a Heritage Direction, Heritage Guideline or Heritage Agreement for the object(s) and/or site respectively, if there are none in place for the site. If issued, the Heritage Direction, Guideline or Agreement must be followed strictly on site.	Project manager; and Heritage professional (archaeologist).	-
5.6	Once the above steps are taken, proceed directly to Step 7.2.	Project manager; and Heritage professional (archaeologist).	-
6	Conduct salvage excavation of archaeological object(s)		

Step	Task	Responsibility	Supplementary Information
6.1	<p>If impact on the archaeological object(s) from development works cannot be avoided, the heritage professional (archaeologist) must apply for an excavation permit (on behalf of the development project) with the Heritage Council. An excavation permit can also be sought by the heritage professional (archaeologist) for research purposes.</p> <p>Please note that a decision on the application for an excavation permit may take up to 15 working days to process.</p>	Heritage professional (archaeologist).	-
6.2	<p>If an existing Heritage Direction, Heritage Guideline or Heritage Agreement (issued by the Heritage Council and/or Minister under Parts 5, 11 and 15 of the <i>Heritage Act 2004</i> respectively) is already in place for the development, the salvage excavation and development works must abide by the terms and conditions stipulated in the Heritage Direction, Guideline or Agreement.</p>	Project manager; and Heritage professional (archaeologist).	-
6.3	<p>If an excavation permit is granted by the Heritage Council, conduct the salvage excavation of the archaeological object(s) on site, and abide by the terms and conditions stipulated by the Heritage Council.</p>	Heritage professional (archaeologist).	-
6.4	<p>Under Parts 5, 11 and 15 of the <i>Heritage Act 2004</i>, the Heritage Council and/or Minister may also issue a Heritage Direction, Heritage Guideline or Heritage Agreement for the object(s) and/or site respectively, if there are none in place for the site.</p> <p>If issued, the Heritage Direction, Guideline or Agreement must be followed strictly on site.</p>	Project manager; and Heritage professional (archaeologist).	-
6.5	<p>Upon completion of the salvage excavation, the heritage professional (archaeologist) must prepare a Cultural Heritage Assessment Report (CHAR) about the unexpected discovery and salvage excavation of the archaeological object(s) according to the <i>Cultural Heritage Reporting Policy</i> stipulated by the Heritage Council (2015). The CHAR must also incorporate the preliminary assessment and formal recording of the object(s) conducted during Step 3 (above).</p>	Heritage professional (archaeologist).	-
6.6	<p>If object(s) are to be removed from site, ensure that short term, secured storage locations are identified or provided before their eventual transfer to the official custodian as identified by the Heritage Council.</p>	Project manager;	-

Step	Task	Responsibility	Supplementary Information
		and Heritage professional (archaeologist).	
6.7	Once the above steps are taken, proceed to Step 7.2.	Project manager; and Heritage professional (archaeologist).	-
7	Resume work.		
7.1	If the object(s) is determined to not be a bona fide archaeological object by the heritage professional (archaeologist), the project manager can authorize development works to resume. The project manager must document this incident as a project record for future reference.	Project manager; and Heritage professional (archaeologist).	-
7.2	Seek written clearance from the Heritage Council to resume work on site. If required, resumption of work must abide by the stipulated terms and conditions of any Heritage Direction, Guideline or Agreement issued for the site. Where archaeological salvage excavations have been conducted, clearance will only be given once these works are completed. Ongoing consultation and monitoring by Registered Aboriginal Organisations (RAOs) and other stakeholders identified by the Heritage Council may also occur for the remaining duration of the development works.	Project manager	Section 6.
7.3	If required, ensure that any further cultural heritage reporting and/or conditions are completed and/or fulfilled within the required timeframes. This include transfer of custodianship for any salvaged archaeological object(s) as well as mitigation and conservation strategies on site.	Project manager; and	-



Step	Task	Responsibility	Supplementary Information
		Heritage professional (archaeologist).	
7.4	If additional potential unexpected archaeological object(s) are discovered on site, repeat this UFP from Step 1.	Project manager	-

6. Seeking advice

All Housing ACT staff and contractors involved in this project should ensure that they are aware of this UFP and understand the roles and responsibilities of the personnel involved in this protocol.

Technical archaeological or heritage advice regarding a potential unexpected archaeological object(s) should be sought from a heritage professional (archaeologist) in the first instance to determine the subsequent course of action. Technical advice can also be sought from ACT Heritage to assist with reviewing the recommendations made by the heritage professional (archaeologist) for the object(s).

The contact information for key organisations relevant to this UFP are listed in the following table:

Table 3. Contact information for key organisations relevant to this UFP.

Organisation	Contact information
ACT Heritage and ACT Heritage Council (Environment, Planning and Sustainable Development Directorate)	<p>General enquiries: 13 22 81.</p> <p>Email: heritage@act.gov.au</p> <p>Website: https://www.environment.act.gov.au/heritage</p> <p>Postal address: Dame Pattie Menzies House, Dickson GPO Box 158 Canberra ACT 2601</p>
Housing ACT (Community Services Directorate)	<p>General enquires: 13 34 27</p> <p>Email: housing.customerservice@act.gov.au</p> <p>Website: https://www.communityservices.act.gov.au/hcs</p> <p>Postal address: Locked Bag 3000, Belconnen DC ACT 2617</p>

References

RMS (Roads and Maritime Services, NSW Transport). 2015. *Unexpected Heritage Items. Heritage Procedure 02*. North Sydney: Environmental Branch, Roads and Maritime Services.

EPSDD (Environment, Planning and Sustainable Development Directorate, ACT). 2019. 'Aboriginal Places in the ACT'. Environment, Planning and Sustainable Development Directorate (PDF/website). Last modified 2019.

https://www.environment.act.gov.au/_data/assets/pdf_file/0007/1226662/Heritage-Factsheets-Aboriginal-site-types-in-the-ACT-2018.pdf.

Heritage Council (ACT Heritage Council). 2015. *Cultural Heritage Reporting Policy*. Canberra: Environment and Planning Directorate, ACT Government.



Figure 1. The site (outlined in red) within the wider landscape.



Figure 2. The site (outlined in red) at 8 Hawdon Place, Dickson, ACT, 2602.



Figure 3. The location and extent of the concrete, whitewashed, central ring marker as indicated on its nomination application for heritage listing (in yellow), as estimated from the 1926 *Plan of Contour Survey of Aerodrome Site Canberra* (in blue) and its theoretical standard dimensions – a 3 feet wide concrete ring (in red) encircling an area measuring 50 feet in diameter from its centroid – as described in Attachment 5 of its nomination application for heritage listing in the ACT.



Figure 4. Potential fragment of the whitewashed, central ring marker of the former Canberra Aerodrome (1924-1926) collected near the study area (Courtesy of Jane C. Goffman).



Figure 5. Another potential fragment of the whitewashed, central ring marker of the former Canberra Aerodrome (1924-1926) collected near the study area (Courtesy of Jane C. Goffman).



Figure 6. A fragment of modern concrete collected near the study area (Courtesy of Jane C. Goffman).

Appendix A. Non-Aboriginal ('historic') objects and places

The following document is extracted from the *Unexpected Heritage Items. Heritage Procedure 02* document published by the Roads and Maritime Services, New South Wales Transport (RMS 2015, Appendix A) and provides a summary of non-Aboriginal objects and places that may be encountered as unexpected archaeological object(s) during construction and maintenance works.

Appendix A

Identifying Unexpected Heritage Items

The following images can be used to assist in the preliminary identification of potential unexpected items (both Aboriginal and non-Aboriginal) during construction and maintenance works. Please note this is not a comprehensive typology.



Top left hand picture continuing clockwise: Stock camp remnants (Hume Highway Bypass at Tarcutta); Linear archaeological feature with post holes (Hume Highway Duplication), Animal bones (Hume Highway Bypass at Woomargama); Cut wooden stake; Glass jars, bottles, spoon and fork recovered from refuse pit associated with a Newcastle Hotel (Pacific Highway, Adamstown Heights, Newcastle area).



Wood stave water pipe



Tram tracks



Retaining wall



Cistern

Top left hand picture continuing clockwise: Woodstave water pipe with tar and wire sealing (Horsley Drive); Tram tracks (Sydney); Brick lined cistern (Clyde); Retaining wall (Great Western Highway, Leura).



Top left hand picture continuing clockwise: Road pavement (Great Western Highway, Lawson); Sandstone kerbing and guttering (Parramatta Road, Mays Hill); Telford road (sandstone road base, Great Western Highway, Leura); Ceramic conduit and sandstone culvert headwall (Blue Mountains, NSW); Corduroy road (timber road base, Entrance Road, Wamberai).



Alignment pin



Survey tree



Alignment stone



Survey tree



Milestone



Top left hand corner continuing clockwise: Alignment Pin (Great Western Highway, Wentworth Falls); Survey tree (MR7, Albury); Survey tree (Kidman Way, Darlington Point, Murrumbidgee); Survey tree (Cobb Highway, Deniliquin); Milestone (Great Western Highway, Kingswood, Penrith); Alignment Stone (near Guntawong Road, Riverstone). Please note survey marks may have additional statutory protection under the *Surveying and Spatial Information Act 2002*.



Remnant Bridge Piers



Mine Shaft



Wooden boundary



Dairy shed

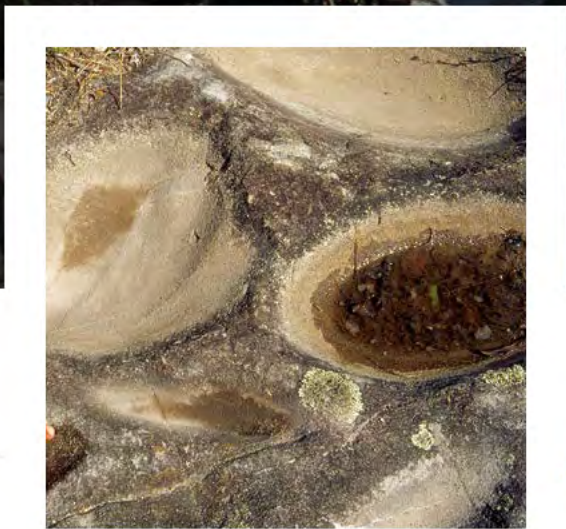
Top left hand corner continuing clockwise: Remnant bridge piers (Putty Road, Bulga); Wooden boundary fence (Campbelltown Road, Denham Court); Dairy shed (Ballina); Golden Arrow Mine Shaft.

Appendix B. Aboriginal objects and places

The following document is published by the Environment, Planning and Sustainable Development Directorate (EPSDD 2019) and provides a summary of Aboriginal objects and places typically identified within the ACT. These objects, or parts thereof, may be encountered as unexpected archaeological object(s) during construction and maintenance works.



ACT
Government



ABORIGINAL PLACES

IN THE ACT





SCARRED TREES

Culturally, scarred trees were created when Aboriginal people removed bark for a variety of purposes such as making canoes, shields and containers.

Scarred trees in the ACT are old as the creation of scars ceased in the mid to late 19th century. As a consequence the scars will have quite a large amount of regrowth around the outer edges.

These scars were created using stone axes. There may be axe marks visible in the sap wood, but in most instances these will be obscured by regrowth.

Culturally created scars are often symmetrical. The size will vary greatly depending on the purpose for which the bark was intended.



FLAKED STONE ARTEFACT SCATTERS

Stone artefact scatters are mainly composed of flaked stone artefacts and cores. They are the most common site type in the ACT. They can be found almost anywhere, but are more often found in relatively sheltered, well-drained location that have access to a water source.

Artefact scatters can range in size from two to several thousand artefacts. A site is defined as two or more artefacts found within 25 metres of each other. Artefacts can also be found in isolation

Flakes may be identified by the following characteristics:

- Flakes have relatively sharp edges, possibly with retouch (smaller flakes removed from the edge to sharpen it further).
- A bulb of percussion can usually be found on the ventral surface (the 'front' side, where it detaches from the core), just below the striking platform.
- Flakes are usually only a few centimetres long (i.e. 1-5 cm).
- One end of the flake will have a striking platform, which is the area where the original core was struck in order to remove the flake. Sometimes there can be a fracture mark at the impact point on the platform.
- The dorsal surface (the back of the flake, which was exposed prior to the flake being detached from the core) can sometimes show evidence of one or more previous flake scars.

Characteristics diagnostic for cores are:

- Cores are the original rock from which the flakes are detached.
- These are most often identified by the presence of one or more flake scars.

Another way to help identify flakes is to look for stone types that are exotic to the local area.





GRINDING GROOVES AND GROUND STONE IMPLEMENTS

Grinding grooves are often found close to water courses in areas with rock outcrops. They are formed during the production of axes or by crushing, grinding or pounding materials on rocks.

They are identified by one or more worn depressions on the grinding surface.

Within the depressions there may be glossy stains caused by fats or stains from pigment.

Grinding stones (base) were relatively large stones used to crush, grind or pound materials.

- These have one or more worn depressions on the grinding surface.
- Within the depressions there may be glossy stains caused by fats, or pigment staining.

The stones used to grind are usually flat or rounded. They will be worn smooth. Generally, grinding stones (top) will comfortably fit into the hand.

Ground-edge axes come in various shapes, including elongated forms, round and oval shapes.



STONE ARRANGEMENTS

Stone arrangements were made by Aboriginal people for a range of purposes, including as a part of ceremonial sites.

Any arrangement that does not appear to be naturally occurring could potentially be of Aboriginal origin. Stone arrangements created by Aboriginal people range from simple cairns or piles of rock to more elaborate arrangements such as straight, curved or circular stone arrangements or standing slabs of rocks.



ROCK SHELTERS AND ROCK ART SITES

Aboriginal rock shelters are naturally formed shelters that were used for protection from the elements and ceremonies. Most were used on a recurring basis, while others may have been used infrequently.

Any protected rock overhang has the potential to have been used by Aboriginal people. Within the ACT, suitable sites mainly occur in granite outcrops. Overhangs offering the most suitable shelter are usually situated on north-facing slopes. Rock shelters may contain painted surfaces or other artefact types such as stone tools. There is the potential that deposits within rock shelters have become deeply layered and therefore contain cultural deposits accumulated over a long period of time.



ABORIGINAL QUARRY SITES

Aboriginal quarry sites are location where stone materials were obtained by Aboriginal people for production of stone artefacts.

Quarry sites can be identified through:

- evidence of stone being extracted from stone outcrops
- presence of shattered stone
- presence of flakes, cores and/or quarried pieces that are of a suitable size for carrying
- negative flake scars on rock faces
- presence of fine-grained stone suitable for artefact production.

ABORIGINAL BURIALS

A variety of burial types have been found within the ACT. Examples include burials:

- under stone cairns or rock piles
- dug into the side of hill slopes
- in pits dug into the ground
- in naturally formed caves.

If a burial was placed in the ground, remains will often be found in relatively deep, loosely compacted soils that are generally close to water. Pit burials are often fired before burial; this will be evidenced by baked clay and charcoal.

If you suspect you have found a burial site, do not disturb anything in the area. It may be a crime scene. Contact ACT Policing on 13 14 44 immediately.

LEGISLATIVE REQUIREMENTS

It is a requirement of the *Heritage Act 2004* that all Aboriginal cultural sites identified within the ACT are reported to the ACT Heritage Council (the Council) within five days. This notification can occur through contacting ACT Heritage.

Contacts for ACT Heritage:

- call 13 22 81 and ask for the Aboriginal Liaison Officer or Heritage Archaeologist
- email heritagereferrals@act.gov.au

It is an offence under the Act to disturb an Aboriginal site without prior approval of the Council.

People involved in land management activities such as weed spraying, revegetation, trail construction, landscaping etc. often have access to areas away from the suburban centres. Many sites exist in the ACT and more are being discovered on a regular basis.

If you believe you may have discovered an Aboriginal site or object, please contact ACT Heritage.



Appendix C. Unexpected archaeological object(s) recording form

Unexpected archaeological object(s) recording form <small>To be completed by a heritage professional (archaeologist)</small>		
Date:		Recorded by: (Name and position)
Project name: (include stage/phase where applicable)		
Description of works undertaken: (at the point of discovery)		
Description of exact location of object(s): (include address where applicable)		
Description of object(s): (What type of object(s) is it likely to be? Please tick the appropriate box below and provide a short description of its nature, condition, dimensions and other relevant information that would be useful for identification)		
A. Aboriginal object and/or place	<input type="checkbox"/>	
B. Non-Aboriginal ('historic') object and/or place	<input type="checkbox"/>	
Sketch of object(s): (Please sketch a section and plan view of the object(s) in relation to its immediate environment, and note if any pictures were taken)		

Section view:	Plan view:		
Preliminary assessment and action taken: [Please tick either A or B; in both cases, the object(s) must be assessed by a heritage professional (archaeologist)]			
A. Object would not be further impacted by works <input type="checkbox"/> [Describe how works would avoid impact on the object(s)]			
B. Object would be further impacted by works <input type="checkbox"/> [Describe how works would impact on the object(s)]			
Name and Signature: (Heritage Professional)		Name and Signature: (Project Manager)	

EXTENT

HERITAGE ADVISORS
TO AUSTRALIA AND
THE ASIA PACIFIC



Common Ground Dickson Cultural Heritage Assessment Report

Prepared for Housing ACT

September 2020—Final



Sydney
Melbourne
Brisbane
Perth

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 Terrace
Perth WA 6000
P 08 9381 5206

Document information

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Executive summary

Extent Heritage Pty Ltd has been engaged by Housing ACT (the 'proponent') to undertake archaeological investigation for a proposed development comprising the construction of a multi-unit public housing development named 'Common Ground Dickson'. The proposed development is to be located on a land parcel – Block 25, Section 72 – at 8 Hawdon Place, Dickson, Australian Capital Territory (ACT), 2602 (the 'study area'; Figure 1-Figure 2).

The site contains sub-surface archaeological remains of a concrete, whitewashed, central ring marker measuring approximately 18.3 m in diameter deriving from the former Canberra Aerodrome (1924-1926) which occupied this locality (Kent and Oglethorpe 2020; Figure 22). The nomination application associated with these remains was recently accepted by the ACT Heritage Council ('Heritage Council'), and the Original Canberra Aerodrome remnants, Dickson, is now listed as a 'nominated' place on the ACT Heritage Register (the 'Register').

This Cultural Heritage Assessment Report (CHAR) contains the details of archaeological investigations at the study area which included a search of the Register, desktop research, pedestrian archaeological surface survey across the study area and focused geophysical survey targeting the historical location of the ring marker.

This CHAR has been developed within the context of the ACT *Heritage Act 2004* (the 'Act'), in accordance with the standards contained in the general information sheets published by ACT Heritage (Environment, Planning and Sustainable Development Directorate – EPSDD) and the *Cultural Heritage Reporting Policy* (Heritage Council 2015) observed by the Heritage Council.

The aim of the CHAR is to identify the potential archaeological resource of the study area, and to reach conclusions concerning its scientific significance through research, consultation and physical investigations (Heritage Council 2015, 8). The Heritage Council generally requires an assessment of cultural heritage values to be undertaken through a CHAR before approval for an Excavation Permit, a Statement of Heritage Effect or a Conservation Management Plan can be approved (Heritage Council 2015, 8).

Conclusions

The results of archaeological investigations at the study area have demonstrated that while there is low potential for sub-surface Aboriginal objects to occur within the study area, there remains a high potential for sub-surface non-Aboriginal historical objects – in the form of fragmented remains of the concrete, whitewashed, central ring marker associated with the former Canberra Aerodrome (1924-1926) – to remain extant within the study area.

The high potential for ring marker remnants to be present within the study area is not only supported by their depiction on historical aerial images in 1950 and 1958, but also the recent recovery of small fragments of concrete on the ground surface within and around the original location of the ring marker between 1924 and 1926.

Further, the results of the targeted geophysical survey over this locality using the ground-penetrating radar (GPR) identified two potential sub-surface fragments (A and B) of the ring

marker. Fragment A, in particular, appears to be a relatively large section of the ring marker (17.8 m in length) and is located within the study area close to its south boundary.

Recommendations

The unexpected finds protocol (UFP) prepared for this project (Appendix 5) should be adopted by the developers and made known to all relevant personnel.

A cultural heritage induction process for all staff and contractors working on the proposed development should be implemented prior to their commencing work on 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.
- Familiarizing all relevant personnel with the UFP.
- Alerting all relevant personnel to their cultural heritage statutory obligations under the ACT *Heritage Act 2004*.

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 against the south boundary of the study area. This 'No go 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.

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 would not impact on Fragment A which is likely to occur between 300 and 650 mm beneath the existing ground surface at this locality (see Section 5).

Landscape architects of 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).

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1. Introduction

1.1 Project description

Extent Heritage Pty Ltd has been engaged by Housing ACT (the ‘proponent’) to undertake archaeological investigation for a proposed development comprising the construction of a multi-unit public housing development named ‘Common Ground Dickson’. The proposed development is to be located on a land parcel – Block 25, Section 72 – at 8 Hawdon Place, Dickson, Australian Capital Territory (ACT), 2602 (the ‘study area’; Figure 1-Figure 2).

The site contains sub-surface archaeological remains of a concrete, whitewashed, central ring marker measuring approximately 18.3 m in diameter deriving from the former Canberra Aerodrome (1924-1926) which occupied this locality (Kent and Oglethorpe 2020; Figure 22). The nomination application associated with these remains was recently accepted by the ACT Heritage Council (‘Heritage Council’), and the Original Canberra Aerodrome remnants, Dickson, is now listed as a ‘nominated’ place on the ACT Heritage Register (the ‘Register’).

This Cultural Heritage Assessment Report (CHAR) contains the details of archaeological investigations at the study area which included a search of the Register, desktop research, pedestrian archaeological surface survey across the study area and focused geophysical survey targeting the historical location of the ring marker.

This CHAR has been developed within the context of the ACT *Heritage Act 2004* (the ‘Act’), in accordance with the standards contained in the general information sheets published by ACT Heritage (Environment, Planning and Sustainable Development Directorate – EPSDD) and the *Cultural Heritage Reporting Policy* (Heritage Council 2015) observed by the Heritage Council.

The aim of the CHAR is to identify the potential archaeological resource of the study area, and to reach conclusions concerning its scientific significance through research, consultation and physical investigations (Heritage Council 2015, 8). The Heritage Council generally requires an assessment of cultural heritage values to be undertaken through a CHAR before approval for an Excavation Permit, a Statement of Heritage Effect or a Conservation Management Plan can be approved (Heritage Council 2015, 8).

1.2 Legislative context

There are several Commonwealth and Territory Acts that manage and protect cultural heritage objects and places (both Aboriginal and non-Aboriginal) within planning and development contexts. These are outlined in detail in Appendix 1 and summarized in the following table:

Table 1. Summary of legislative context for the project

Legislation	Description	Relevant to subject area?	Details
Commonwealth			
<i>Environment Protection and Biodiversity Conservation Act 1999</i>	Recognises sites with Outstanding Universal Value on the World Heritage List (WHL). Protects heritage places with outstanding value to the nation through listing on the National Heritage List (NHL), and places of lesser value, in Commonwealth care and control, through listing on the Commonwealth Heritage List (CHL).	No.	There are no heritage places listed on the WHL, NHL or CHL within the study area.
<i>Native Title Act 1993</i>	Administers rights and interests over lands and waters by Aboriginal people. Provides for negotiation and registration of Indigenous Land Use Agreements (ILUAs).	Not currently.	An online search of the National Native Title Register, Register of Native Title Claims, and Register of ILUAs confirmed there are no registered or determined claims encompassing the study area.
Territory (ACT)			
<i>Planning and Development Act 2007</i>	Requires consultation with the Heritage Council if development application relates to a registered, provisionally registered or nominated heritage object or place is made.	Yes.	Development within the study area is being carried out under Part 7.3 (Division 7.3.6) of this Act.
<i>Heritage Act 2004</i>	Provides statutory protection for both Aboriginal and non-Aboriginal objects and places and their respective cultural values.	Yes.	Development within the study area is being carried out under Part 13 (Section 76) of this Act.

1.3 Study area

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 land parcel – Block 25, Section 72 – which lies adjacent to Hawdon Place road and cul-de-sac to its east. The study area is also bounded to the north and west by two privately leased land parcels (Canberra Parklands Central Hotel and the Salvation Army respectively), as well as a pedestrian footpath and landscaping to its south. A stormwater drain (‘Dickson Channel’) is also located next to this footpath and landscaping approximately 30 m south of the study area.

1.4 Proposed development

The proposed development would consist of the following design elements relevant to the archaeological investigation (Cardno 2020; Figure 3–Figure 4):

- The construction of 40 one to three-bedroom units of social and affordable housing, surface car parks and driveways, and associated earthworks.
- The construction of a single or two-level basement parking, basement ramp and access stairs, bicycle storage and associated earthworks.
- The sub-surface relocation of existing electrical poles and overhead electrical lines along the west and south boundaries of the study area, and associated earthworks.
- The relocation of the existing electrical substation from its current position to a new location approximately 55 m to its west, and associated earthworks.
- The demolition of the existing sewer easement and realignment of the existing sewer from their current location (along the west boundary of the study area) to the west (outside the study area), and associated earthworks.
- Landscaping works including the construction of stone and concrete pedestrian pavements, paved courtyards and open spaces as well as planting and laying of mulch, grass, low shrubs and trees, and associated earthworks.

1.5 Stakeholder liaison

Extent Heritage liaised with the following stakeholders identified by the proponent over the course of this project:

- ACT Heritage Council (via ACT Heritage).
- 3 Squadron, Royal Australian Air Force Association.
- National Trust of Australia (ACT).
- Jane C. Goffman (Urban Planning Consultant, Active Planning).

The formal correspondence between Extent Heritage and these stakeholders for this project is included in Appendix 2.

1.6 Limitations

This report includes the results of a non-invasive pedestrian archaeological surface survey across the study area, and a focused geophysical survey targeting the historical location of the ring marker. No test excavations or any other form of invasive, sub-surface investigation were conducted.

1.7 Acknowledgement

Extent Heritage would like to acknowledge the significant support and contribution to the historical research of the former Canberra Aerodrome in this report, and generous provision of samples of potential concrete fragments of the original central ring marker by Jane C. Goffman.



Figure 1. The study area (outlined in red) within the wider landscape.



Figure 2. The study area (outlined in red) at 8 Hawdon Place, Dickson, ACT, 2602.

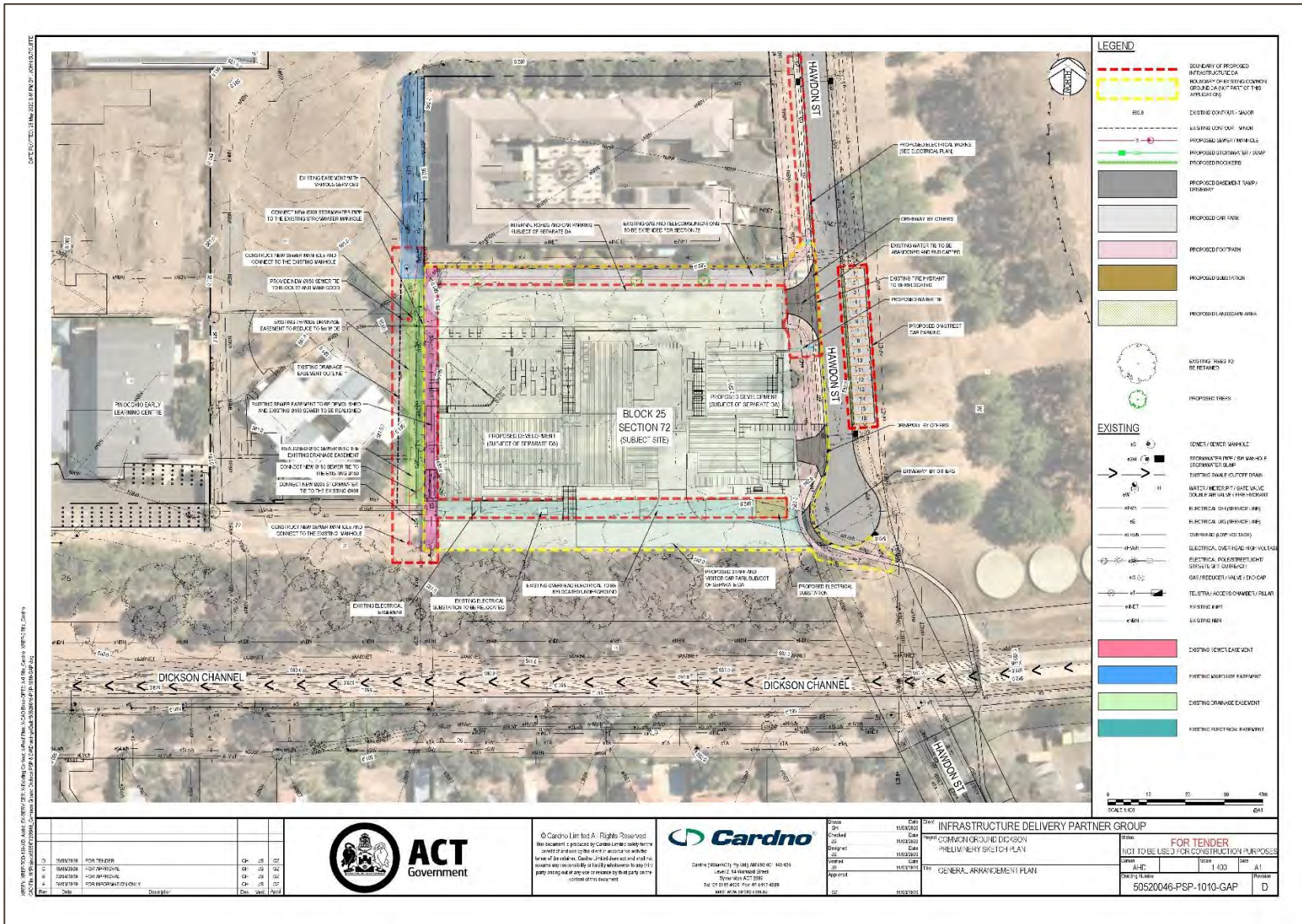


Figure 3. The general arrangement plan of the proposed 'Common Ground Dickson' development over the study area (Cardno 2020).



Figure 4. The site plan for landscaping works at the proposed 'Common Ground Dickson' development over the study area (Cardno 2020).

2. Existing environment

2.1 Introduction

This section provides a concise summary of the geology, soils, hydrology, vegetation and past land use of the study area, as these environmental factors are key influences of past human activities and site formation processes that may occur within the study area.

2.2 Key findings

- The study area is located on a floodplain within the South Eastern Highlands Bioregion which is characterized by the Ginninderra Creek soil landscape that overlies Quaternary alluvium which sits, in turn, above the Silurian bedrock of the Canberra Formation.
- Recent geotechnical investigations confirm that historical ground disturbance at the study area is likely to have disturbed or completely removed the original Ginninderra Creek soil landscape but nonetheless, shown that the underlying Quaternary alluvium still persists beneath the disturbed topsoil at varying depths (c. 0.2-3 m).

2.3 Geology, geomorphology and soils

The study area is located in the South Eastern Highlands subregion of the eponymously named South Eastern Highlands Bioregion (DAWE n.d.). Within this subregion, the study area lies entirely on a gently undulating floodplain within the Ginninderra Creek soil landscape which overlies Quaternary (c.2.6 million years ago to Present) alluvium (Figure 5). This layer of Quaternary alluvium, in turn, overlies the Silurian (c.444-416 million years ago) bedrock of the Canberra Formation which includes mudstone, siltstone, minor sandstone, limestone, hornfels, dacitic ignimbrite, volcaniclastic sediments, minor agglomerate and ashstone (ACT Geotechnical 2019a, 1; GAASC 2017; Cook et al. 2016). The north boundary of the study area, however, also lies in close proximity to (within 25 metres) the adjacent Williamsdale soil landscape which directly overlies the same Silurian volcanics that characterizes the northern Canberra suburbs (Cook et al. 2016). Given the location of the study area along the boundaries between the two soil landscapes, it is also likely that the Williamsdale soil landscape may extend into the northern section of the study area.

Hence, local relief at the study area (Figure 6) is generally less than 10m with slopes of less than 3% (Cook et al. 2016). The soils in the study area generally comprise of deep (over 100 cm) and poorly drained alluvial soils, with similarly deep (over 100 cm) imperfectly drained brown and yellow Podzolic soils on the margins of the unit (i.e. the Ginninderra Creek soil landscape) (Cook et al. 2016). These deep soils overlie Quaternary alluvium which often lie over 2 m below the soil surface (Cook et al. 2016). On the other hand, the adjacent Williamsdale soil landscape comprise soils dominated by moderately to very deep (100 cm to over 150 cm),

imperfectly to moderately well-drained brown and yellow chromosols with some yellow earths as it is located along a drainage line (Cook et al. 2016; see Section 3.4 below).

2.3.1 Geotechnical investigations

As a part of the proposed development, two phases of geotechnical investigations were commissioned by the proponent between October and November 2019 (ACT Geotechnical 2019a; 2019b). In the first phase (conducted on 03 October 2019), six boreholes – designated 1A to 6A – were excavated by a backhoe with an auger attachment across the study area (ACT Geotechnical 2019a; Figure 7). The boreholes were drilled to the maximum reach of the auger at 3 m in depth and appeared to have terminated at a layer of weathered bedrock (Geotechnical 2019a, 2). As the proposed development involved either a single or two-level basement that may extend up to approximately 6 m in depth, a second phase of geotechnical investigation (conducted on 20 November 2019) was commissioned at the study area (ACT Geotechnical 2019b; Figure 7). 6 test pits – designated 1T to 6T – were excavated by a 30 tonne excavator with a bucket up to a depth of 7 m.

The results of both phases of geotechnical investigations are summarized in the following tables:

Table 2. Summary of borehole results by ACT Geotechnical (2019a, 2).

Geological Profile	Typical Depth Interval (m)	Description
Road pavement (where present)	0-0.02	Asphaltic Concrete (encountered in boreholes 1A and 2A).
Topsoil fill and fill	0/0.02 to 0.2/0.5	Clayey sand: comprising fine to coarse sand, low plasticity fines; orange-brown, brown, dark brown; grass roots at surface; dry to moist; loose to medium dense, medium dense.
Alluvium	0.2/0.5 to 2/3	Gravelly silty sand, sandy clay and silty clayey sand: comprising fine to coarse sand, low to medium plasticity fines, sub-rounded ferruginous nodules to 10 mm; grey-brown, orange-brown, dark brown; dry, dry to moist; medium dense, stiff to very stiff, very stiff.
Weathered bedrock	below 2/3	Siltstone: extremely weathered and extremely to highly weathered; extremely weak, very weak; fine to medium grained; yellow-brown, grey, grey-brown, pink; dry.

Table 3. Summary of borehole results by ACT Geotechnical (2019b, 2).

Geological Profile	Typical Depth Interval (m)	Description
Road pavement (where present)	0-0.02	Asphaltic Concrete (encountered in test pits 1T and 2T).
Topsoil fill and fill	0/0.02 to 0.2/0.5	Clayey sand: comprising fine to coarse sand, low plasticity fines; orange-brown, brown, dark brown; grass roots at surface; dry to moist; loose to medium dense, medium dense.

Geological Profile	Typical Depth Interval (m)	Description
Alluvium	0.2/0.5 to 2/3	Gravelly silty sand, sandy clay and silty clayey sand: comprising fine to coarse sand, low to medium plasticity fines, sub-rounded ferruginous nodules to 10 mm; grey-brown, orang-brown, dark brown; dry, dry to moist; medium dense, stiff to very stiff, very stiff.
Weathered bedrock	below 1.8/3	Siltstone: extremely weathered and extremely to highly weathered, highly weathered; extremely weak, very weak, weak; fine to medium grained; yellow-brown, grey, grey-brown, pink; dry. Some harder highly weathered to moderately weathered and weak to medium strong rock encountered in test pit 3T.

The results of the borehole drillings and test pit excavations confirmed that the geology, geomorphology and soil landscapes (both Ginninderra and Williamsdale) of this locality as discussed above is broadly accurate.

2.4 Hydrology

The study area is located on a floodplain within the Sullivans Creek Catchment (ACT 2018) and hydrogeological landscape of the same name (ACT-NSW-OEH 2016). One of eight main water catchments within the ACT, the Sullivans Creek catchment extends from the Goorooyarroo Nature Reserve to where Sullivans Creek enters Lake Burley Griffin at the Acton campus of the Australian National University (ACT 2018). Historically, multiple ephemeral creeks ran across and around the study area along broadly east-west axes across the landscape (Figure 6; Figure 8) to join Sullivans Creek to the west (c.1.5 km west of the study area).

A creek line ran along the north boundary of the study area (c.25-30 m to its north) up to 1958, when extensive artificial modifications converted it into the present 'Dickson Channel' stormwater drain (Figure 9). In doing so, the original meandering creek line north of the study area was filled up and the watercourse was shifted approximately 120 m to the south and straightened to join the channel. As part of efforts by the ACT Government to improve water quality, provide flood flow control and enhance the urban habitat, the Dickson Wetland was recently constructed in 2011 on Hawdon Street approximately 300 m southeast of the study area (ACT 2018; 2019).

2.5 Past vegetation

The original vegetation at the study area would have comprised riparian woodland with areas of scrub, sedges and grassland (Cook et al. 2016) due to its location on a floodplain and proximity to multiple watercourses as noted above. Rushes (*Juncus* spp.) and sedges (*Carex* spp.) would have occurred in seepage areas and other places that were continually wet, whereas snow grass (*Poa labillardieri*) would have been widespread and common (Cook et al. 2016). Other vegetation such as Apple (*Eucalyptus bridgesiana*) and Yellow Box (*Eucalyptus melliodora*) trees, silver wattle (*Acacia dealbata*), kangaroo grass (*Themeda australis*) and various speargrasses (*Stipa* spp.) would also have been present in the original soil landscapes (see above) within and around the study area (Cook et al. 2016).

The study area has since been completely cleared for historical agricultural and urban developments (see Section 4) and hence, the vegetation within the study area presently consists of grass and shrubs.

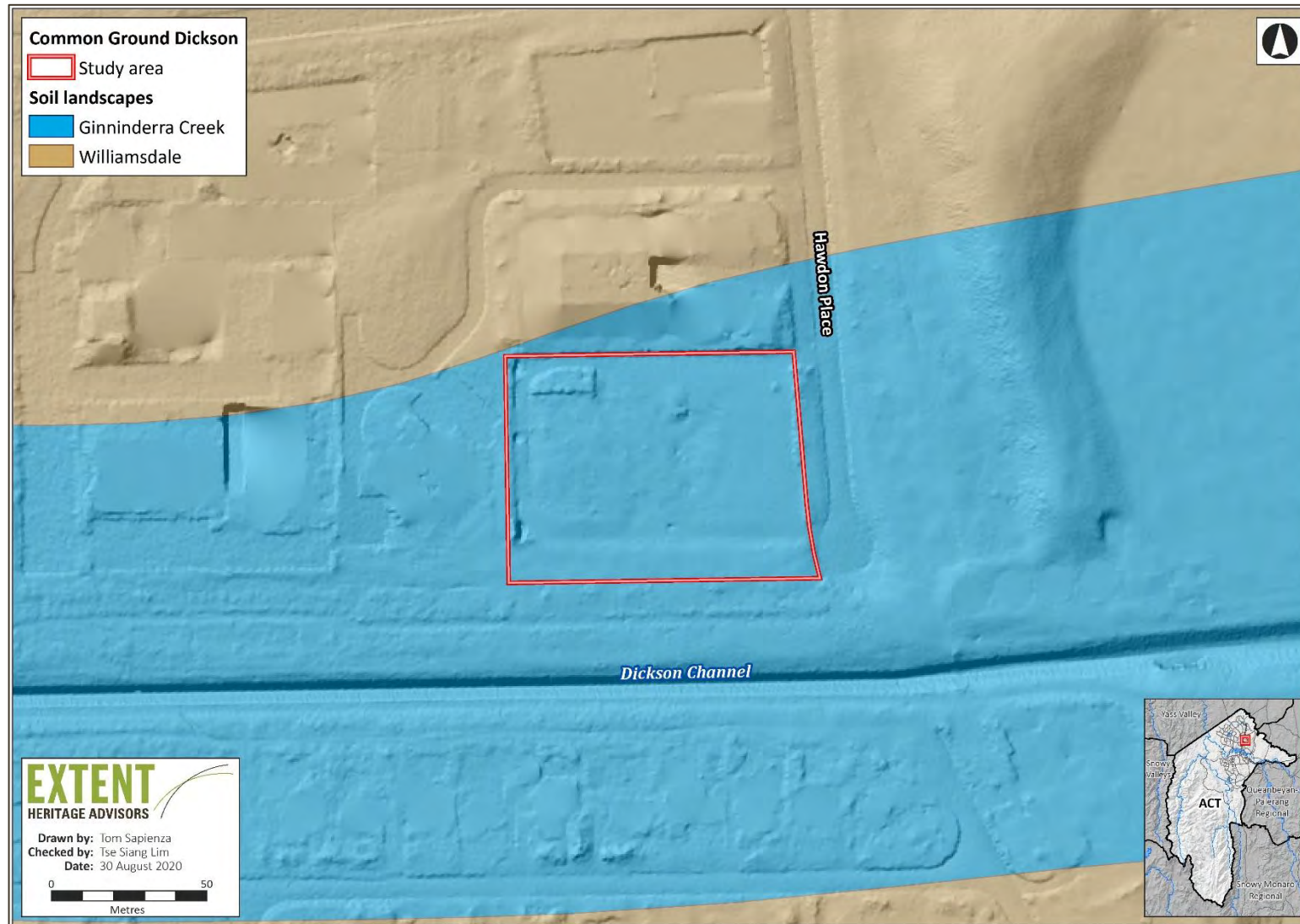


Figure 5. The Ginninderra Creek and Williamsdale soil landscapes within and around the study area (outlined in red).

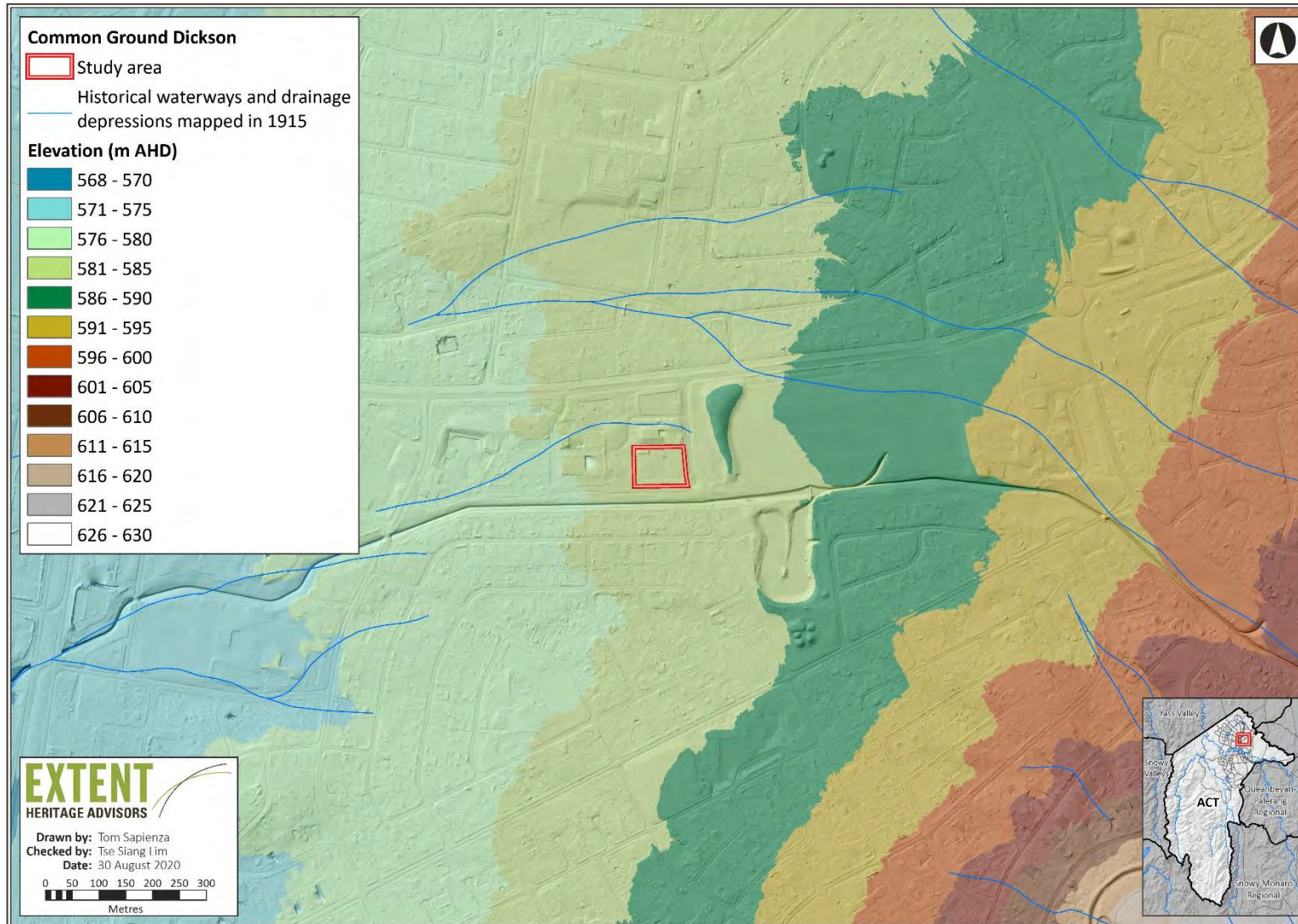


Figure 6. The topography and hydrology within and around the study area (outlined in red).



Figure 7. The location of the six boreholes (1A-6A; ACT Geotechnical 2019a) and six test pits (1T-6T; ACT Geotechnical 2019b) across the study area (outlined in red).



Figure 8. Aerial imagery of the study area depicting historical watercourses flowing along broadly east-west axes near and around it (outlined in red) in 1950 (Source: ACTmapi).



Figure 9. Aerial imagery of the study area (outlined in red) depicting rapid urban development around it in 1958. Note the relocation of the creek line from the north boundary of the study area to its south as part of its conversion into the present 'Dickson Channel' stormwater drain in conjunction with the establishment of the Dickson residential suburb (Source: ACTmapi).

3. Ethnohistorical and historical contexts

3.1 Introduction

This section provides a summary of both ethnohistorical and historical contexts underlying the study area. The historical context of the study area in this section, in particular, is largely derived from the comprehensive history of the former Canberra Aerodrome recently published by Jane C. Goffman (2020), as well as historical maps and aerial images of the study area.

3.2 Key findings

- Prior to European colonization, Aboriginal people organised into various ethnolinguistic and territorial groups that occupied the ACT region for thousands of years.
- The study area was cleared for sheep grazing shortly after European settlement in the Canberra region. Land ownership passed into the hands of the federal government for the Royal Military College in 1912, and leased as a soldier settlement block in 1919. The study area was leased back to the Department of Defence for use as the official aerodrome of Canberra between 1924 and 1926, before reverting to its previous use for sheep grazing thereafter. The study area remained relatively undeveloped until the construction of the Downer Club in the early 1970s.
- Aside from the relatively recent construction and modification of buildings, structures and infrastructure associated with the Downer Club and the Canberra Space Dome and Observatory (c.1972-2002), no other forms of ground disturbance and land use activities have been identified within the study area since its historical clearance and use as pasture for sheep grazing.

3.3 Regional ethnohistorical context

According to Tindale (1940), the territories of the Ngunnawal, Ngarigo and Walgalu peoples coincide and met in the Queanbeyan area. A reconstruction of clan boundaries based on Tindale (1974) indicates that south Canberra lies close to the tribal boundaries of the Ngunnawal and Walgalu people as well. Horton's (1999) map also depicts the presence of a Ngarigo clan in the south Canberra area, while Flood (1984, 22-23) considers south Canberra as part of Ngarigo territory as well. It has also been suggested that considerable mingling between the Ngarigo and Ngunnawal people might have occurred (Cooke 1988, 33-34). Bluett (1954, 1) states that the Aboriginal group which camped at Pialligo was referred to by early settlers as the 'Pialligo Blacks', and the larger group which camped near Black Mountain was called the 'Canburry or Nganbra Blacks'.

Consequently, there is some uncertainty as to which language was spoken by Aboriginal people in Canberra. While the Canberra area appears to have been close to the linguistic boundary between the Gundungurra, Ngarigo and Ngunnawal languages, Eades (1976) notes that

grammars published by Matthews (1900, 262-281; 1901, 140-148; 1904, 294-299) for these languages are virtually identical. Nonetheless, the Ngunnawal of Canberra are likely to have spoken the Gundungurra language according to Eades' linguistic boundaries.

Jackson-Nakano (2001, xiv) notes that while Aboriginal families within the Canberra-Queanbeyan district and surrounds were known by many names in the early nineteenth century, local Europeans who knew them best referred to them as Kamberri—also spelled Kgamberry, Kamberra and even Nganbra (Ngambri). Jackson-Nakano (2001) also notes that the heart of their country was centred on the area now referred to as the Acton Peninsula. Some Kamberri individuals married neighbouring Ngunnawal families from the 1880s and some descendants of such marriages identify themselves as Ngunnawal today (Jackson-Nakano 2001). While maintaining their distinct association with the ACT and surrounds, members of the Kamberri-Ngunnawal families might also identify personally as Ngunnawal, Walgalu or more distant Wiradjuri through their familial links to these other groups (Jackson-Nakano 2001, xv).

The ACT government presently acknowledges Canberra as Ngunnawal country and the Ngunnawal as 'the Indigenous people of this region and its first inhabitants' (ACT 2020c).

3.4 Historical context: land use within the study area

Since the European colonization and settlement of land in the ACT region in the early nineteenth century (Brown 2014, 10-36; Wigmore 1971, 9-25), the study area formed part of the Duntroon sheep run owned by Robert Campbell and his family from the 1830s up to 1912 (Goffman 2020, 27; Figure 10). Thereafter, the federal government acquired Campbell's property for use by the Royal Military College, part of which was converted into a football field which was also used for landings by early military flights; the first recorded landing at this field took place sometime in July 1920 (Goffman 2020, 27).

According to the final plan of Canberra drawn up by Walter Burley Griffin in 1918 (published in 1923), an aerodrome was proposed alongside an 'industrial area' over the study area between Northbourne and Majura Avenues (Goffman 2020, 27; Figure 11). The following year, the study area was granted 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 (Goffman 2020, 27). Following site investigations by the military, 173 acres of land at the southern portion of Shumack's soldier settlement block was leased back to the Department of Defence on 6 March 1924 for use as the new official aerodrome of Canberra (Goffman 2020, 28; Figure 12). The aerodrome was in operation until 1926 when it was relocated to a new site at Majura Valley at the western end of the present airport (Goffman 2020, 31). Shortly before the aerodrome was decommissioned, the site became the unfortunate scene of the first fatal air crash in the ACT, where two airmen of the No. 3 squadron of the Royal Australian Air Force lost their lives on their final approach to land at the aerodrome during an aerial photography mission for the Federal Capital Commission on Thursday, 10 February 1926 (Goffman 2020, 28-31; Kent and Ogletorpe 2020).

Thereafter, the study area reverted to its previous use for sheep grazing and in 1940, passed into ownership by the Commonwealth Scientific and Industrial Research Organisation (CSIRO) as part of the city's first agricultural experiment station (Goffman 2020, 32; CSIRO 1955). The

study area, however, was retained as part of a paddock and a dirt track running along a broadly north-south axis was laid across its eastern half which connected the station to the city towards it south (Figure 13-Figure 14; CSIRO 1955). By 1958, the creek line running along the north boundary of the study area (c.25-30 m to its north) was shifted approximately 120 m to the south and straightened to join the Dickson Channel (Figure 13-Figure 14).

During the 1960s, urban development overseen by the National Capital Development Commission (Goffman 2020, 32) occurred rapidly around the study area which remained relatively undeveloped (Figure 15-Figure 16). By 1961, the dirt track associated with the CSIRO experiment station was removed, while a new track appears to have been created near the south boundary of the study area (Figure 15). By 1968, the southern track was removed and to its south, four lines of trees were planted as part of landscaping works between the study area and the Dickson Channel which remain extant to this day (Figure 16). The course of the dirt track also appears to have been adjusted such that it now ran along the south boundary of the study area. By 1972, Hawdon Place road and cul-de-sac was built along the east boundary of the study area, whereas the study area itself appears to have been cleared for development with a few trees planted on its eastern half for landscaping purposes (Figure 17).

The next year, the building that would eventually become the 'Downer Club' was built on the study area (Figure 18). By 1977, most of the study area was covered in concrete for a car park and driveway associated with the Downer Club (Figure 19). In 1983, individual structures on the west and north elevations of the building appear to have been modified and merged into a single structure (Figure 19). In 1988, the concrete surface of the car park and driveway of the Downer Club was converted into asphalt, and the car park space at the front of the building was expanded to cover the eastern half of the study area (Figure 19). By 1993, a substation electrical box was installed near the south elevation of the building where it remains to this day; a new circular structure was also built at the southeast corner of the Downer Club, while the car park was extended over the lawn at its northeast corner (Figure 19).

Construction on what would become the Canberra Space Dome and Observatory (CSDO) along the east elevation of the Downer Club began in 1995 and became fully operational by 1997 (Figure 20). The circular structure at the southeast corner of the building was removed by 2002 and both the Downer Club as well as the CSDO continued their operations until 2008 (Figure 20), when their owners decided to shut both the building and the CSDO down (POAC 2009). Two years later, a 'suspicious' fire broke out at the building which led to the subsequent demolition of both the Downer Club and CSDO and the present state of the (ABC News 2010). In 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 (Canberra Times 2016). In 2019, the ACT government announced its plan to construct the second Common Ground development on the study area to deliver on its commitments for urban renewal in the Dickson suburb (ACT 2020b; see Section 1).

3.5 Timeline of events

The following table provides a summary of the ethnohistorical and historical land use contexts at the study area (as described above):

Table 4. Summary of ethnohistorical and historical land use contexts at the study area.

Year(s)	Event
Pre-1788	The Ngunnawal people are recognised as the as the Traditional Custodians of the ACT and the study area.
1820-1825	The first European explorers and settlers arrived on the 'Limestone Plains' of present-day Canberra.
1830s-1912	The study area formed part of the Duntroon sheep run owned by Robert Campbell and his family.
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 was leased back to the Department of Defence for use as the new official aerodrome of Canberra.
1926-1940	The study area was reverted back to use for sheep grazing.
1940-1950s	The study area passed into ownership by the ownership 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 the 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 (i.e. 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 'suspicious' 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.

Year(s)	Event
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.



Figure 11. The study area (outlined in red) located within the 'proposed aerodrome' in Walter Burley Griffin's final plan for Canberra in 1923 (Source: NAA A199 FC1924:447, in Federal Capital Advisory Committee file AC446; <http://recordsearch.naa.gov.au/scripts/AutoSearch.asp?O=I&Number=60223>; courtesy of Jane C. Goffman).

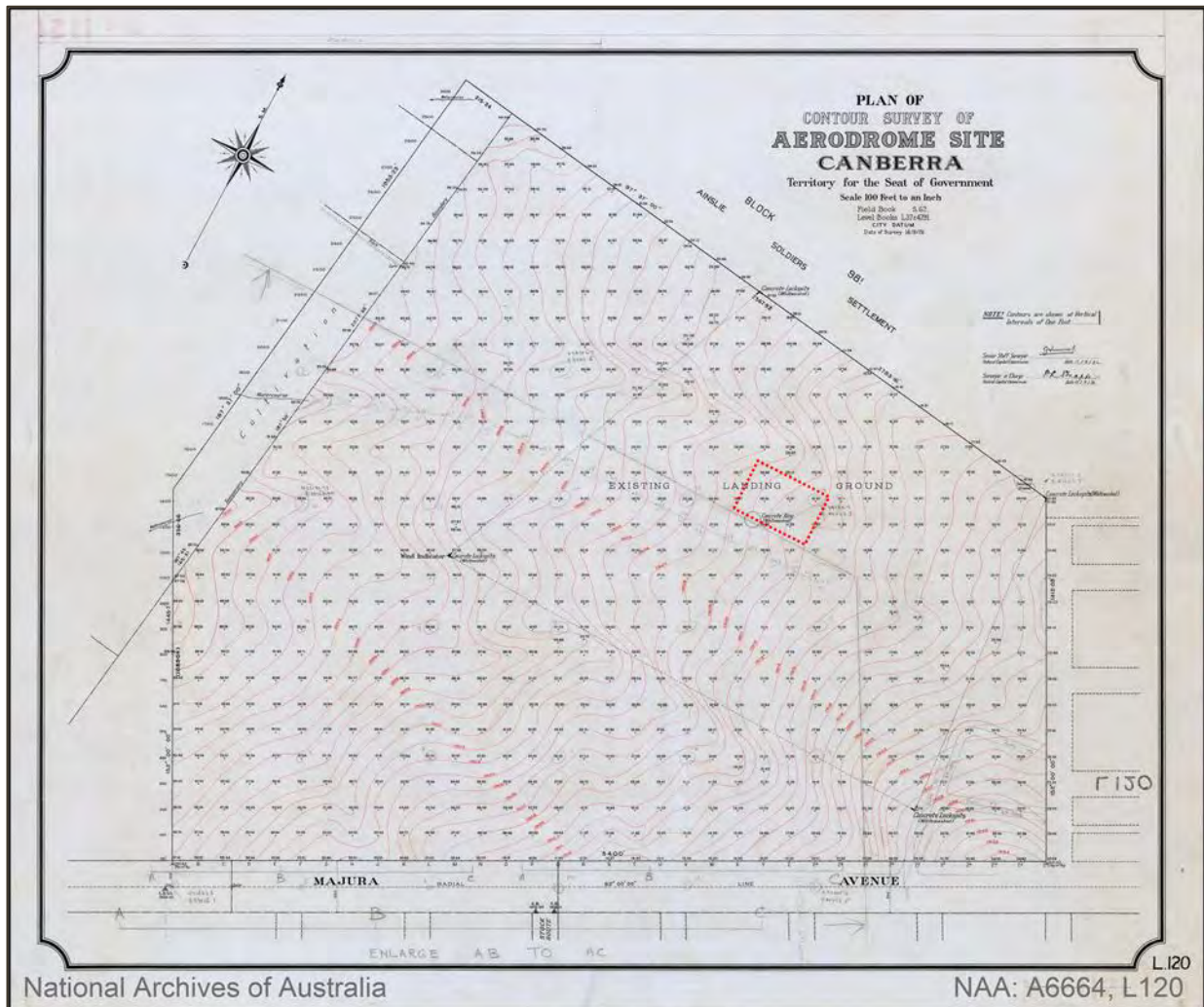


Figure 12. The 1926 contour survey plan of the former Canberra Aerodrome and the location of the study area (outlined in red) within it. (Source: NAA A6664 L120; <https://recordsearch.naa.gov.au/SearchNRRetrieve/Interface/ViewImage.aspx?B=5032316>; courtesy of Jane C. Goffman).



Figure 13. Aerial imagery of the study area (outlined in red) and encroaching urban development to it south in 1950 (Source: ACTmapi).



Figure 14. Aerial imagery of the study area (outlined in red) and encroaching urban development to it south in 1958. Note the relocation of the creek line from the north boundary of the study area to its south as part of its conversion into the present 'Dickson Channel' stormwater drain in conjunction with the establishment of the Dickson residential suburb (Source: ACTmapi).



Figure 15. Aerial imagery of rapid urban development around the study area (outlined in red) in 1961. Note the further modification of the creek line (see Figure 8-Figure 14) as a result of the eastward extension of the 'Dickson Channel' stormwater drain along the north boundary of the newly-established Dickson residential suburb (Source: ACTmapi).



Figure 16. Aerial imagery of rapid urban development around the study area (outlined in red) in 1968. Note the shifting of the dirt track to the south boundary of the study area (see Figure 15) and planting of four lines of trees (which remain extant to this day) as part of landscaping works between the study area and the Dickson Channel (Source: ACTmapi).



Figure 17. Aerial imagery of rapid urban development around the study area (outlined in red) in 1972. Note the establishment of Hawdon Place road and cul-de-sac along the east boundary of the study area and land clearing for development within the study area itself (Source: ACTmapi).



Figure 18. Aerial imagery of rapid urban development around the study area (outlined in red) in 1973. Note the completed construction of the building that would eventually become the 'Downer Club' within the study area (Source: ACTmapi).

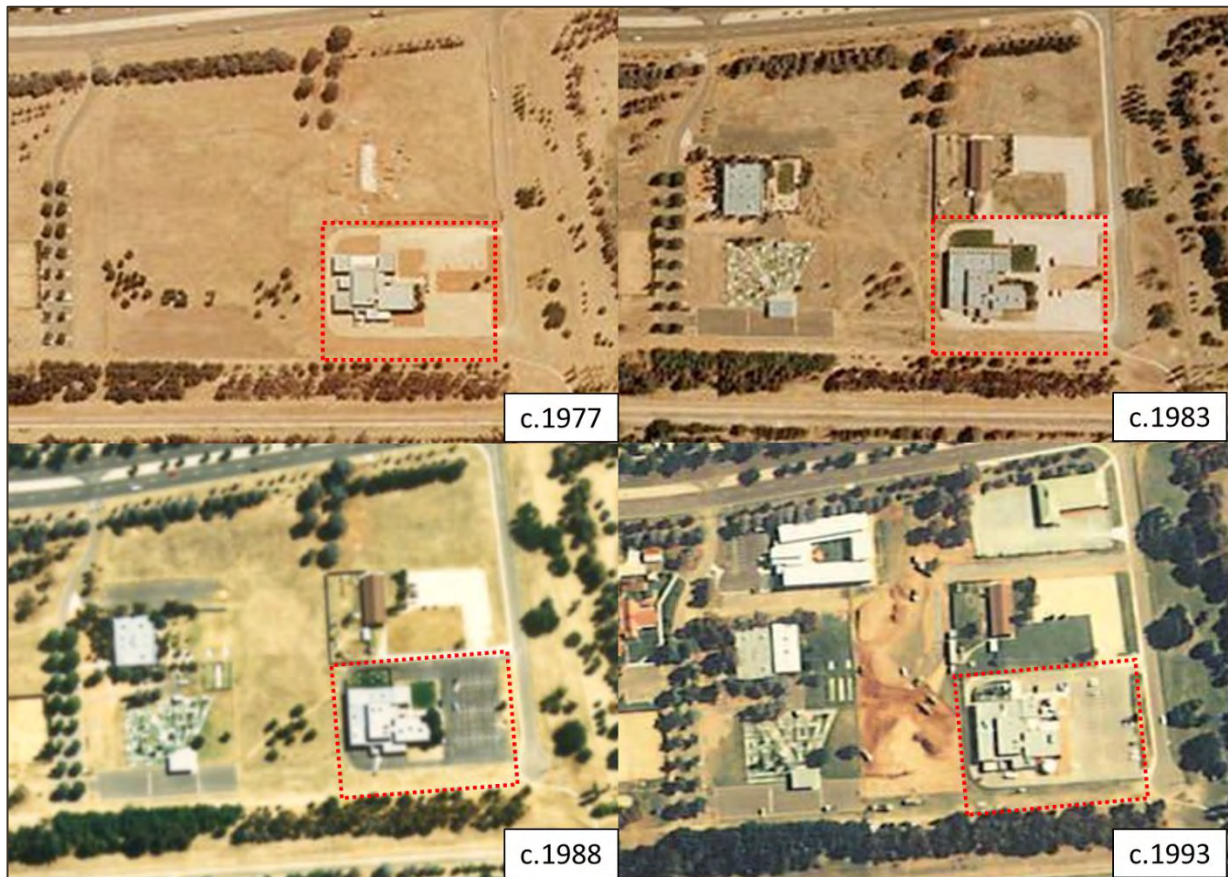


Figure 19. Aerial imagery of various developments at the study area (outlined in red) associated with the ‘Downer Club’ building between 1977 and 1993. A concrete car park and driveway were laid in 1977, followed by the merging of several structures on the west and north elevations of the building into a single structure in 1983. In 1988, the concrete surface of the car park and driveway of the Downer Club was converted into asphalt, and the car park space expanded to cover most of the eastern half of the study area. By 1993, a substation electrical box was installed near the south elevation of the building where it remains to this day; a new circular structure was also built at the southeast corner of the building, while the car park was also extended over the lawn at its northeast corner (Source: ACTmap*i*).



Figure 20. Aerial imagery of various developments at the study area (outlined in red) between 1995 and 2008. Construction on the Canberra Space Dome and Observatory (CSDO) along the east elevation of the Downer Club began in 1995 and was completed by 1997. Aside from the removal of the circular structure at the southeast corner of the building, no other development occurred within the study area until the closure of both the club and CSDO in 2008 (Source: ACTmapi and Google Earth).

4. The archaeological context

4.1 Key findings

- There is low potential for Aboriginal objects and places to be present on the surface, and there is low potential for sub-surface Aboriginal objects to occur within the study area. If present, the Aboriginal site types that are most likely to occur are isolated stone artefacts or deposits of stone artefacts (i.e. 'potential archaeological deposits' or PADs).
- There is high potential for historical archaeology associated with the former Canberra Aerodrome (1924-1926) within the study area. Specifically, the study area overlies more than half of the historical location of the concrete, whitewashed, central ring marker (c.18.3 m in diameter) along its south boundary.
- Historical aerial images of the study area indicate that the ring marker is likely to have been present in situ and partially buried as late as 1950. Rapid urbanization and infrastructure developments around the study area in the 1950s, however, are likely to have impacted the ring marker which is shown to still be present around its original location, albeit in a fragmented state, in 1958. No other potential fragments of the ring marker were observed within and around the study area in subsequent historical aerial images.
- Aside from the nominated 'Original Canberra Aerodrome Remnants' which includes the potential sub-surface remnants of the central ring marker, no other Aboriginal or non-Aboriginal historical heritage sites listed on the ACT Heritage Register are identified within the study area.

4.2 Aboriginal archaeological potential in the study area

An assessment of Aboriginal archaeological potential did not form part of Extent's brief. However, we make the general and preliminary observation that as the study area has undergone significant ground disturbance from historical clearance and modern urban development (see Section 3), there is generally low potential for Aboriginal objects and places to be present on the ground surface or sub-surface within the study area.

A list of Aboriginal objects and places commonly found within the ACT and published by the Environment, Planning and Sustainable Development Directorate (EPSDD 2019) is provided in Appendix 3, for assistance.

4.2.1 ACT Heritage Register Search

ACT Heritage and the Council maintains a register of places and objects in the ACT which have heritage significance at the Territory level. A search of the Register (through their online

database) for the entire suburb of Dickson (within which the study area was located) as conducted on 17 August 2020.

No Aboriginal heritage sites were returned from the search of listed heritage sites for the entire suburb of Dickson on the Register (Figure 25).

4.3 Historical archaeological potential in the study area

The study area has a high potential to contain historical archaeological remains associated with the former Canberra Aerodrome. Not only does the study area lie within the boundaries of the aerodrome, it also overlies more than half of the historical location of concrete, whitewashed, central ring marker (measuring approximately 18.3 m in diameter) that marked the centre of the landing ground at the aerodrome for pilots in the air (Goffman 2020, 28; Kent and Oglethorpe 2020; Figure 12; Figure 22). In addition to the central ring marker, four other concrete, whitewashed, lockspits were installed to indicate the four corners of the landing ground for pilots as well (Goffman 2020, 28; Kent and Oglethorpe 2020, Attachment 1; Figure 21). These lockspits, however, lie outside the study area (Figure 21) and are not included in further analysis in this report.

According to the research conducted by Jane C. Goffman (2020, 28), the former Canberra Aerodrome did not contain any paved runways or buildings. Instead, the only structures associated with the aerodrome comprise fencing on three sides, the central ring marker and four lockspits, a windsock installed at the southwest corner of the landing ground, and two gates that provided access from adjoining properties (Goffman 2020, 28; Figure 21). One of the gates was located on the west boundary of the aerodrome which was reached via a track that ran from Sullivans Creek through land owned by Edward Shumack, while the other was located on the south boundary along Majura Avenue (Goffman 2020, 28).

4.3.1 The central ring marker of the former Canberra Aerodrome

Historically, the standard dimensions specified by the Department of Defence for central ring markers are 3 feet (c.0.91 m) in terms of their lateral widths and 50 feet (c.15.2 m) in terms of their internal diameters (Kent and Oglethorpe 2020, Attachment 5; Figure 23). However, it is believed that the central ring marker constructed for the former Canberra Aerodrome may have been up to '20% larger in diameter' than these standard dimensions (Kent and Oglethorpe 2020). According to Goffman (2020, 28), the ring marker was constructed on site by simply pouring concrete into a shallow trench dug into the ground.

More importantly, historical aerial images taken over the study area between 1950 and 1958 appear to depict fragments of the ring marker at its original historical location. In particular, an arc-shaped object was captured in that location by aerial photography taken in 1950, while two other arc-shaped objects were similarly captured alongside at least two other smaller objects in 1958 (Figure 24). Significantly, the larger of the two arcs captured in 1958 is estimated to have a diameter of approximately 62 feet (c.19 m) which falls between the standard dimension for ring markers and potentially larger dimension of the actual ring marker from the former Canberra Aerodrome.

Based on the environmental context (Section 2) as well as land use history in and around the study area (Section 3), it is likely that the potential arc-shaped object captured in 1950 depicts the ring marker in situ (i.e. at its original location). As the study area and its immediate environment remained relatively undeveloped since the relocation of the aerodrome in 1926, the ring marker would have been gradually covered by 24 years of erosional sediment deposited by aeolian and fluvial processes on the floodplain characterizing this locality, until only the north section of the ring remains exposed above surface in 1950 (Figure 24). Subsequently, the rapid urbanization and infrastructural developments around the study area during the 1950s may have impacted the preservation of the ring marker. In particular, the works and heavy machinery associated with the construction of the Dickson Channel to the south of the study area – such as the excavation of the channel, filling of the original creek line to its north and land grading between the original creek line and new channel (i.e. the study area) – is likely to have been the cause of its fragmentation observed in the 1958 aerial image (Figure 24).

Thereafter, it is unclear if the surviving fragments of the ring marker were completely destroyed or removed from their location, or if they were simply buried under a new layer of sediment or soil deposited in this locality as a part of these development works. No other potential fragments were observed within and around the study area in subsequent historical aerial images after 1958 (Figure 15-Figure 20).

It is worth noting, however, that one of the four similar concrete, whitewashed, lockspits marking the southeast corner of the landing ground (c.400 m southeast of the study area) appears to have survived and remain extant to the present (Kent and Oglethorpe 2020, Attachment 2; Figure 39).

4.3.2 ACT Heritage Register Search

The search of the Register for the entire suburb of Dickson (within which the study area is located) conducted on 17 August 2020 returned a total of 2 registered, one previously registered and one nominated non-Aboriginal historical heritage sites (Table 5). This list includes the former Canberra aerodrome recently nominated as the 'Original Canberra Aerodrome Remnants' (Kent and Oglethorpe 2020) which is partially within the study area (Block 25, Section 72) and includes the potential sub-surface remnants of the central ring marker (Figure 25).

Aside from the nominated 'Original Canberra Aerodrome Remnants,' no other Aboriginal or non-Aboriginal historical heritage sites listed on the ACT Heritage Register are identified within the study area.

Table 5. Summary of non-Aboriginal, historical heritage sites within the suburb of Dickson registered on the ACT Heritage Register.

Site Name	Status	Location(s)
Dickson Library	Registered (NI2008-481)	Dickson Place, Block 13 Section 30, Dickson.
Northbourne Housing Precinct Representative Sample	Registered (NI2015-660)	(part) Block 41 Section 6, (part) Block 1 Section 12 and (part) Block 4 Section 1, Dickson; (part) Block 8 Section 51, Lyneham.
Northbourne Avenue Designated Area	Previously nominated (NI2014-158)	Northbourne Avenue, Canberra.
Original Canberra Aerodrome Remnants	Under nomination (Decision pending)	8 Hawdon Place, Dutton and Antill Streets, Blocks 25 & 26 Section 72, Block 33 Section 73 and Block 6 Section 76, Dickson.



Figure 21. The footprint of the former Canberra Aerodrome and the location of its four concrete, whitewashed, lockspits and one central ring marker over the present suburb of Dickson in the District of Canberra Central in the ACT (Source: Kent and Oglethorpe 2020, Attachment 1; ACTmapi).



Figure 22. The historical location and extent of the concrete, whitewashed, central ring marker as indicated on its nomination application for heritage listing (in yellow; see also Kent and Oglethorpe 2020), as estimated from the 1926 *Plan of Contour Survey of Aerodrome Site Canberra* (in blue; see also Figure 12) and its theoretical standard dimensions – a 3 feet wide concrete ring encircling an area measuring 50 feet in diameter from its centroid – as described in Attachment 5 of its nomination application for heritage listing in the ACT (in red; see also Figure 23).

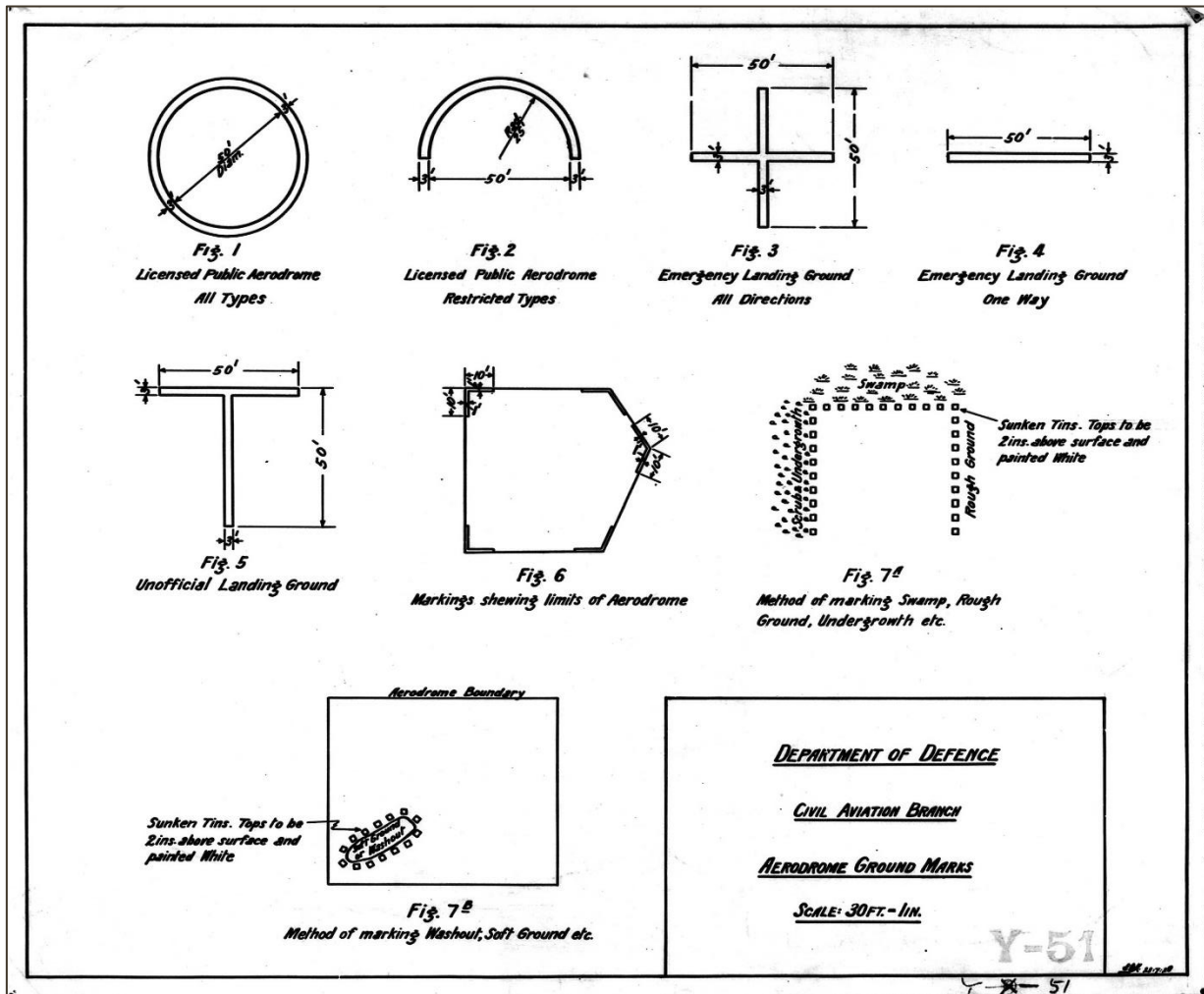


Figure 23. The theoretical forms and dimensions of aerodromes and associated ground markers as stipulated by the Australian Department of Defence during the early twentieth century. Note that the former Canberra Aerodrome and its central ring marker are similar to that depicted in Figures 1 and 6 respectively, and that the standard ring marker measures 3 feet (c.0.91 m) in terms of its lateral width and 50 feet (c.15.2 m) in terms of its internal diameter (Source: Kent and Oglethorpe 2020, Attachment 5; <http://www.airwaysmuseum.com/Downloads/Aerodrome%20ground%20marks%20Y-51%20CAHS.pdf>).



Figure 24. Potential fragments of the central ring marker (circled in yellow) within and around the study area (outlined in red) captured by aerial photography in 1950 and 1958. An arc-shaped object was captured in the historical location of the ring marker in 1950, while two other arc-shaped objects were similarly captured alongside at least two other smaller objects possibly made of the same material in 1958 (Source: ACTmapi).

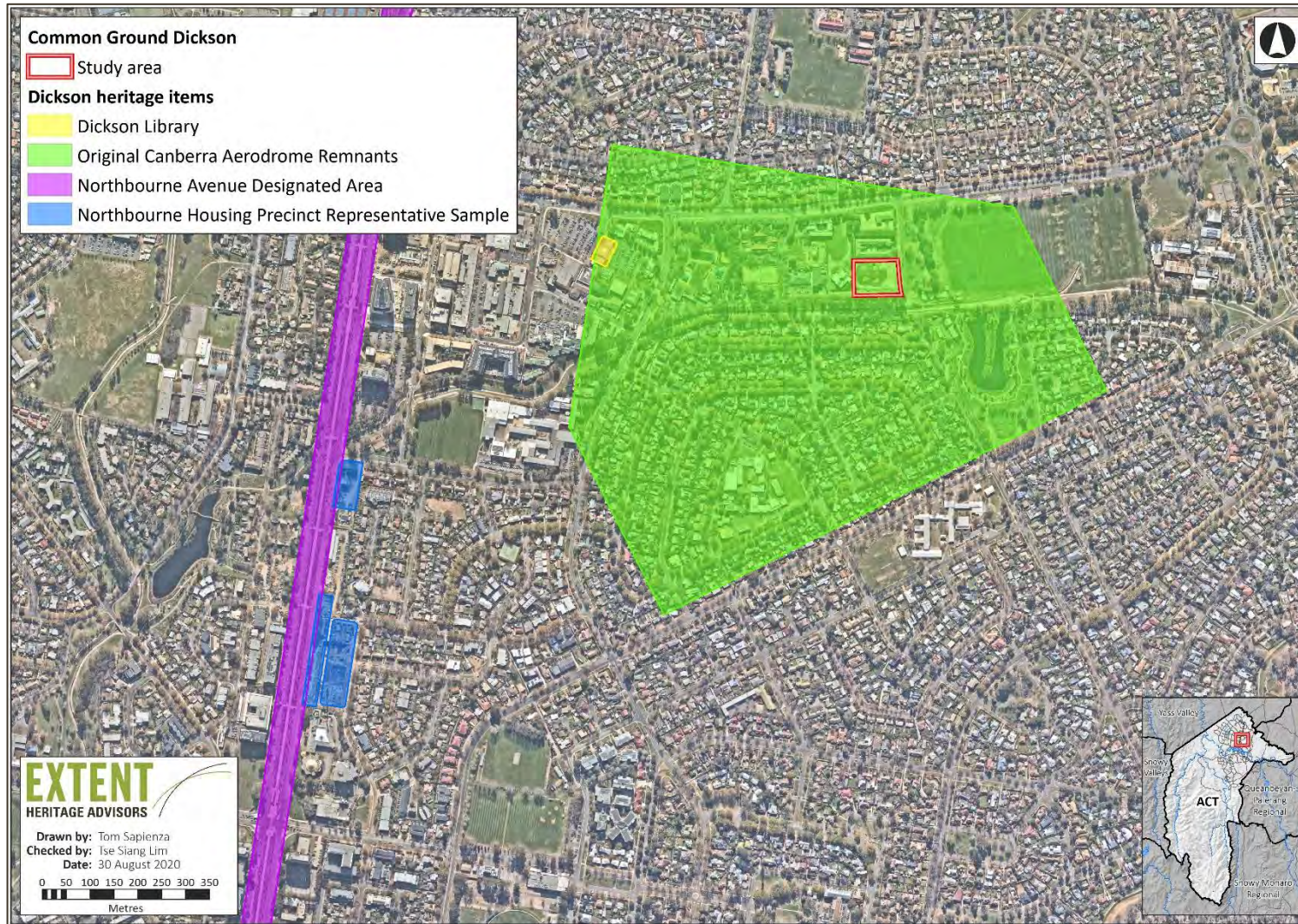


Figure 25. Distribution of heritage objects and places within the suburb of Dickson in the District of Canberra Central in the ACT.

5. Field investigations

5.1 Key findings

- No material cultural remains associated with the former Canberra Aerodrome, or any other Aboriginal or non-Aboriginal heritage objects or places were identified during the pedestrian archaeological surface survey within the study area.
- A targeted geophysical survey over the historical location of the concrete, whitewashed, central ring marker using ground-penetrating radar (GPR) identified two potential sub-surface fragments (A and B) of the ring marker. In particular, Fragment A appears to be a relatively large section of the ring marker (17.8 m in length) and is located within the study area close to its south boundary.

5.2 Approach and methods

As part of archaeological investigations at the study area, a pedestrian archaeological surface survey (12 August 2020) over the entire study area, and a targeted geophysical survey (13 August 2020) focusing on the historical location of the concrete, whitewashed, central ring marker, were systematically conducted separately over two consecutive days in August 2020.

5.3 Pedestrian archaeological surface survey

The primary objective of the pedestrian archaeological surface survey was to verify, in a non-invasive manner, the results of the desktop research of the environmental, historical and archaeological contexts (Sections 2-4) underlying the study area. Specifically, the aims of the pedestrian archaeological survey included:

- Verifying the extent of previous ground disturbances across the study area.
- Identifying any potential fragments of the ring marker that may have remained extant on the ground surface.
- Identifying and recording any other visible heritage objects and/or places that may be present within the study area.

Field notes, photographs and GPS coordinates were taken to record environmental and artificial features and attributes extant at the study area, including the present landform, ground surface visibility, vegetation and types of disturbance. Exposures of ground surfaces and trenches were examined in closer detail for potential archaeology as well as the determination of soil profiles and stratigraphy within the study area.

The study area comprises approximately 1.74 acres (c.7,060 m²) of land and is bounded on all four sides by a tall metal fence. It is generally a relatively flat and level piece of land characteristic

of its location on a floodplain, with an approximately 13 m wide strip of land along its south boundary that is slightly elevated (c. 5-10 cm) relative to the rest of the study area. This slightly elevated strip of land appears to be level with the land on the adjacent property as well.

The pedestrian archaeological surface survey of the study area was conducted over 10 systematic transects along an east-west axis across its surface (Figure 26). Each transect measured approximately between 91 to 100 m (as the eastern boundary of the study area is skewed along a slightly northwest-southeast axis) and is located approximately 7 m apart from each other.

5.3.1 Pedestrian archaeological surface survey: results

The study area has essentially remained in the same state since it was last utilized as the grounds of the Downer Club and CSDO (Figure 27). A thin bed of gravel overlies the surface of the slightly elevated strip of land along the southern boundary of the study area (Figure 28), whereas the rest of its surface comprise the remnant footprint of the Downer Club and CSDO since their demolition. Approximately one-third of this remaining ground surface consists of the asphalt driveway and car park as well as associated concrete curbing and pavements (Figure 27), whereas the other two-thirds are exposed ground comprising the topsoil fill and/or fill that previously lay under the foundations of the Downer Club and CSDO (Figure 29). In addition, the survey also encountered the six locations and backfill material of the geotechnical investigations conducted between October and November 2019 (Figure 31-Figure 32).

Aside from the building and other infrastructure associated with the Downer Club and CSDO which are variably distributed across the entire surface of the study area (Figure 33), no material cultural remains associated with the former Canberra Aerodrome, or any other Aboriginal or non-Aboriginal heritage objects or places were identified on its ground surface.

However, ground surface visibility (GSV) was nil (i.e. 0%) on the asphalt car park and driveway as well as along the gravel bed of the slightly elevated strip of land along the south boundary of the study area. Similarly, GSV at exposed ground surfaces within the study area was generally poor due to dense grass and weed cover as well as overlying backfill material from the geotechnical investigations (Figure 29), with small patches of land bearing moderate GSV (c.30-50%) variably distributed within this area (Figure 30).

5.3.2 Concrete in the study area: a preliminary comparative analysis

11 potential fragments of the ring marker (c.2-9 cm) were previously identified and collected by Jane C. Goffman prior to archaeological investigations at the site (Figure 34-Figure 35). These fragments were recovered from the ground surface on the adjacent land south of the study area (Figure 36), and within the historical location and extent of the ring marker (Figure 22). These potential ring marker fragments are characterised by moderately-sorted sand to gravel-sized reddish-brown inclusions within the cement matrix (Figure 34-Figure 35).

Significantly, the composition of these 11 potential ring marker fragments stand in stark contrast to a fragment of modern concrete which was collected within the same area and has well-sorted dark grey gravel-sized inclusions (possibly granite). Comparisons of these potential fragments with other concrete samples (Figure 37) within the study area (dating from 1977; see Section 3)

and along the wall (Figure 38) of the Dickson Channel (dating from 1958; see Section 3) indicate that their composition is significantly different to these mid to late twentieth century concrete samples as well. More importantly, these fragments also resemble the extant concrete lockspit that marked the southeast corner of the landing ground of the former Canberra Aerodrome (Figure 39) presently located within the grounds of the Dickson Wetland (c.400 m southeast of the study area).

Based on the results of this preliminary comparative analysis, the 11 concrete fragments have a high potential to be remains of the original central ring marker at the study area. In turn, these fragments also indicate that there is a high potential for the ring marker to have been impacted by historical ground disturbances (e.g. the construction of the Dickson Channel and associated land grading in 1958) as discussed in the previous section. Nonetheless, their recovery within the historical location of the ring marker also suggest that other sub-surface remnant fragments may have survived these historical ground disturbances and remain extant in this locality.

5.4 Geophysical survey: Ground-penetrating radar (GPR)

Given the high potential for other sub-surface fragments of the ring marker to remain extant within the study area, a targeted geophysical survey focusing on the historical location of the ring marker (Figure 22) was conducted using a ground-penetrating radar (GPR). Principally, the aims of the GPR survey included:

- Verifying the sub-surface presence of the ring marker (or parts thereof) within and around the study area.
- If present, establishing the extent and condition of the sub-surface remnants of the ring marker.

Dr. Sam Player (Geoprospection 2020) was engaged by Extent Heritage to undertake the GPR survey for this project. Three GPR survey grids (1-3) were established over the historical location of the ring marker (Figure 44) which is presently divided between two land parcels – the study area (Block 25, Section 72) and the adjacent land to its south (Block 26, Section 72). Grids 1 and 2 are established within the study area along a 0.5 m offset from the south boundary (demarcated by its fence line), 10.4 m from its west boundary and measure 20 m by 20 m each. On the other hand, Grid 3 is located on the adjacent land parcel with a 1.5 m offset from the fence line and measures 10 m by 40 m.

A total of 160 GPR survey transects were undertaken across all three grids (Figure 44). 40 transects along an east-west axis were undertaken in Grids 1 and 2 each, while 80 transects were undertaken along a north-south axis across Grid 3. Almost all transects were spaced 0.5 m apart, except for several pairs of transects which were variably spaced further than 0.5 m due to obstruction by the trees present at this locality (Figure 36; Figure 43). All transects in Grids 1 and 2 were 20 m, whereas most transects in Grid 3 are 10 m long except for some which were variably shorter than 10 m due to obstruction from trees at this locality.

Representatives from ACT Housing, the identified stakeholder groups and other interested parties were also present during the GPR survey (Figure 41):

- Skye Roland (Housing ACT).
- Daisy Chaston (ACT Heritage).
- [REDACTED] (Urban Planning Consultant, Active Planning).
- [REDACTED] National Trust, ACT).
- [REDACTED] (Canberra & District Historical Newsletter).
- [REDACTED] (Independent researcher, Canberra Heritage).
- [REDACTED] (Independent researcher, Military history).
- [REDACTED] (Local resident).

5.4.1 Ground-penetrating radar (GPR) survey: results

The results of the GPR survey within the three grids indicate that a significant portion of the ring marker (Fragment A) remains extant beneath the ground surface at the study area (Figure 45-Figure 47; Geoprospection 2020). Specifically, Fragment A was detected by the GPR within the southern half of Grid 1 and may possibly extend into the northwest corner of Grid 3 at the adjacent land parcel (Figure 46). In addition, the geophysical signature of another possible fragment of the ring marker (Fragment B) also appears to be present in the middle of Grid 3 close to its south boundary (Figure 46).

Significantly, the geophysical signatures of both fragments begin to appear at approximately 300 mm beneath the present ground surface, and is revealed to their fullest extent in the GPR ‘depth-slice’ at a depth of 650 mm (Figure 45-Figure 47; Geoprospection 2020).

Based on the GPR data, Fragment A occupies a total length of 17.8 m (between its two ends) and is estimated to have an outer circumference of 22 m as well as a maximum width of 1 m. Significantly, the apex of Fragment A lies 4 m south of the proposed infrastructure easement for the development (Figure 46; see also Figure 3). Fragment B, on the other hand, appears to be a significantly smaller portion of the ring marker with a total length of 3 m (between its two ends), an estimated outer circumference of 3.1 m and a similar maximum width of 1 m as well.

Fragments A and B are both identified within or near the boundaries of the known historical locations of the original concrete, whitewashed, central ring marker in this locality (Figure 22). Extrapolation of the circumferences of both fragments also appears to correspond with a ring having a complete diameter of 19 m (Figure 47), which is virtually identical to that estimated from possible ring marker fragments captured in historical aerial images from 1950 and 1958 (see Section 4).

Based on the results of this GPR survey (Geoprospection 2020, 2), there is high potential for a significant portion of the ring marker – in the form of Fragment A – to be present within the study area. Aside from its potential sub-surface presence and dimensions however, these results do

not reveal any details about the actual physical condition of Fragment A which can only be determined through physical examination by means of a salvage excavation.

The complete report of this GPR survey by Dr. Player (Geoprospection 2020) is appended with this report (Appendix 4).



Figure 26. The study area (outlined in red) overlaid with the approximate locations of the 10 pedestrian archaeological surface survey transects (T01-10; outlined in blue) conducted across its length on 12 August 2020.