

---

**From:** David Flannery [REDACTED]  
**Sent:** Thursday, 18 June 2020 4:32 PM  
**To:** Chaston, Daisy  
**Subject:** RE: For Chair Approval - amendments to Heritage conditions

Hello Daisy

I confirm my concurrence and approval of the heritage management conditions as detailed below for inclusion in the planning approval decision for DA201936662 (Block 25 Section 72 Dickson).

David

**David Flannery** BScArch BArch MArts GradDipTh FRAIA MPIA  
**Architecture | Urban Planning | Heritage Conservation | Photography**  
David Flannery Architect (A+ Practice) | Canobalas Pty Ltd ABN 23 449 983 089 | Registered Architect ACT #850 NSW #4301  
Research Fellow Canberra Urban & Regional Futures (CURF) University of Canberra  
Chair ACT Heritage Council  
[REDACTED]



**Save paper. Do you really need to print this email?**

This email and any files transmitted with it may contain confidential or copyright material and are for the attention of the addressee only. If you have received this email in error please notify by email reply and delete it from your system. No liability is accepted for any damage caused by any virus transmitted by this email.

---

**From:** Chaston, Daisy [mailto:Daisy.Chaston@act.gov.au]  
**Sent:** Thursday, June 18, 2020 12:08 PM  
**To:** David Flannery  
**Subject:** For Chair Approval - amendments to Heritage conditions

**UNCLASSIFIED**

Hi David,

As discussed, seeking your approval via email response, for the below heritage conditions that the planning and land authority propose to include in the notice of decision for DA201936662 (Block 25 Section 72 Dickson). For context, please find attached the Heritage Council advice already provided to the planning and land authority on this DA, signed by you.

Note that this week the National Trust submitted a nomination application to the Heritage Register for the Canberra Aerodrome, Block 25 Section 72 Dickson. For context, I have also included a copy of the nomination application. However, the application is currently at 'completeness check' stage, and I have requested further clarification on the boundary from the applicant. If the requested information is provided, we expect the application to go before the Council at its scheduled meeting of 23 July 2020.

Conditions:

HERITAGE MANAGEMENT

1. *Prior to the commencement of works, a qualified archaeologist is to: undertake an archival recording of any surface remnants of the Original Canberra Aerodrome within the development area; assess the potential for additional subsurface remnants to occur within the development area; and provide recommendations for any further heritage management actions for the development area.*
2. *A report on the outcomes of the above is to be submitted to and endorsed by the ACT Heritage Council prior to the commencement of works.*

- An Unexpected Finds Protocol shall be developed for the project, and endorsed by the ACT Heritage Council prior to the commencement of works, which sets out how any additional heritage remnants encountered during construction works would be managed.*

**Daisy Chaston | Manager (Registrations)**

Phone: 6207 7379 | Email: [daisy.chaston@act.gov.au](mailto: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](http://www.environment.act.gov.au)



[@EnvironPlan](https://twitter.com/EnvironPlan)



[facebook.com/EnvironPlan](https://facebook.com/EnvironPlan)

---

**From:** Chaston, Daisy <[Daisy.Chaston@act.gov.au](mailto:Daisy.Chaston@act.gov.au)>

**Sent:** Wednesday, 17 June 2020 12:18 PM

**To:** Oshyer, Aaron <[Aaron.Oshyer@act.gov.au](mailto:Aaron.Oshyer@act.gov.au)>

**Subject:** Notice - Heritage Nomination Received - Block 25 Section 72 Dickson

**UNCLASSIFIED**

Hi Aaron,

I understand you are the assessment contact for the Common Ground Dickson DA201936662. Note that I've also spoken with Skye Roland about the heritage nomination.

A nomination application for the Original Canberra Aerodrome Remnants, Block 25, Section 72 Dickson, (the Place) was submitted to the ACT Heritage Council on 15 June 2020. The application was submitted by the National Trust of Australia in partnership with No. 3 Squadron Royal Australian Air Force (RAAF) Association. As soon as practicable after receiving a nomination application, the ACT Heritage Council must decide whether to accept or dismiss the application.

The application relates to the potential archaeological remains of the national capital's first planned and developed aviation facility, and the site of the ACT's first fatal aviation accident. I can be contacted for further discussion if required.

With thanks,

Daisy Chaston.

**Daisy Chaston | Manager (Registrations)**

Phone: 6207 7379 | Email: [daisy.chaston@act.gov.au](mailto: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](http://www.environment.act.gov.au)



[@EnvironPlan](https://twitter.com/EnvironPlan)



[facebook.com/EnvironPlan](https://facebook.com/EnvironPlan)

---

This email, and any attachments, may be confidential and also privileged. If you are not the intended recipient, please notify the sender and delete all copies of this transmission along with any attachments immediately. You should not copy or use it for any purpose, nor disclose its contents to any other person.

---



## ACT Heritage Council

# HERITAGE ADVICE

Under Section 60 of the *Heritage Act 2004*

ACTPLA Reference: 202037196  
Heritage Reference: Dickson-S72-B25  
Contact Officer: MR  
Received by Council: 2 June 2020  
Due date: 24 June 2020

**TO:** ACT planning and land authority  
Environment, Planning and Sustainable Development Directorate  
[EPDCustomer Services@act.gov.au](mailto:EPDCustomerServices@act.gov.au)

Block:	Section:	Division / District:	Heritage Place:
25	72	Dickson	Nil

Description of Works: Street Parking and Services

Council Advice provided by: Chair / Heritage Council

---

Pursuant to Sections 148 and 149 of the *Planning and Development Act 2007* and Section 60 of the *Heritage Act 2004*, the ACT Heritage Council advises that:

- The proposed development is **unlikely to diminish the heritage significance** of places or objects subject to *Heritage Act 2004* provisions.
- 

### Background:

On 2 June 2020, the ACT planning and land authority referred a development application to the ACT Heritage Council (the Council) for entity advice, relating to proposed street parking and services works within Blocks 22 and 25 Section 72 Dickson and the adjacent Hawdon Place road reserve (DA202037196).

The application is related to an earlier development application for a 'Common Ground' social housing development within Block 25 Section 72 Dickson (DA201936662); which consists of one new building containing 40 individual dwellings, to be served by basement car parking, a central communal courtyard and community gardens.

DA202037196 proposes a range of related works including: construction of a 16 bay on-street car park within Hawdon Place; extension and modification of existing gas, telecommunication, electrical, water and stormwater networks; and sewer line removal and replacement.

The application sets out that the site does not contain any places or objects protected under the *Heritage Act 2004*, or the Commonwealth Heritage Register.

### Advice:

Following review of the ACT Heritage Register, the Council advises that Blocks 22 and 25 Section 72 Dickson and the adjacent Hawdon Place road reserve do not contain any heritage

places or objects nominated (and accepted under the *Heritage Act 2004*) to or registered on the ACT Heritage Register.

Further, the subject area is unlikely to contain any unrecorded Aboriginal places and objects, given the prior development of the site and past ground disturbance.

Therefore at this time, the Council advises that the proposed development is unlikely to damage or diminish the heritage significance of places or objects subject to *Heritage Act 2004* provisions.

**Note:**

The Council understands that the subject area formed part of Canberra's first airfield, known as the 'Canberra aerodrome', which was operational between 1924 and 1926 in land since developed as Dickson and Downer.

An application nominating the 'Original Canberra Aerodrome Remnants' (multiple blocks including Block 25, Section 72 Dickson) was submitted to the Council on 15 June 2020. The application is currently undergoing a completeness check and will be considered by the Council at its next meeting on 23 July 2020, where in accordance with the *Heritage Act 2004* it will decide to accept or dismiss the application.

Therefore, the Council is not in a position at this time to form an opinion on whether the Canberra aerodrome is likely to be of heritage significance, as defined by Section 10 of the *Heritage Act 2004*.

Consequently, the Council will not be providing advice under Section 61 of the *Heritage Act 2004* on the potential effects of the proposed development on the Canberra aerodrome.



David Flannery  
**Chair (as delegate for),  
ACT Heritage Council**

19 June 2020

---

**From:** Oshyer, Aaron  
**Sent:** Friday, 19 June 2020 3:00 PM  
**To:** Chaston, Daisy  
**Cc:** Davies, Richard; Cilliers, George; Russell, Meaghan; Moore, FionaF  
**Subject:** RE: Heritage Condition for DA201936662

UNCLASSIFIED

Hi Daisy,

Thank you for this advice.

As discussed we will also add the following note to the three conditions as has been provided by the Chair.

*Note: The Lessee for Block 25 Section 72 Dickson shall in good faith continue conversations with relevant members of the community and stakeholders to establish how an acknowledgement may be incorporated/recognised in the new development by way of a planting in the community garden or another appropriate method(s) of recognition.*

Kind regards,

Aaron Oshyer

---

**From:** Chaston, Daisy <Daisy.Chaston@act.gov.au>  
**Sent:** Friday, 19 June 2020 10:34 AM  
**To:** Oshyer, Aaron <Aaron.Oshyer@act.gov.au>  
**Cc:** Davies, Richard <Richard.Davies@act.gov.au>; Cilliers, George <George.Cilliers@act.gov.au>; Russell, Meaghan <Meaghan.Russell@act.gov.au>; Moore, FionaF <FionaF.Moore@act.gov.au>  
**Subject:** Heritage Condition for DA201936662

UNCLASSIFIED

Dear Aaron,

Heritage Council Chair David Flannery has reviewed the draft condition and advises the following as amended:

HERITAGE MANAGEMENT

1. *Prior to the commencement of works, a qualified archaeologist is to: undertake an archival recording of any surface remnants of the Original Canberra Aerodrome within the development area; assess the potential for additional subsurface remnants to occur within the development area; and provide recommendations for any further heritage management actions for the development area.*
2. *A report on the outcomes of the above is to be submitted to and endorsed by the ACT Heritage Council prior to the commencement of works.*
3. *An Unexpected Finds Protocol shall be developed for the project, and endorsed by the ACT Heritage Council prior to the commencement of works, which sets out how any additional heritage remnants encountered during construction works would be managed.*

With thanks,

Daisy.

**Daisy Chaston | Manager (Registrations), as delegate for the ACT Heritage Council**  
Phone: 6207 7379 | Email: [daisy.chaston@act.gov.au](mailto: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](http://www.environment.act.gov.au)



[@EnvironPlan](https://twitter.com/EnvironPlan)



[facebook.com/EnvironPlan](https://facebook.com/EnvironPlan)

---

**From:** Oshyer, Aaron <[Aaron.Oshyer@act.gov.au](mailto:Aaron.Oshyer@act.gov.au)>  
**Sent:** Wednesday, 17 June 2020 12:25 PM  
**To:** Chaston, Daisy <[Daisy.Chaston@act.gov.au](mailto:Daisy.Chaston@act.gov.au)>  
**Cc:** Davies, Richard <[Richard.Davies@act.gov.au](mailto:Richard.Davies@act.gov.au)>; Cilliers, George <[George.Cilliers@act.gov.au](mailto:George.Cilliers@act.gov.au)>  
**Subject:** RE: Notice - Heritage Nomination Received - Block 25 Section 72 Dickson

UNCLASSIFIED

Hi Daisy,

Thank you for alerting us to the heritage nomination for Block 25 Section 72 Dickson.

We currently propose a draft condition to the following effect for DA201936662:

UNEXPECTED FINDS PROTOCOL

An unexpected finds protocol shall be undertaken on the site prior to any construction works commencing, identifying anything buried under the soil on the site that may pertain to the previous use of the site as an Aerodrome.

*Note: The Lessee for Block 25 Section 72 Dickson shall in good faith continue conversations with relevant members of the community and stakeholders to establish how an acknowledgement may be incorporated/recognised in the new development by way of a planting in the community garden or another appropriate method(s) of recognition.*

Kind regards,

Aaron Oshyer

---

**From:** Chaston, Daisy <[Daisy.Chaston@act.gov.au](mailto:Daisy.Chaston@act.gov.au)>  
**Sent:** Wednesday, 17 June 2020 12:18 PM  
**To:** Oshyer, Aaron <[Aaron.Oshyer@act.gov.au](mailto:Aaron.Oshyer@act.gov.au)>  
**Subject:** Notice - Heritage Nomination Received - Block 25 Section 72 Dickson

UNCLASSIFIED

Hi Aaron,

I understand you are the assessment contact for the Common Ground Dickson DA201936662. Note that I've also spoken with Skye Roland about the heritage nomination.

A nomination application for the Original Canberra Aerodrome Remnants, Block 25, Section 72 Dickson, (the Place) was submitted to the ACT Heritage Council on 15 June 2020. The application was submitted by the National Trust of Australia in partnership with No. 3 Squadron Royal Australian Air Force (RAAF) Association. As soon as practicable after receiving a nomination application, the ACT Heritage Council must decide whether to accept or dismiss the application.

The application relates to the potential archaeological remains of the national capital's first planned and developed aviation facility, and the site of the ACT's first fatal aviation accident. I can be contacted for further discussion if required.

With thanks,

Daisy Chaston.

**Daisy Chaston | Manager (Registrations)**

Phone: 6207 7379 | Email: [daisy.chaston@act.gov.au](mailto: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](http://www.environment.act.gov.au)



[@EnvironPlan](https://twitter.com/EnvironPlan)



[facebook.com/EnvironPlan](https://facebook.com/EnvironPlan)



Ms Daisy Chaston  
Manager (Registrations)  
ACT Heritage | Environment, Planning and Sustainable  
Development | ACT Government  
[daisy.chaston@act.gov.au](mailto: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](mailto:info@nationaltrustact.org.au)  
WEB: [www.nationaltrustact.org.au](http://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

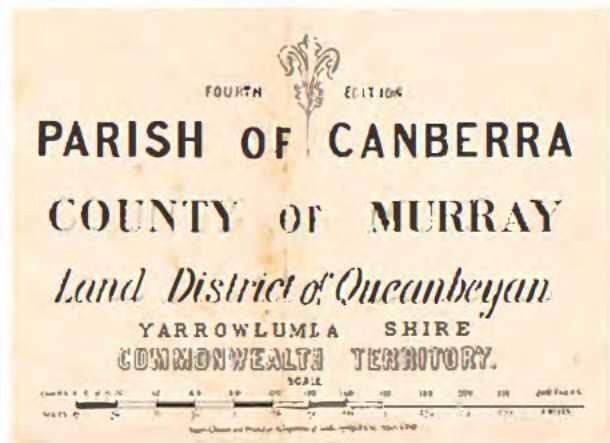


Gary Kent  
President

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



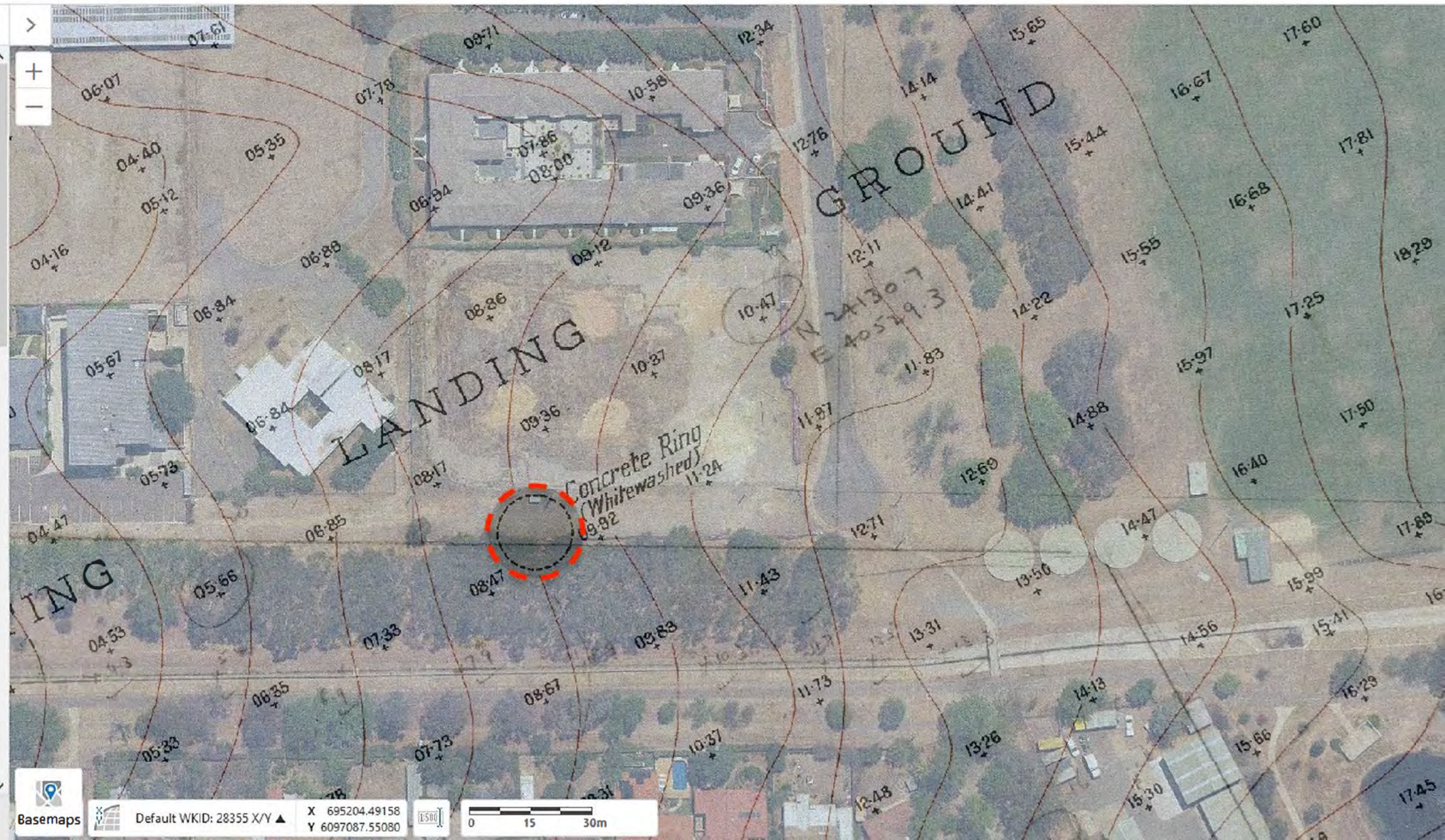
### Parish Maps (1830 - 1910)

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. Parish 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



Basemaps  Default WKID: 28355 X/Y  $X: 695204.49158$   $Y: 6097087.55080$  0 15 30m

-  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



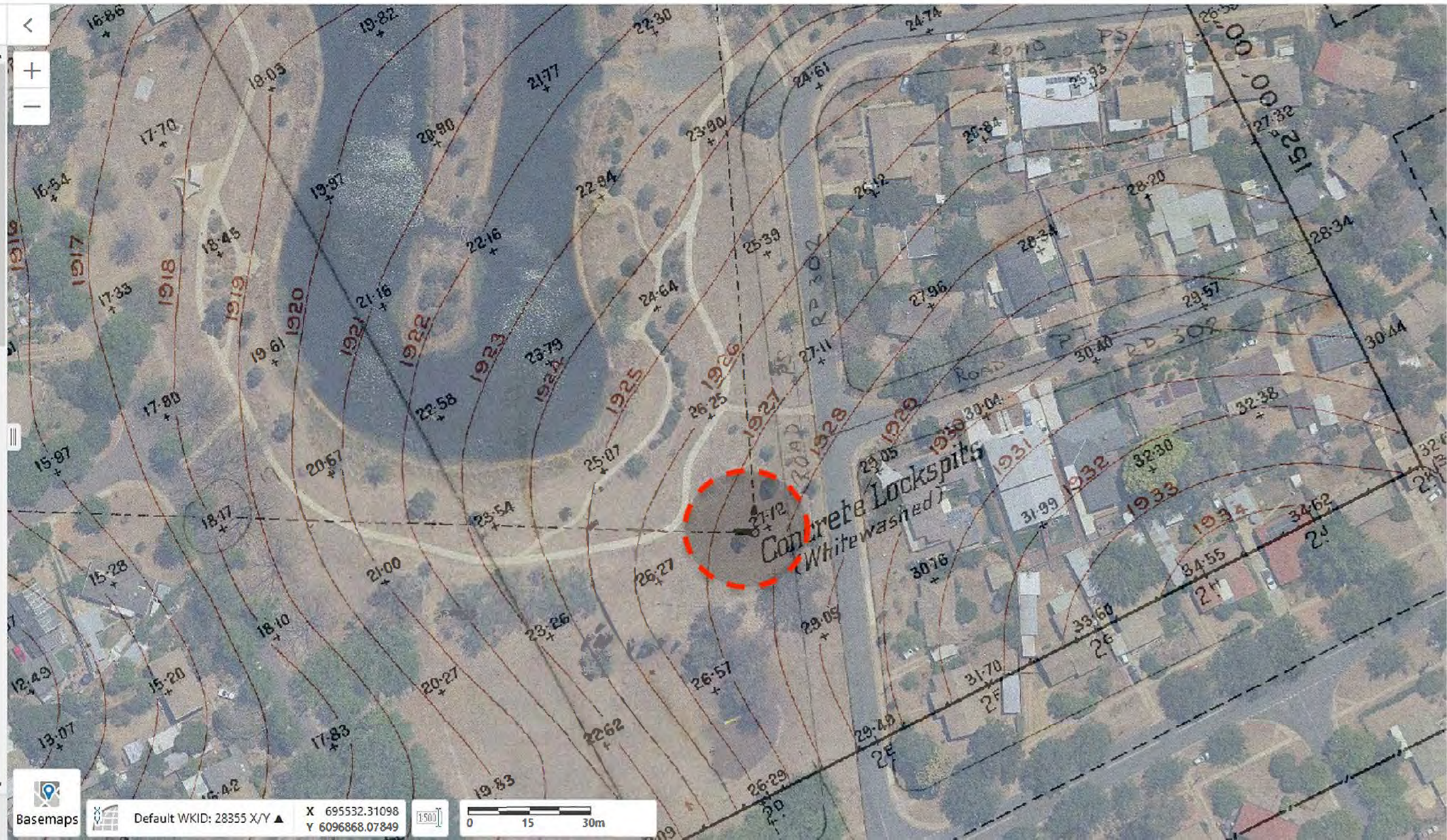
### Parish Maps (1830 - 1910)

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





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

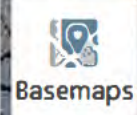
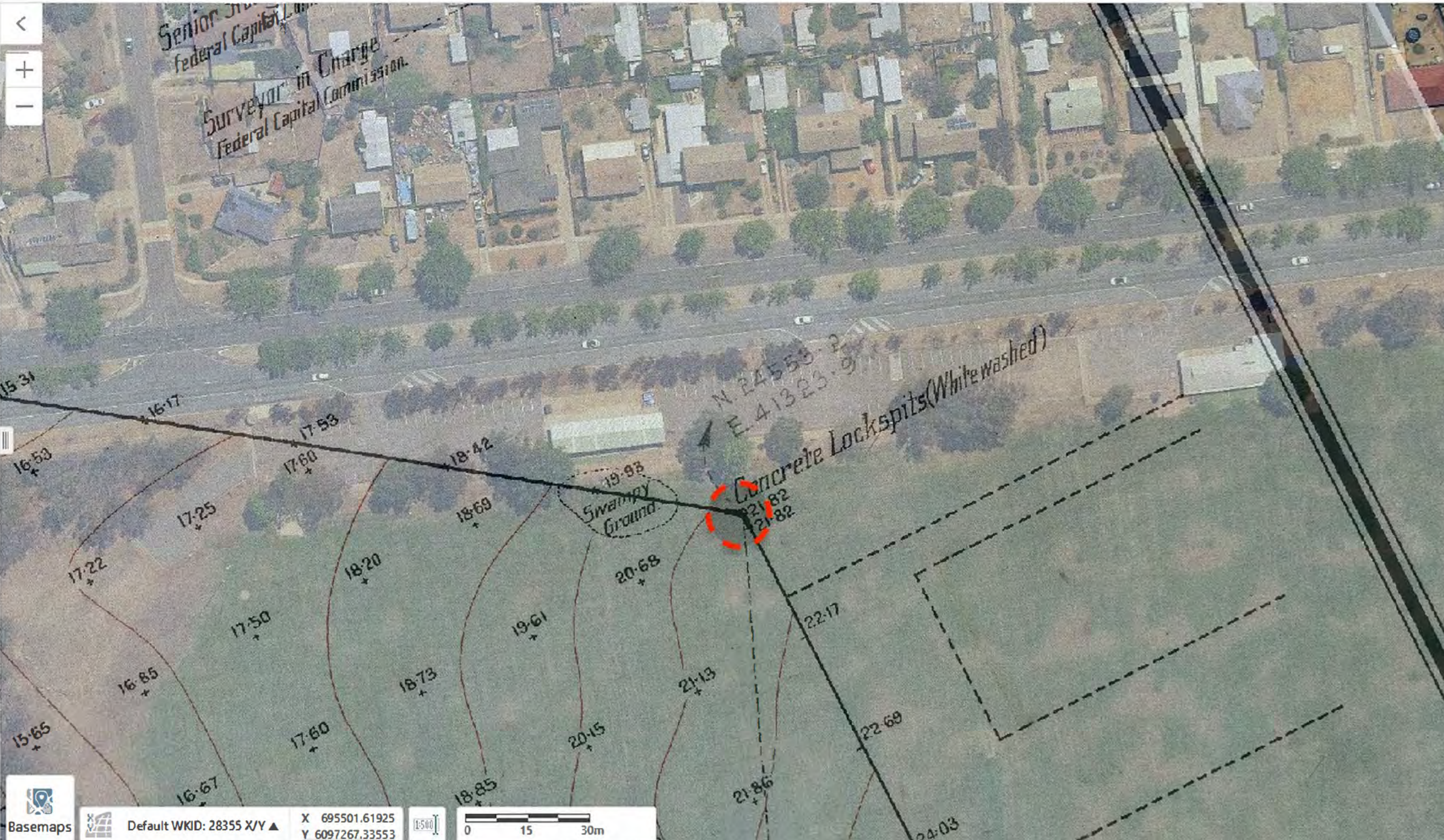
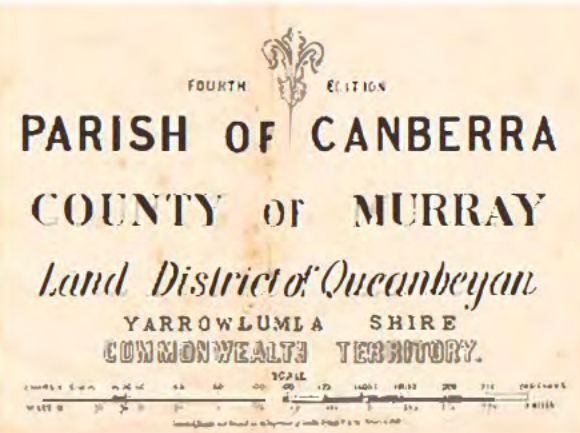


1928 Map of Canberra City Nomenclature

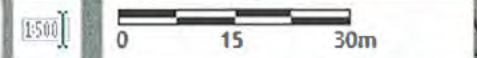


1943 Map of Canberra City Nomenclature

Home



Default WKID: 28355 X/Y X 695501.61925 Y 6097267.33553



### 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



---

**From:** [REDACTED]  
**Sent:** Monday, 29 June 2020 3:06 PM  
**To:** Hekimian, Richard  
**Subject:** Re: 20200629 Request for clarification - Heritage Nomination Application - Canberra Aerodrome. [UNCLASSIFIED]

Dear Richard,

Thanks very much for contacting 3 Squadron Association.  
As we understand it, National Trust ACT has prepared new maps and a letter to answer Daisy's queries below. Our Association has participated in the drafting process, but National Trust is taking lead responsibility for getting the answers to you.

Best Regards from [REDACTED]  
[www.3squadron.org.au](http://www.3squadron.org.au)  
[Sacrifice during the Survey of Canberra 1926](#)

On 29/06/2020 9:59 am, Hekimian, Richard wrote:

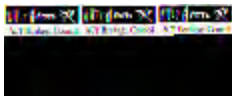
UNCLASSIFIED

Hi Gary and [REDACTED]

I just wanted to follow up on Daisy's earlier email (below) so that we can get the nomination application finalised for the Council to make a decision on its acceptance at the next meeting.

Regards

**Richard Hekimian** | Conservation Officer | Assessments & Registrations  
**Phone 02 6207 8538** | [heritage@act.gov.au](mailto:heritage@act.gov.au) | Access Canberra switchboard 13 22 81  
**ACT Heritage** | Environment, Planning and Sustainable Development Directorate | **ACT Government**  
Dame Pattie Menzies House, Challis Street, Dickson | GPO Box 158 Canberra ACT 2601



Follow us on Twitter



Follow us on Facebook

---

**From:** Chaston, Daisy  
**Sent:** Wednesday, 17 June 2020 3:29 PM  
**To:** [REDACTED]  
**Subject:** Request for clarification - Heritage Nomination Application - Canberra Aerodrome

UNCLASSIFIED

Dear Gary,

Thank you for the nomination application for the Original Canberra Aerodrome remnants at Dickson. We are currently conducting a completeness check of the application and require clarification on several points.

I note the inclusion of historical maps indicating the original extent of the aerodrome, but so we can upload data accurately onto our database, could you please clearly indicate the current boundary of the area you are nominating.

Can you please also clarify the significant features within the boundary you are nominating. At present it is unclear whether the nomination is for:

- the entire square meterage of all the listed blocks (Blocks 25-26 Section 72; Block 33 Section 73; Block 6 Section 76 Dickson); or
- specific areas of archaeological potential; or
- intangible values of the aerodrome in general; and/or
- the surface remains of the ring and lockspit.

The Heritage Council will need to have a clear understanding of what features and likely values require conservation and management.

With thanks,

Daisy Chaston.

**Daisy Chaston | Manager (Registrations)**

Phone: 6207 7379 | Email: [daisy.chaston@act.gov.au](mailto: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](http://www.environment.act.gov.au)



[@EnvironPlan](https://twitter.com/EnvironPlan)



[facebook.com/EnvironPlan](https://facebook.com/EnvironPlan)

-----  
This email, and any attachments, may be confidential and also privileged. If you are not the intended recipient, please notify the sender and delete all copies of this transmission along with any attachments immediately. You should not copy or use it for any purpose, nor disclose its contents to any other person.  
-----

---

**From:** Hekimian, Richard  
**Sent:** Tuesday, 30 June 2020 9:42 AM  
**To:** President | National Trust ACT  
**Subject:** RE: 20200629 - RE: Request for clarification - Heritage Nomination Application - Canberra Aerodrome

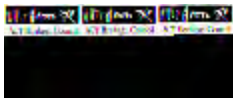
UNCLASSIFIED

Thanks Gary!

I'll put all that info together and make sure Council has everything they need to accept the nomination at their next meeting (currently scheduled for 23 July).

Regards

**Richard Hekimian** | Conservation Officer | Assessments & Registrations  
**Phone 02 6207 8538** | [heritage@act.gov.au](mailto:heritage@act.gov.au) | Access Canberra switchboard 13 22 81  
**ACT Heritage** | Environment, Planning and Sustainable Development Directorate | **ACT Government**  
Dame Pattie Menzies House, Challis Street, Dickson | GPO Box 158 Canberra ACT 2601



Follow us on Twitter



Follow us on Facebook

---

**From:** President | National Trust ACT [REDACTED]  
**Sent:** Monday, 29 June 2020 9:14 PM  
**To:** Hekimian, Richard <[Richard.Hekimian@act.gov.au](mailto:Richard.Hekimian@act.gov.au)>  
**Cc:** Chaston, Daisy <[Daisy.Chaston@act.gov.au](mailto:Daisy.Chaston@act.gov.au)>; [REDACTED]  
**Subject:** RE: 20200629 - RE: Request for clarification - Heritage Nomination Application - Canberra Aerodrome

Dear Richard.

Apologies for delay in getting this to you. Please find attached.

Kind regards

Gary Kent

President

---

**From:** Hekimian, Richard <[Richard.Hekimian@act.gov.au](mailto:Richard.Hekimian@act.gov.au)>  
**Sent:** Monday, 29 June 2020 9:59 AM  
**To:** President | National Trust ACT [REDACTED]  
**Cc:** Chaston, Daisy <[Daisy.Chaston@act.gov.au](mailto:Daisy.Chaston@act.gov.au)>  
**Subject:** 20200629 - RE: Request for clarification - Heritage Nomination Application - Canberra Aerodrome

UNCLASSIFIED

Hi Gary and [REDACTED]

I just wanted to follow up on Daisy's earlier email (below) so that we can get the nomination application finalised for the Council to make a decision on its acceptance at the next meeting.

Regards

**Richard Hekimian** | Conservation Officer | Assessments & Registrations  
**Phone 02 6207 8538** | [heritage@act.gov.au](mailto:heritage@act.gov.au) | Access Canberra switchboard 13 22 81  
**ACT Heritage** | Environment, Planning and Sustainable Development Directorate | **ACT Government**  
Dame Pattie Menzies House, Challis Street, Dickson | GPO Box 158 Canberra ACT 2601



Follow us on Twitter



Follow us on Facebook

---

**From:** Chaston, Daisy  
**Sent:** Wednesday, 17 June 2020 3:29 PM  
**To:** [REDACTED]  
**Subject:** Request for clarification - Heritage Nomination Application - Canberra Aerodrome

**UNCLASSIFIED**

Dear Gary,

Thank you for the nomination application for the Original Canberra Aerodrome remnants at Dickson. We are currently conducting a completeness check of the application and require clarification on several points.

I note the inclusion of historical maps indicating the original extent of the aerodrome, but so we can upload data accurately onto our database, could you please clearly indicate the current boundary of the area you are nominating.

Can you please also clarify the significant features within the boundary you are nominating. At present it is unclear whether the nomination is for:

- the entire square meterage of all the listed blocks (Blocks 25-26 Section 72; Block 33 Section 73; Block 6 Section 76 Dickson); or
- specific areas of archaeological potential; or
- intangible values of the aerodrome in general; and/or
- the surface remains of the ring and lockspit.

The Heritage Council will need to have a clear understanding of what features and likely values require conservation and management.

With thanks,

Daisy Chaston.

**Daisy Chaston | Manager (Registrations)**  
Phone: 6207 7379 | Email: [daisy.chaston@act.gov.au](mailto: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](http://www.environment.act.gov.au)



[@EnvironPlan](https://twitter.com/EnvironPlan)



[facebook.com/EnvironPlan](https://facebook.com/EnvironPlan)

-----  
This email, and any attachments, may be confidential and also privileged. If you are not the intended recipient, please notify the sender and delete all copies of this transmission along with any attachments immediately. You should not copy or use it for any purpose, nor disclose its contents to any other person.  
-----

---

**From:** Chaston, Daisy  
**Sent:** Monday, 20 July 2020 10:49 AM  
**To:** Hosseini, Sam  
**Subject:** FW: Heritage nomination for Original Canberra Aerodrome remnants at Dickson

**Categories:** Red Category

UNCLASSIFIED

Hi Sam, can you please file this email to the Aerodrome (Dickson) file, thanks.

**Daisy Chaston | Manager (Registrations)**

Phone: 6207 7379 | Email: [daisy.chaston@act.gov.au](mailto: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](http://www.environment.act.gov.au)



[@EnvironPlan](https://twitter.com/EnvironPlan)



[facebook.com/EnvironPlan](https://facebook.com/EnvironPlan)

---

**From:** Kenneth Heffernan [REDACTED]  
**Sent:** Monday, 20 July 2020 9:31 AM  
**To:** Chaston, Daisy <[Daisy.Chaston@act.gov.au](mailto:Daisy.Chaston@act.gov.au)>  
**Cc:** Moore, FionaF <[FionaF.Moore@act.gov.au](mailto:FionaF.Moore@act.gov.au)>  
**Subject:** Fwd: Heritage nomination for Original Canberra Aerodrome remnants at Dickson

Hi Daisy,  
My response is set out below for the records,  
Cheers  
Ken

Begin forwarded message:

**From:** Kenneth Heffernan <[REDACTED]>  
**Subject:** Re: Heritage nomination for Original Canberra Aerodrome remnants at Dickson  
**Date:** 20 July 2020 at 9:29:06 am AEST  
**To:** [REDACTED]

Hi [REDACTED]

Apologies for my belated reply and thank you for your interest in the heritage of the ACT. I have been advised that a nomination for this place is coming before the Heritage Council very shortly, so I don't think it would be the right time for a meeting with me.

Kind Regards  
Ken Heffernan

On 24 Jun 2020, at 5:36 pm, [REDACTED] wrote:

Hello Ken

I hope you don't mind me contacting you about this, [REDACTED] suggested that it might be good to check a few things with you quickly, and gave me your email. Unfortunately that email didn't work so am trying some variants.

I've been a member of the Council of the National Trust since 2018 and am a professional town planner and urban planning researcher/amateur local historian. Last week we lodged a joint heritage nomination with No. 3 Squadron RAAF Association for three original landing ground structures (a 60 foot diameter whitewashed central concrete ring and two lockspit boundary markers with 22 foot long whitewashed concrete arms) for which we believe there are archaeological remains based on various findings. However in the absence of any excavations we have to rely on the detailed 1926 FCC survey of the aerodrome to establish the locations of those structures, although one of the lockspits appears to still be partially visible.

I have a few questions that would be easier to ask in person, and am wondering if we might be able to have a chat about how to organise an investigation using ground penetrating radar, and who to approach about doing that?

We received a message back from the Heritage Unit a few days after lodgement, seeking clarification about several items. I'm attaching a draft response, but am hoping to discuss the rationale and figure out what the best way to go about this might be.

Grateful if you can please give me a ring if and when it's convenient. I'm away this weekend and leaving Friday at noon, but am otherwise available and happy to come out to Hall.

Thanks very much.

Kind regards





**ACT**

Government

Community Services

Ms Fiona Moore  
Secretary  
ACT Heritage Council

Via email: [fiona.moore@act.gov.au](mailto:fiona.moore@act.gov.au)

Dear Ms Moore

### **Nomination Application to the ACT Heritage Register**

Thank you for your letter of 3 July 2020 regarding the nomination application to the ACT Heritage Register for original Canberra Aerodrome remnants at Block 25 Section 72 Dickson that was submitted by the National Trust of Australia (ACT).

As you may be aware, Block 25 Section 72 Dickson is the location for the Common Ground Dickson project. The Common Ground model is based on the Housing First philosophy and aims to address long term, chronic homelessness by providing housing first with on-site and assertive supports available to flexibly meet the needs of individuals accommodated. The ACT Government has firmly committed to deliver this project.

Housing ACT will await the decision by the Heritage Council on 23 July 2020 and will take all necessary steps to comply with the decision should the Heritage Council accept the nomination from the National Trust of Australia (ACT). Due to the tight program, Housing ACT is engaging a qualified Archaeologist to undertake preliminary site investigations, develop an Unexpected Finds Protocol and provide advice regarding any further heritage management actions for the development site related to the former use of the site as an aerodrome. This will allow us to respond nimbly.

Thank you for bringing this matter to my attention.

Yours sincerely



Jo Wood  
Director-General  
Community Services Directorate

20 July 2020

**ACT HERITAGE COUNCIL  
AGENDA FOR MEETING 105**

**23 July 2020**  
Cisco Webex

Meeting to start at 9.30am

\*Denotes that decision/discussion is required.

No asterisk means the agenda item is for noting purposes, with opportunity for questions.

**1. Welcome**

- 1.1 Acknowledgement of Country, attendance and apologies
- 1.2 Confirmation of Agenda for Meeting 105
- 1.3 Declarations of Interest

**2. Previous Meetings**

- 2.1 \*Endorsement of Minutes from previous Meetings
- 2.2 Action Report on Business Arising

**3. Reports to Council**

- 3.1 Chair's Report – Mr Flannery
- 3.2 Senior Director's Report – Ms Moore
- 3.3 Conservator's Report – Mr Walker
- 3.4 Chief Planner's Report – Mr Ponton
- 3.5 Finance Report – Mr Adam


**4. Register Issues**

- 4.1 Minutes of Register & DA Taskforce – Ms Chaston
- 4.2 \*Decisions on Nominations – Ms Chaston/Mr Hekimian
  - 4.2a – Original Canberra Aerodrome Remnants, Dickson
  - 4.2b – Ginninderra Creek Corroboree Ground Cultural Gathering Place, Belconnen
  - 4.2c – Margaret Shumack's Stone Hut School Sampler

**5. Advice**

- 5.1 Aboriginal Liaison – Ms Russell
- 5.2 Aboriginal Heritage and Archaeology – Ms Russell
- 5.3 Historical Heritage – Ms Russell
- 5.4 Conservation Management Plans – Ms Russell
- 5.5 Tree Removals – Ms Russell
- 5.6 Taskforce Referrals – Ms Russell

## Chief Planner's Report to the ACT Heritage Council

MATTER	COMMENT	HERITAGE COUNCIL INTEREST	STATUS UPDATE
<p data-bbox="203 248 627 316"><i>DA 201936662 &amp; DA202037196 Block 25 Section 72 Dickson</i></p> 	<p data-bbox="674 248 1117 360">Multi-storey Supportive Housing Development (Common Ground)</p>	<p data-bbox="1144 248 1550 512">The proposed development seeks to redevelop a site formerly occupied by the Downer Club. The site also formed part of Canberra's first airfield, i.e. "Canberra aerodrome".</p> <p data-bbox="1144 560 1550 1257">A nomination application for the Original Canberra Aerodrome Remnants, Block 25, Section 72 Dickson, (the Place) was submitted to the ACT Heritage Council on 15 June 2020. The application was submitted by the National Trust of Australia in partnership with No. 3 Squadron Royal Australian Air Force (RAAF) Association. On 3 July 2020, the ACT Heritage Council advised the Chief Planner it is expected that the application will be considered by the Heritage Council at its meeting on 23 July 2020.</p>	<p data-bbox="1576 248 2060 667">A concept for redevelopment of Block 25 Section 72 Dickson (Common Ground) was presented to the National Capital Design Review Panel on 15 May 2019. Generally, the panel considered the proposal to be a clever offering that will provide high levels of amenity for future residents with an appropriate consideration of the built form in this location.</p> <p data-bbox="1576 719 2060 1062">On the 24 April 2020 the ACT Heritage Council advised that Block 25 Section 72 does not contain any heritage places or objects nominated to or registered on the ACT Heritage Register, and that the site is unlikely to contain any unrecorded Aboriginal places and objects given the prior development of the site.</p> <p data-bbox="1576 1115 2060 1495">A nomination application for the Original Canberra Aerodrome Remnants, Block 25, Section 72 Dickson, (the Place) was submitted to the ACT Heritage Council on 15 June 2020. The application was submitted by the National Trust of Australia in partnership with No. 3 Squadron Royal Australian Air Force (RAAF) Association. The application</p>

## Chief Planner's Report to the ACT Heritage Council

MATTER	COMMENT	HERITAGE COUNCIL INTEREST	STATUS UPDATE
			<p>relates to the potential archaeological remains of the national capital's first planned and developed aviation facility, and the site of the ACT's first fatal aviation accident.</p> <p>In its initial advice, the Heritage Council proposed conditions to address Heritage Management by requiring a qualified archaeologist to undertake an archival recording of any surface remnants of the Original Canberra Aerodrome within the development area and report on the outcomes to the ACT Heritage Council in addition to an unexpected finds protocol.</p> <p>The development application is currently under consideration in conjunction with DA202037196 for associated infrastructure.</p> <p>The planning and land authority has been instructed by the Minister for Planning and Land Management to refer both development applications to him for his consideration.</p>

ACT HERITAGE COUNCIL MEETING 105  
23 July 2020  
**AGENDA PAPERS**

**REGISTER ISSUES**

**DECISIONS ON NOMINATIONS**

**\*4.2**

Prepared By: Daisy Chaston/Richard Hekimian

**PURPOSE**

To inform the Council of nomination applications to the ACT Heritage Register requiring a decision on acceptance or dismissal under section 29 of the *Heritage Act 2004* (the Act).

**ISSUES**

Attachment 4.2a – Original Canberra Aerodrome Remnants at Dickson

A nomination application for the Original Canberra Aerodrome Remnants, multiple blocks, including Block 25, Section 72 Dickson, was submitted to the Council on 15 June 2020.

The application was submitted by the National Trust of Australia in partnership with No. 3 Squadron Royal Australian Air Force (RAAF) Association.

The application is for the site of the national capital's first planned and developed aviation facility, and the site of the ACT's first fatal aviation accident.

The Council requested further clarification from the nominator on the extent of the boundary and nominated values, which was received on 29 June 2020. The proposed nomination boundary can be seen at Attachment 4.2ai and 4.2aii – identifying:

- The central concrete ring marker; and
- Lockspits A and B

as the extent of the nomination.

Block 25, Section 72 is currently the subject site for an ACT Government development for a Common Ground supportive housing development (DA201936662). The Council provided advice on this development on 24 April 2020, signed by Chair David Flannery. The Council noted in its advice to the planning and land authority that it did not have sufficient evidence to form an opinion on whether the Canberra aerodrome was likely to be of heritage significance as a nomination application had not been received at that time.

The Minister has directed the planning and land authority to refer DA201936662 to him to exercise call-in powers. The planning and land authority proposes heritage conditions in the future notice of decision, as the nomination application has now been received. These conditions will require recording, management and interpretation of remnants of the aerodrome.

ACT HERITAGE COUNCIL MEETING 105  
23 July 2020  
**AGENDA PAPERS**

Irrespective of the planning status of the block(s) in question, the Council must exercise its functions under section 29 of the Act and make a decision whether to accept or dismiss the nomination application.

As there are no grounds for dismissal, it is recommended the Council accept the nomination application.

Attachment 4.2b - Ginninderra Creek Corroboree Ground Cultural Gathering Place

A nomination was received on 18 June 2020, submitted by the Ginninderry Aboriginal Advisory Group (GAAG). The GAAG is comprised of Representative Aboriginal Organisations (RAOs) and Registered Aboriginal Parties (RAP – from the wider region in NSW), represented by nominated knowledge holders. The group is facilitated by Dr Kate Waters, who authored the Aboriginal Cultural Values Assessment Report as part of the Ginninderry development.

The place has been nominated under criterion (g) of s10 as a place that has a strong or special association with the ACT community or a cultural group in the ACT for social, cultural or spiritual reasons, specifically:

“The Corroboree Ground Cultural Place is significant as a cultural place that is known and valued by members of the regional Aboriginal communities. It is a rare example of its site type with extant oral knowledge and an association with a substantial site complex including both intangible cultural sites and substantive archaeological deposits. The Corroboree Ground Cultural Place is a key part of the significant cultural landscape of the Ginninderra Creek area.”

The nomination also notes that the significance extends to other Aboriginal groups outside of the ACT, noting that it is a gathering place for the region and relates to initiation ceremonies.

The land is owned by the Suburban Land Agency (SLA) and is part of a joint development with Riverview Projects (ACT). Both parties have provided letters of support for the nomination.

The place was identified in the Aboriginal Cultural Values Assessment Report by Waters Consultancy (May 2017) “Through detailed interviews and field surveys with the eight identified knowledge holders a total of eight places of intangible cultural value were identified, five within the Ginninderry Project Area and three places of associated cultural value in adjacent land holdings. In addition, these places were located within a network of culturally significant songlines and pathways that connect the Ginninderra Creek area to the wider cultural landscape.”

Within the site boundary are previously recorded artefact scatters and there is a high likelihood of significant archaeological deposits.

It is recommended the Council accept the nomination application.

ACT HERITAGE COUNCIL MEETING 105  
23 July 2020  
**AGENDA PAPERS**

Attachment 4.2c – Margaret Schumack’s Stone Hut School Sampler (object)

A nomination application was received on 3 July 2020 from the Hall School Museum and Heritage Centre. The object was donated by one of Margaret Schumack’s descendants. The nominator has also submitted an ACT Heritage Grant application for conservation works to the item.

The Sampler was created in 1887 by Margaret Schumack, from one of the pioneering European settler families of the region, under the tutelage of Mary Clare Nolan at the Stone Hut School (in what is today Lyneham).

It is recommended the Council accept the nomination application.

**RECOMMENDATION**

**That Council, in accordance with section 29 of the Act, accept the nominations for:**

- \* the Original Canberra Aerodrome Remnants at Dickson;**
- \* the Ginninderra Creek Corroboree Ground Cultural Gathering Place, Belconnen;**
- and**
- \* Margaret Schumack’s Stone Hut School Sampler.**

## ACT HERITAGE REGISTER AF2014-101

<i>For ACT Heritage Use Only</i>	
Date received	
File No.	
Database ID	
Date to Council	
Decision date	
Accepted?	

### ACT HERITAGE REGISTER— NOMINATION APPLICATION *Heritage Act 2004, s28*

**The ACT Heritage Register contains details of places and objects of significance to the ACT.**

This nomination application form is used to nominate a place or object to the ACT Heritage Register. Any person can make a nomination. In making this application, you are asked to identify the potential heritage significance of the place or object and provide supporting evidence.

In preparing a nomination, you are asked to provide as much information about any matters relevant to the heritage significance of the place or object as you can. The fields in the nomination form will guide you with this.

The ACT Heritage Council will notify you as soon as possible about its acceptance or dismissal of this nomination application, and progress of assessment and decisions about registration, where appropriate. The Council may dismiss the application if the Council is satisfied on reasonable grounds that the application is frivolous, vexatious, misconceived, lacking in substance or not made honestly; or the Council has previously decided not to register the place or object and is satisfied that the application shows no substantial new ground for registration.

No fee is payable for making a nomination.

#### **DO YOU REQUIRE MORE INFORMATION OR NEED HELP?**

If you need help completing this form, contact ACT Heritage on 13 22 81 or email [heritage@act.gov.au](mailto:heritage@act.gov.au). Incomplete or inadequate forms will be returned with feedback.

More information about the ACT Heritage Council, the Heritage Register and the heritage registration process is available on the ACT Heritage website at [www.environment.act.gov.au/heritage](http://www.environment.act.gov.au/heritage) or by contacting ACT Heritage on 13 22 81 or by email at [heritage@act.gov.au](mailto:heritage@act.gov.au).

#### **LODGING YOUR FORM**

##### **Please send this form**

- **by mail to:** The ACT Heritage Council, PO Box 158, Canberra ACT 2601;
- **by hand to:** ACT Heritage, Dame Pattie Menzies House, 16 Challis Street, Dickson ACT
- **by email to:** [heritage@act.gov.au](mailto:heritage@act.gov.au)

A nomination application will not be accepted unless signed and dated.

## 01 DETAILS OF PLACE OR OBJECT

### Place

**Type:** Historic

**Name of place/object:** Original Canberra Aerodrome remnants at Dickson

**Other names:** Concrete centre ring (*ring*) & concrete lockspit boundary marker (*lockspit*) remnants

**Location:** **8 Hawdon Place; Dutton Street; Antill Street** **Dickson**  
*Address Suburb*

**Blocks 25-26 Section 72; Block 33 Section 73; Block 6 Section 76 Dickson**

*Block/Section/District/Division (if multiple addresses or blocks and sections, list all)*

The aerodrome's boundary is shown in ACTmapi Historic Plans and [Attachment 1](#). The *ring's* centroid is estimated to be Lat 35.25031°S Lon 149.14557°E. The originally whitewashed *ring* was approximately 60 feet (18.3 metres) in diameter.

The original Canberra Aerodrome (aerodrome) comprised 173 acres in what later became the suburbs of Dickson and Downer. The *ring* is believed to be located as an archaeological deposit across the southern boundary of Block 25 Section 72 Dickson, and its shared common boundary with Block 26, a block of publicly accessible unleased ACT land parallel to the concrete-lined Dickson stormwater channel.

Two surviving concrete lockspit boundary markers (*lockspits*) of the aerodrome's landing ground are believed to be located as archaeological deposits below ground level within the parkland next to Dickson Wetlands (Block 33 Section 73) and Dickson Playing Fields adjoining Antill Street (Block 6 Section 76 Dickson). Their coordinates are believed to be:

*Lockspit A* (SE corner, partially visible): Lat 35.25221°S Lon 149.14904°E

*Lockspit B* (NE corner): Lat 35.24861°S Lon 149.14878°E

*Description of place's boundary or objects components*

## 02 YOUR DETAILS

**Name:** **Mr Gary Kent**  
*Title First Name Surname*  
**Mr James Oglethorpe**  
*Title First Name Surname*

**Organisation:** **National Trust of Australia (ACT)** **President**  
*Organisation Name (if the organisation is the nominator) Position*  
**No. 3 Squadron Royal Australian Air Force (RAAF) Association** **Treasurer**  
*Organisation Name (if the organisation is the nominator) Position*

**Postal Address:** **PO Box 1144 Civic Square** **ACT 2608**  
*Postal Address State Postcode*

**Telephone:** **(02) 6230 0533**  
*Business Hours After Hours Mobile*

info@nationaltrustact.org.au  
*Email*

Do you have any personal association with the place or object? Yes

If **yes**, how would describe yourself:

The Royal Australian Air Force (RAAF), in particular No. 3 Squadron, has a strong association with the aerodrome and its remnants. They mark the site of the Squadron's earliest substantial "civil service" endeavour – the aerial photographic survey of the Federal Capital Territory. In addition, some of the finest early photographs depicting the operation of the Squadron by renowned Canberra photographer William James (Jack) Mildenhall were taken on the aerodrome site.

The tragic loss of two No. 3 Squadron serving members, in the ACT's first fatal aviation accident on 11 February 1926, was also No. 3 Squadron'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. The high regard for the site and its association with No. 3 Squadron is demonstrated by the ceremonial installation in 2016 of commemorative plaques at the RAAF Memorial Grove on the Federal Highway, at the northern entrance to the ACT, on the 90th anniversary of the fatal air crash. This event was accompanied by a military fly-over of F-18 jets at the precise time of the crash, 10:30am.

### 03 DETERMINING HERITAGE SIGNIFICANCE

For each of the heritage significance criteria, please indicate how you would rate this place or object. Ratings against each are:

- **High** = meets to a high degree: excellent example, with strong evidence provided.
- **Meets** = meets to a lesser degree: one of a number, demonstrated some features, and/or has limited supporting evidence e.g. documentation is limited.
- **Not Met / NA** = does not have supporting evidence to demonstrate it meets this criteria or is not applicable.

For a place or an object to be determined as having **heritage significance** it must satisfy one or more of these criteria:

(a) importance to the course or pattern of the ACT's cultural or natural history	<b>High</b>
(b) has uncommon, rare or endangered aspects of the ACT's cultural or natural history	<b>High</b>
(c) potential to yield information that will contribute to an understanding of the ACT's cultural or natural history	<b>NA</b>
(d) importance in demonstrating the principal characteristics of a class of cultural or natural places or objects	<b>NA</b>
(e) importance in exhibiting particular aesthetic characteristics valued by the ACT community or a cultural group in the ACT	<b>NA</b>
(f) importance in demonstrating a high degree of creative or technical achievement for a particular period	<b>NA</b>
(g) has a strong or special association with the ACT community or a cultural group in the ACT for social, cultural or spiritual reasons	<b>Meets</b>
(h) has a special association with the life or work of a person, or people, important to the history of the ACT	<b>Meets</b>

## 04 YOUR STATEMENT OF SIGNIFICANCE

**What is it that is significant?** (e.g. why is it unique or the best example of its type)

The *ring* and *lockspit* remnants are the last tangible remnants that form the historic link to the aerodrome site and its use in the mid 1920s for the early planning of Canberra, and were an important and integral part of the aerodrome's operation (see [Attachment 2](#)).

The national capital's first aerodrome, identified on Griffin's final plan and blueprint and made operational less than six years later, was the first official aviation facility planned, leased and developed for the purpose. It was regularly used for aerial photographic surveys commissioned by the Federal Capital Commission (FCC) in the mid 1920s for the early planning of the new federal capital, specifically in the years 1925 and 1926 (see [Attachment 3](#)).

Aerial photography, a new technology at that time, was significant for planning, surveying and mapping Canberra's layout and infrastructure and played a noteworthy part in early aviation in the ACT. Early aviation records researched by No. 3 Squadron RAAF Association show at least 34 flights to the aerodrome in the second half of 1925 alone. No. 3 Squadron RAAF based at Richmond was the heaviest user of the aerodrome in the years 1925-26 and was tasked by the FCC with aerial photographic surveys of Canberra and its environs.

The aerodrome was the location of the first fatal air crash in the history of the ACT, resulting in the death of two No. 3 Squadron RAAF personnel who lost their lives in the course of an aerial photography mission for the FCC intended to photograph the Murrumbidgee Valley.

**To whom is it likely or known to be significant?** (e.g. a region or group within the ACT, the whole of the ACT, a specific community)

Heritage walks, research, presentations and exhibitions organised by Dickson Residents Group in recent years with the support of North Canberra Community Council and Downer Community Association indicate a very high level of interest by the wider ACT community in this cultural heritage. The article by Tim the Yowie Man (*Canberra Times*, 04/01/2020) suggests a broad level of interest in the history of the aerodrome and its role in the history of Canberra.

The aerodrome and its last tangible remnants are particularly significant to the 443 members of the No. 3 Squadron RAAF Association. The Association's members include the current *Air Commander Australia* - Air Vice Marshal Joe Iervasi AM (based in Canberra), former *Chief of Air Force* - Air Marshal (Ret.) Geoff Brown AO (resident in Canberra), and former *Chief of Air Staff* Air Marshal (Ret.) Jake Newham AC.

The Association has documented aspects of the history of the aerodrome and the circumstances of the fatal aircraft accident on 11 February 1926 on its webpage titled: *Sacrifice during the Survey of Canberra – 11 February 1926*. [http://www.3squadron.org.au/subpages/Canberra\\_Survey\\_%20Sacrifice.htm](http://www.3squadron.org.au/subpages/Canberra_Survey_%20Sacrifice.htm)

The aerodrome and its remnants, particularly the *ring*, are likely to be highly significant to the descendants of family members of Flying Officer Philip Mackenzie Pitt, and his Observer/Photographer Aircraftsman AC1 William Edward Callander, both attached to No.3 Squadron at Richmond NSW, who lost their lives as a direct result of the air crash at the aerodrome. The aerodrome is also likely to be significant to the descendants of the Shumack and Johnson families, some of whom live in the Canberra-Queanbeyan area.

The aerodrome and its role in the planning and development of the new national capital is significant to members of Engineering Heritage, Engineers Australia, Canberra Division, and the Canberra & District Historical Society (CDHS) who have recorded the history of the establishment of the aerodrome and operations in their publications *Canberra's Engineering Heritage* (1983), *A Century of Canberra Engineering* (2013) and in the monthly newsletter and periodical journal of the CDHS: *Canberra & District Historical Society Inc. – Edition No. 469 – December 2018* (see article: "Monthly Meeting: 9

October 2018: *Dickson-Downer Heritage: A Century of Hopes and Battlefields with Jane Goffman*). [http://canberrahlstory.org.au/Canberra\\_History\\_e-News\\_Dec\\_2018\\_-\\_yLPC7v9U.pdf](http://canberrahlstory.org.au/Canberra_History_e-News_Dec_2018_-_yLPC7v9U.pdf) and *Canberra Historical Journal* No. 84 (March 2020) "Canberra's Original Aerodrome and First Air Crash".

The aerodrome and its role in the planning and development of the new national capital is also significant to historians, planners, surveyors and many members of the National Trust of Australia (ACT). Residents of North Canberra and surrounding districts have demonstrated a high level of interest and positive feedback through their attendance at heritage walks, talks, and exhibitions featuring the aerodrome. The original Canberra Aerodrome and first fatal air crash was the subject of a presentation to the November 2019 ICOMOS conference, *Heritage of the Air*, and signals a growing level of interest in new research. The ANU's Centre for Heritage and Museum Studies shared a video recording of the presentation online to their students during March.

Letters of support for this nomination from the Canberra & District Historical Society (CDHS) and Engineers Australia, Canberra Division are at Attachment 4.

**How and why is it significant?** (including an explanation for each criterion rated as High or Meets)

**(a) Importance to the course or pattern of the ACT's cultural or natural history (HIGH)**

The aerodrome played a significant role in the early planning and development of Canberra, providing essential aerial mapping and photographic information for the Federal Capital Commission (FCC) from July 1925, when the RAAF No. 3 Squadron were first formed at Richmond. This information assisted and informed key decisions about the planning and development of Canberra's suburban design, layout and infrastructure.

Its surviving remnants are the only tangible link to the historic use of the aerodrome site during the first years of the FCC.

The national capital's first aerodrome, identified on Griffin's final plan and blueprint and made operational less than six years later, was the first official aviation facility planned, leased and developed for the purpose. It was regularly used for aerial photographic surveys commissioned by the FCC in the mid 1920s for the early planning of the new federal capital, specifically in the years 1925 and 1926. The *ring* and *lockspits* are the last tangible remnants that form the historic link to the aerodrome site and its use for the early planning of Canberra, and were an important and integral part of the aerodrome's operation.

Aerial photography, a new technology, was a valuable tool for planning, surveying and mapping Canberra's layout and infrastructure. It coincided with early aviation in the ACT. Early aviation records show that there were at least 34 flights to the aerodrome during the second half of 1925 alone. No. 3 Squadron RAAF was the heaviest user of the aerodrome in the years 1925-26 and was tasked by the FCC with aerial photographic surveys of Canberra and its environs. The ACT's first air crash fatalities occurred at the aerodrome in February 1926 and were directly associated with an aerial photographic assignment for the FCC, to photograph the Murrumbidgee Valley.

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

Part or all of the original *ring* and two of four *lockspits* are believed to be the only surviving remnants of the aerodrome. The *ring* remnants are the only surviving example of the first (1923-24) *ring* in the ACT, and are also likely to be the only surviving example in Australia.

The originally whitewashed *ring* was approximately 60 feet (18.3m) in diameter and was a substantial structure for its time.

Research conducted by No. 3 Squadron RAAF Association has not found any other 1920s aerodrome centre circle markings surviving in Australia. These historic aerodrome landing ground

aids, whose design was borrowed from the earliest Royal Air Force aerodromes in the UK, are believed to be unique in the ACT and date from the dawn of Australian civil aviation. Drawings of the various types of marker rings are reproduced in [Attachment 5](#). The *ring* constructed at this aerodrome was 20% larger in diameter than the 50 foot size that became standard by 1928.

Two of four originally whitewashed *lockspits* are also believed to lie on parkland next to Dickson Wetlands and below the surface of Dickson Playing Fields. The *lockspits* are unique in the ACT because this aerodrome and landing ground was the first purpose-built aviation facility.

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

The aerodrome has special significance for No. 3 Squadron RAAF Association and its 443 members. They are co-nominators for the heritage listing of the site. It also has special significance for residents of Dickson and members of the North Canberra community, many of whom hold the Air Force and Duntroon in high regard and feel pride that the aerodrome and early aviation are associated with the places where they live, play and work.

The Royal Australian Air Force, in particular No.3 Squadron, has a strong association with the aerodrome and its 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 finest early photographs depicting the operation of the Squadron (by Canberra photographer William James (Jack) 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 February 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.

The importance of the site to the No. 3 Squadron is demonstrated by their work in researching the aerodrome and its role in the development of the new national capital and the circumstances of the fatal accident which took the lives of two of the Squadron's serving members in the ACT's first aviation accident. It has publicised the history of the aerodrome and the aircraft accident through the Association's website for its members and has made conference and other presentations on these themes. It, like the National Trust (ACT), wishes to see the aerodrome and its surviving remnants recognised, protected, conserved and appropriately marked through one or more commemorative plaques and interpretive signage.

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

The aerodrome was associated with many prominent figures in the history of the ACT, namely Walter Burley Griffin, Charles Studdy Daley, Surveyor-General John T H Goodwin, and Sir John Butters. However it had a special association with Colonel Percy Thomas Owen and members of the Federal Capital Commission and its predecessor the Federal Capital Advisory Committee, who advocated this particular site, acted to secure its lease, organised for photographs to be taken by W J Mildenhall during its use, arranged for the RAAF to undertake numerous aerial survey missions for planning purposes and five months after the fatal crash organised and undertook a detailed contour survey (in August 1926) and arranged to have that survey finalised in September 1926 and printed, showing sites for new facilities to the east.

The aerodrome also had a special association with two local people who played important roles in the history of the ACT:

- Mr Edward (Ted) Shumack a WWI veteran and member of one of Canberra's earliest settler families, whose Soldier Settlement block 98i became the site of the original aerodrome
- Mr William James (Jack) Mildenhall, a clerk and accomplished amateur photographer who became the FCC's Information Officer – Mildenhall's photographic collection includes numerous photographs of the aerodrome and is a valuable resource for researching the early years of the ACT. Mildenhall later went on to train to be a pilot.

All deserve to have their special association with the aerodrome formally recognised in the ACT's Heritage Register as well as their part in its relatively short but eventful history, through its remnants.

The most prominent figures associated with the aerodrome were:

- Walter Burley Griffin whose final 1918 plan and blueprint included the initial outline of this aerodrome;
- Colonel Percy Thomas Owen who in February 1923 recommended this site be selected in preference to the alternative site in Majura Valley (where the second aerodrome was later located and from which the current airport has grown);
- Charles Studdy Daley who negotiated and finalised the boundaries for the Federal Capital Advisory Committee (FCAC) in May 1923;
- William James (Jack) Mildenhall who photographed various military and civilian aircraft visiting the aerodrome and the wreckage of the air crash;
- Sir John Butters who opposed a long term 99 year lease for the aerodrome and precipitated its relocation to the Majura Valley; and
- Surveyor-General Colonel John T H Goodwin whose 1927 map of Canberra included the aerodrome.

Other eminent figures associated with the aerodrome include Colonel Brinsmead, Controller of Civil Aviation; and Wing Commander Richard Williams, Chief of the Air Staff, RAAF and later Director-General of Civil Aviation.

The 1926 air crash at the aerodrome figured heavily in the lives of four citizens, two of whom are buried in the district:

- Mr Edward (Ted) Shumack a WW1 veteran and member of one of Canberra's earliest settler families, whose soldier settlement block was commandeered in part for the aerodrome;
- the No. 3 Squadron RAAF pilot and Duntroon graduate, Flying Officer Philip Mackenzie Pitt, originally from Queensland buried at Queanbeyan's Riverside cemetery;
- his Observer/photographer Aircraftsman AC1 William Edward Callander, originally from Melbourne buried at St John's Church in Reid; and
- the local farm worker Walter Ernest Johnson whose heroic rescue efforts were recognised later that year with a Bravery certificate and medal, and who then went to work for the prominent Lees family at their rural property Everton outside Gundaroo, and formed a close association for over 40 years with that family.

## **05 FURTHER SUPPORTING INFORMATION, IF KNOWN**

### **Additional attachments can also be provided**

Approximately half of the *ring* was still visible on the ground in a 1958 aerial photograph produced by the ACT Office of the Surveyor-General (supplied in an appendix to the preliminary site investigation by Lotsearch published in connection with the Common Ground site rezoning, Draft Variation 367, at Block 25 Section 72 Dickson.) The stormwater channel's construction during 1958-59 involved modification of ground levels and use of spoil from excavation to fill soil depressions and create an embankment at the western end of the Dickson Playing Fields. [Attachment 2](#) provides recent photographs taken 9 June 2020 showing that a portion of *lockspit A* remains visible at ground level.

Provide any known details for the owner/s, unless same as nominator

**Is the owner/s aware of the nomination?** Yes.

The impending nomination and likely heritage significance of Blocks 25 & 26 Section 72 Dickson have been advised in submissions to EPSDD regarding DV367 and DA201936662. A copy of the Heritage nomination has been provided to EPSDD.

**Does the owner/s support this nomination?** Unknown.

**Does the owner consent to you providing their personal information?**  
**If yes, fill in the information below. If no, proceed to the next section.**

Not applicable.

**Current owner:** Suburban Land Agency / ACT Community Services Directorate / Housing ACT  
*Name (attach additional details if multiple owners)*

**Address:** GPO Box 158 Canberra ACT 2601  
*Postal or Street Address State Postcode*

**Telephone:** 13 34 27  
*Business Hours After Hours Mobile*  
housingactrenewal@act.gov.au  
*Email*

**Designer or architect (if known):** Walter Burley Griffin (1918), Federal Capital Advisory Committee (1923)

**Creator or builder (if known):** Federal Department of Works

**Date built/made:** Year started: 1923-24 Year finished: 1924

**Brief history:** include key dates and any major changes such as changes of use or ownership.

The earliest evidence of the consideration of sites within the ACT suitable for use by aircraft was in a report by Captain Watt of 9 March 1912 for the establishment of a Central Flying School. The location favoured as ideal for flying was the Duntroon plain or Majura. The Director of Commonwealth Lands and Surveys, Charles Scrivener, opposed this view. The Administrator of the Federal Capital Territory (FCT) requested the Chief of General Staff to make a 'technical examination' of the sites in the FCT. Captain Henri Petre, who became Australia's first military aviator, undertook this task in early 1913. He reported on five sites in February 1913, considering a site in Majura Valley (near the present Canberra Airport at Fairbairn) to be "a very good site", and the site in modern-day Dickson and Downer near the Dickson playing fields, to be "very little inferior". Ultimately, the site chosen for the Central Flying School was Altona Bay (Point Cook).

An aerodrome site for Canberra was shown on Walter Burley Griffin's final 1918 Plan and the 1922 *Canberra: Plan of City and Environs* blueprint (NLA obj-232881073), very close to the site ultimately selected. It was adjacent to and north of the proposed Northbourne railway station, and lay between the surveyed railway line to Yass, and Griffin's Majura Avenue.

The first recorded landing of an aircraft in the ACT was at Duntroon in July 1920. The need to provide an aerodrome for Canberra was again raised in October 1921 when the Department of Defence advised the Secretary, Home and Territories, that provision should be made for commercial aircraft. In July 1922, the Secretary, Federal Capital Advisory Committee (FCAC), confirmed arrangements for the Director-General of Works to consult with Colonel Brinsmead, Controller of Civil Aviation, and Wing Commander R Williams, Director Intelligence and Organisation, RAAF, regarding the location of an airport and on "size, shape, and other essential factors".

In May 1923 a slightly larger site was agreed, on the soldier settlement block (Block 98i) granted to Mr Edward (Ted) Shumack in 1919 and used for sheep grazing, after inspection by Colonel Percy Thomas Owen representing the Controller of Civil Aviation, and members of the FCAC. The site was about 170 acres in area in present-day Dickson and Downer and was bounded approximately by Cowper Street to the west, Antill Street to the north, Majura Avenue to the south and Dutton Street to the east. In December 1923 Squadron Leader H N Wrigley flew to Canberra to take aerial survey photographs of the aerodrome site.

The Canberra Aerodrome (not the 'Northbourne Aviation Ground', a term adopted much later that came into general usage in the 1980s), became operational on 4 March 1924, after a visit by Captain E C Johnston, Superintendent of Aerodromes. The aerodrome was operational until late October

1926 – roughly two and three quarter years. The aerodrome was essentially a grassed paddock used for sheep grazing, but it was fenced, had two gates, a windsock, and the landing ground was designated by four whitewashed concrete lockspit boundary markers, and a whitewashed concrete ring central marker, 60 feet in diameter, which was the only visual aid to guide landing aircraft at the aerodrome. The cost to bring it to operational standard was reportedly a total of £17.12.2.

On 1 January 1925, the Federal Capital Commission (FCC) assumed control of Canberra's development, with very wide powers in regard to actual construction and development. Use of the aerodrome varied. No. 3 Squadron RAAF was the heaviest user of the aerodrome in the years 1925-26 as the Squadron was based in Richmond, NSW and was often tasked by the FCC with aerial photographic surveys of Canberra and environs. During the second half of 1925, there are records of 34 flights to the aerodrome from Richmond NSW. Aerial survey, including aerial contour survey, was in itself a very important and relatively new technology in the establishment and construction of key infrastructure in the newly created ACT. The aerodrome was the subject of a highly detailed contour survey by the FCC in August 1926. Comprehensive research on the aerial survey and other photographic work undertaken on behalf of the FCC has yet to be undertaken.

It was in connection with planned aerial survey work that Canberra's first fatal air crash occurred on the morning of Thursday 11 February 1926. The De Havilland DH9 Serial A6-28 aircraft had left Richmond aerodrome at 8.30am to fly to Canberra to undertake aerial surveys for the Federal Capital Commission. Flying at an altitude of about 100 to 150 feet, the plane was about to land at the aerodrome in Dickson, when it nose-dived and crashed to the ground inside the NW perimeter of the aerodrome. Flying Officer Philip Mackenzie Pitt, and his Observer/Photographer Aircraftsman AC1 William Edward Callander, both attached to No.3 Richmond Squadron, lost their lives.

The aerodrome also served as an emergency landing site on the Adelaide-Sydney service commenced by the Australian Aerial Service on 6 June 1924, and as a landing ground for visiting dignitaries.

Late in 1926 Captain Johnston approached the FCC about an extended lease tenure to the aerodrome. The FCC was unwilling to grant a lease for more than 25 years out of concern for future northern development of the city. As a result Captain Johnston recommended to Colonel Brinsmead, Controller of Civil Aviation, on 8 October 1926 that an alternative site for Canberra's aerodrome be chosen at the junction of Majura Lane, Queanbeyan Road and Yass Road. Following a visit to Canberra by Colonel Brinsmead in November 1926 the selection of the site at the western end of the present Fairbairn Airport was confirmed. Thus, some 13 years after Captain Henri Petre had chosen the Dickson site for Canberra's first aerodrome, its function came to an end.

**Key significant (or intrinsic) features:** (e.g. interiors, exterior elements, archaeological, landscape or natural features, for objects give number and dimension/s)

The aerodrome was the subject of a highly detailed contour survey by FCC surveyors Sheaffe and Mouat in August 1926 and comprised some 173 acres in what was gazetted in September 1928 as the Division of Dickson. By March 1924 the aerodrome was fenced with two gates. The landing ground was marked out with four whitewashed lockspits, two of which are believed to either have been removed, demolished or buried during road construction. A wind indicator was situated adjacent to the southwest lockspit.

The two remaining *lockspits* are believed to be located immediately below the surface of parkland next to Dickson Wetlands, where a small 80cm x 60cm area is visible at ground level, and below the surface of Dickson Playing Fields near Antill Street.

The whitewashed *ring*, approximately 60 feet (18.3 metres) in diameter, was the sole aerial landing aid for the aerodrome and its remnant is believed to be the most likely surviving tangible link to its historic use in the mid 1920s for the early planning of Canberra and the ACT. Aerial photographs and survey marks confirm that the *ring* was located on both sides of the southern boundary of Block 25 Section 72 Dickson. Concrete fragments can still be found scattered on the ground surface outside the temporary boundary fence of Block 25 Section 72 Dickson.

**Current physical condition:** (covering key features and attach photographs)

Unknown. There is currently little or no physical evidence of the aerodrome, apart from scattered surface fragments of the originally whitewashed *ring* that correspond to its location on the FCC's aerodrome survey, and a small portion of *lockspit A* that remains visible on the ground.

The fencing, wind indicator and at least two of the four lockspits are believed to have disappeared with the first wave of urbanisation in this area dating from 1958-60. Concrete fragments believed to be from the *ring* can be found on the ground surface along the boundary fence of Block 25 Section 72 Dickson and among the cork trees planted on Block 26 Section 72 Dickson.

Archaeological investigation using ground-penetrating radar is required to precisely determine the extent and condition of the surviving remnants of the ring and the location and condition of the *lockspits*.

Aerial photographs as late as 1958 show that at least half of the 60 foot diameter *ring* was intact and visible from high altitude. Level changes to the ground in connection with urbanisation and construction of the concrete-lined stormwater channel in Dickson are believed to have covered most of the previously visible remnant of the *ring*. However, fragments of a coarse and sandy concrete mortar with small aggregate can still be found scattered along the southern boundary of Block 25 Section 72 Dickson. Also, an electricity easement now runs inside Block 25 Section 72 Dickson. Works within this easement may have adversely impacted the remnant of the *ring*, but this southern band of Block 25 has not been built on or paved over so damage is likely to be minimal.

**Imminent threats** to its significance:

Surviving physical remnants of the aerodrome are very few and indistinct and are in danger of being lost forever.

The current Dickson Precinct Code, incorporating Territory Plan Variation 367, requires a minimum 13m southern setback for the Common Ground Dickson housing project at 8 Hawdon Place, Dickson (Block 25 Section 72 Dickson – current DA201936662).

However, lack of formal recognition of the heritage values of the site will mean that construction work is necessary immediately on top of and either side of the ring in order to relocate the existing electricity substation and two power poles, and underground those services. Groundwork, excavation for the foundations, and construction of the basement level directly threaten the ring.

Conditions of approval that adequately protect the *ring* during the construction phase with an appropriate buffer and archaeological find management protocols would allow the Common Ground proposal to proceed with minimal interference.

**Statutory lists**

National Heritage List

Commonwealth Heritage List

**Non-statutory lists**

National Trust of Australia

Australian Institute of Architects

Other/s \_\_\_\_\_

**Supporting Documentation:** Please list any further documentation that will support this nomination, e.g. historic documents, maps or photos, written histories, oral histories, heritage assessment reports (include author, date and name), site recording forms for Aboriginal places/objects (contact ACT Heritage for blank forms).

Author/s or Source	Title/Description	Date
Goffman, Jane	<i>Canberra Historical Journal</i> No. 84 "Canberra's Original Aerodrome and First Air Crash: Dickson's Heritage of the Air"	March 2020

Cooke, T H	<i>Canberra's Engineering Heritage</i> (1st and 2nd editions), Chapter 11: Aviation	1983 & 1990
Baker, Keith	<i>A Century of Canberra Engineering</i>	May 2013

**List all attachments enclosed:**

- Attachment 1 - Location and major background references
- Attachment 2 - Ring and lockspits
- Attachment 3 - Canberra Historical Journal No. 84 March 2020 article (pp. 26-33)
- Attachment 4 - Letters of support
- Attachment 5 - Aerodrome ground markings 1928
- Attachment 6 - List of further supporting documentation

**06 AUTHORISATION**

I wish to nominate this place or object to the ACT Heritage Register in accordance with the *Heritage Act 2004*.

The information provided here is accurate to the best of my knowledge and may be made publicly available for the purpose of registering this place or object unless otherwise indicated.


I understand that giving false or misleading information is a serious offence under the *Criminal Code 2002*.

**07 PERSONAL INFORMATION DISCLOSURE STATEMENT**

The personal information on this form is provided to the ACT Heritage Council and ACT Environment Planning and Sustainable Development Directorate for the purpose of processing your nomination to the ACT Heritage Register. If you do not provide your contact details, the Heritage Council will not be able to process your nomination. EPSDD's Information Privacy Policy contains information about how you may access or seek to correct your personal information held by EPSDD, and how you may complain about an alleged breach of the Territory Privacy Principles. The EPSDD Information Privacy Policy can be found at [www.act.gov.au/epd/information\\_privacy](http://www.act.gov.au/epd/information_privacy)

By ticking this box I give my consent for my name/organisation to be disclosed as the nominator.'

Signed:  Date: 14 June 2020

Signed:  Date: 12 June 2020  
TICHS, 25RN ASSN NSW.  
Digitally Signed 12 JUN 2020

**Request for urgent provisional registration**

Anyone may make an urgent provisional registration application requesting that the Council urgently decide whether to provisionally register a nominated place or object. A fee is required for this service.












A separate form is available to request an urgent decision on provisional registration, available on the ACT Heritage website at [www.environment.act.gov.au/heritage](http://www.environment.act.gov.au/heritage).

# **ATTACHMENT 1**

## **Location and major background references**

- 1** W B Griffin's final plan and blueprint – excerpt
- 2** Edward (Ted) Shumack's soldier settlement block
- 3** Aerodrome boundary amended 1923
- 4** Final sketch AC446 of aerodrome 1923
- 5** FCC survey of aerodrome August 1926
- 6** Fatal air crash 11 February 1926
- 7** Location map and diagram
- 8** Goodwin map of Canberra 1927
- 9** Pitt's photo and obituary
- 10** Walter Johnson's bravery certificate
- 11** Aerial showing ring in 1958
- 12** Aerial showing ring in 1950

EXPLANATORY NOTES.

- New Roads shown thus 
- Old 
- River Marks 
- Railways 
- Drains 
- Building Sites 
- Buildings under construction shown thus 
- Buildings constructed 
- Sewer 
- Plantations 
- Height above sea level  2000 FT

# CANBERRA

## PLAN OF CITY AND ENVIRONS

WALTER BURLEY GRIFFIN, FEDERAL CAPITAL DIRECTOR OF DESIGN AND CONSTRUCTION

SCALE

20 Chains to 1 inch



1922 Griffin's final blueprint (NLA obj-232881073)



TELEPHONE:  
CENTRAL 4780.

ADDRESS ALL COMMUNICATIONS  
TO "THE SECRETARY,"  
DEPARTMENT OF DEFENCE.



21/1395



DEPARTMENT OF DEFENCE.

No. AS/ 1079

MELBOURNE, 2 March, 1923.

MEMORANDUM FOR : -

The Secretary,  
Department of Home & Territories.

A.M. MAR 5 - 1923  
LANDS & SURVEYS  
REC'D  
-6.MAR.1923  
HOME & TERRITORIES

Aerodrome at Canberra.

In furtherance of my memorandum AS/4465 of 3rd. October, 1921, regarding the reservation of an aerodrome site at Canberra, I am directed to inform you that the Superintendent of Aerodromes, of the Civil Aviation Branch of this Department, recently made a further inspection.

The terrain was inspected from the air and later on the ground. It was found that no other suitable area was available within reasonable distance of the city - in fact the only other area of ground worthy of consideration was closer in and would unduly interfere with the present layout. This latter site is, however, not so suitable as the area proposed, in that the area is considerably smaller.

Captain Johnston discussed the matter with Colonel Goodwin and it was agreed to amend the boundaries of the proposed aerodrome in order to conform to the general layout of the city.

The amended area is as shown bordered green on attached plan and I am to suggest that this area be reserved for an aerodrome. It is understood that the portions enclosed by the fences and shown colored red on plan are at present leased to settlers, and it is suggested that there is no need to cancel these leases at present or in the near future as the remainder of the area is considered adequate for some considerable time. But it is thought that, in order to provide for expansion as the city grows, the whole area shown within green border should be regarded as potentially available for aviation purposes.

If the remainder of the area (i.e. excluding that portion colored red) can be made available for the purpose of an aerodrome within the near future, immediate steps will be taken by this Department to prepare a sufficient area for present needs and to install the essential facilities for the landing of aircraft.

In conclusion I am directed to state that it is considered very desirable that adequate provision should be made at Canberra for aircraft which are daily increasing in value as a means of rapid transport.

I shall be pleased to be informed of your views on the matter.

(1 Enc.)

*The Secretary General  
Department of Home & Territories*

*T. Trounble*

Secretary.

A.C. 446.

RAILWAY TO YASS

INDUSTRIAL AREA

PROPOSED  
AERODROME

CANBERRA VALLEY AVENUE

CANBERRA

AVENUE

MAJURA

NORTHBOURNE STATION

OURNE AVENUE

CANBERRA

OURNE



1211 SW

Reduce

# PLAN OF CONTOUR SURVEY OF AERODROME SITE CANBERRA

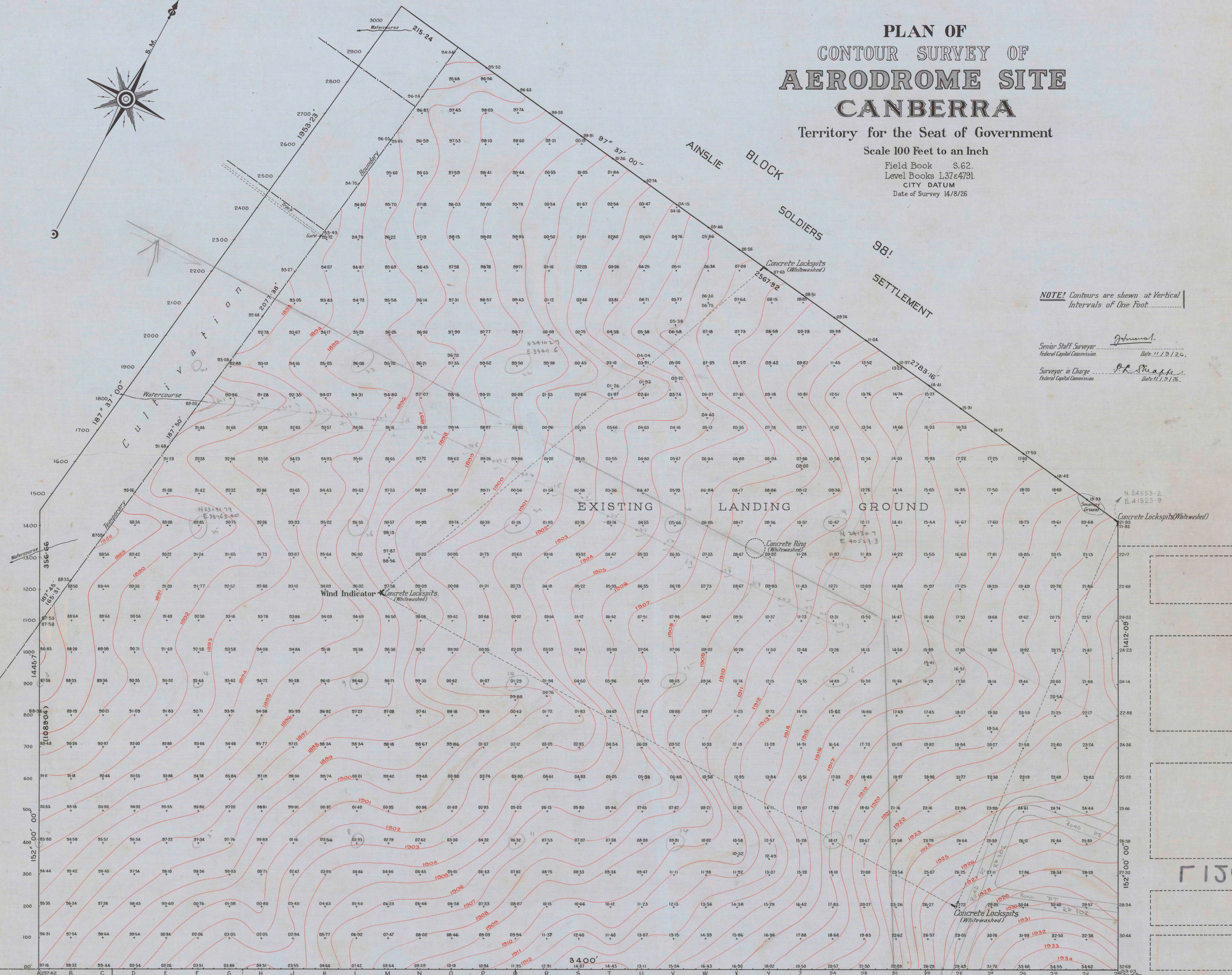
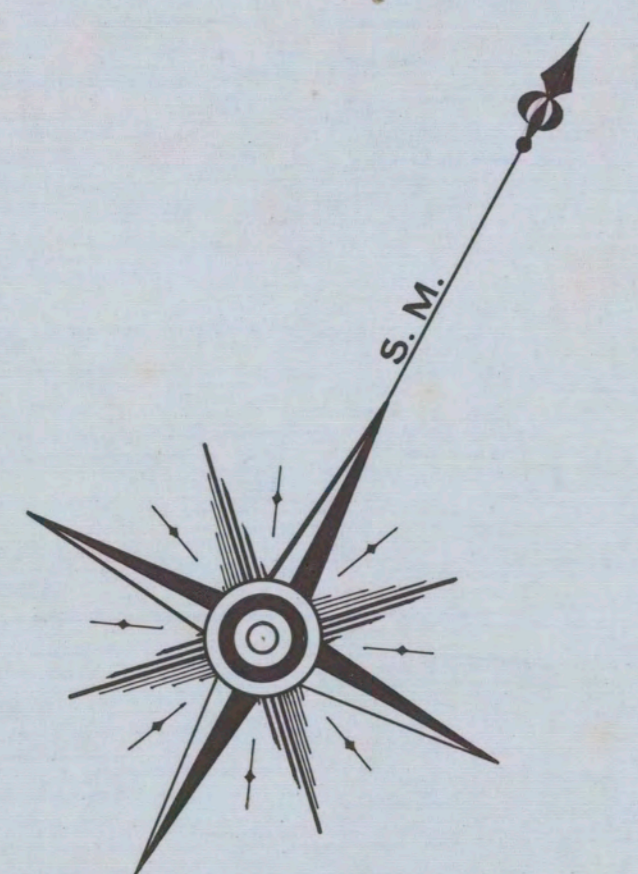
Territory for the Seat of Government

Scale 100 Feet to an Inch

Field Book S.62.  
Level Books L37 & 4791.

CITY DATUM

Date of Survey 14/8/26



NOTE! Contours are shown at Vertical Intervals of One Foot.

Senior Staff Surveyor *J. H. ...* Date 11/9/26.  
Surveyor in Charge *P. R. ...* Date 11/9/26.

N 24553.2  
E 41323.9  
Concrete Lockspits (Whitewashed)

7130

ENLARGE AB TO AC

1121



1926 Mildenhall photo of RAAF De Havilland DH9 A6-28 crash at Aerodrome NAA3109796



**CRASH SITE**

Downer oval

Suburb of Downer

**Antill St**

**DICKSON COLLEGE**

**DICKSON LIBRARY**

**LANDING GROUND**

**Northbourne Ave**

**DICKSON POOL**

Centre marked by whitewashed concrete ring

**WINDSOCK**

Concrete lockspits at all four corners

**CANBERRA AERODROME SITE**

**DARAMALAN COLLEGE**

Suburb of Ainslie

Suburb of Dickson

**Majura Ave**

**NORTH AINSLIE PRIMARY**

# 1926-27 map of Canberra by Colonel J T H Goodwin

Chief Surveyor and Surveyor-  
General 1916-1929

(NLA Map G8984.C3G45 dated 1927?)

### Obituary.

**F**LYING Officer Philip Mackenzie Pitt, R.A.A.F., (seconded from Staff Corps) was the victim of a sad flying accident at Canberra in February, 1926.

Accompanied by a photographer he flew a plane up from the R.A.A.F. station at Richmond, to Canberra, to take part in an aerial reconnaissance of the Murrumbidgee Valley.

While landing on the aerodrome beyond Ainslie, his machine stalled and crashed.

"Peter" Pitt was No. 260 at the College, entering in 1917, and graduating at the end of 1920. At Duntroon, in the Staff Corps, and in the Air Force, to which he was seconded in January, 1925, he was universally liked and admired. His loss to the College and the Service is deeply felt.

Peter was of the finest type—a great lad in every way. His kindness and humour made him the firm friend of all who met him, his sportsmanship, straightness and skill in the field of sport were splendid, and his keenness and general efficiency in his profession marked him as a most capable officer.

He loved the College and its associations. It was fitting that the College paid him Military Honours at the end.

His name remains on many College trophies. He was champion athlete in 1919 and 1920; his record in the Broad Jump (21 feet 5 ins.) is still unbroken. May his character and example and spirit be an example to those following on. His memory will remain long with those who knew him.

### Lady Bridges.

**L**ADY Edith Lilian Bridges, relict of the late Major-General Sir William Throsby Bridges, K.C.B., C.M.G., the first Commandant of the College, died on the 13th October, in Melbourne.

Lady Bridges will be dearly remembered by those who knew her at Duntroon, for her kindly interest in the welfare and social interests of the Corps of Staff-Cadets, and Instructional Staffs.

Her devotion to her husband and family, and her cheerful fortitude through the Great War, in which her husband lost his life, won the admiration of all.

Lady Bridges was buried on the 16th October, 1926, in the church-yard of St. John the Baptist at Canberra.

# THE ROYAL HUMANE SOCIETY OF AUSTRALASIA.



Under the Patronage of

His Majesty the King

His Excellency the Governor-General

OF THE

COMMONWEALTH OF AUSTRALIA,

AND

Their Excellencies the Governors of the Australian States

The Dominion of New Zealand and the Colony of Fiji.

PRESIDENT *Thomas Brentnall, Esq.*

VICE PRESIDENTS *Rupert de C. Wilks, Esq.*

*Sir Baldwin Spencer, K.C.M.G.*  
and the Right Worshipful

*The Mayors of all the Capital Cities*

At a General Court of Directors holden at the Offices of the Society  
Melbourne on the 21<sup>st</sup> day of June 1926

IT WAS RESOLVED That the Courage and Humanity displayed by

**Walter Ernest Johnson,**

of *Arnstie, (N.S.W.)* aged 29, Farm Hand, who risked his life, in  
attempting to rescue Mechanic *Catterdale* & Air Pilot *Pitt*, from  
being burnt to death, in an aeroplane crash, at *Canberra*, Feb. 11<sup>th</sup> 1926

Call for the admiration of this Court and justly entitle him  
to the Bronze Medal of this Society which is hereby awarded.

*R. W. Mansel*

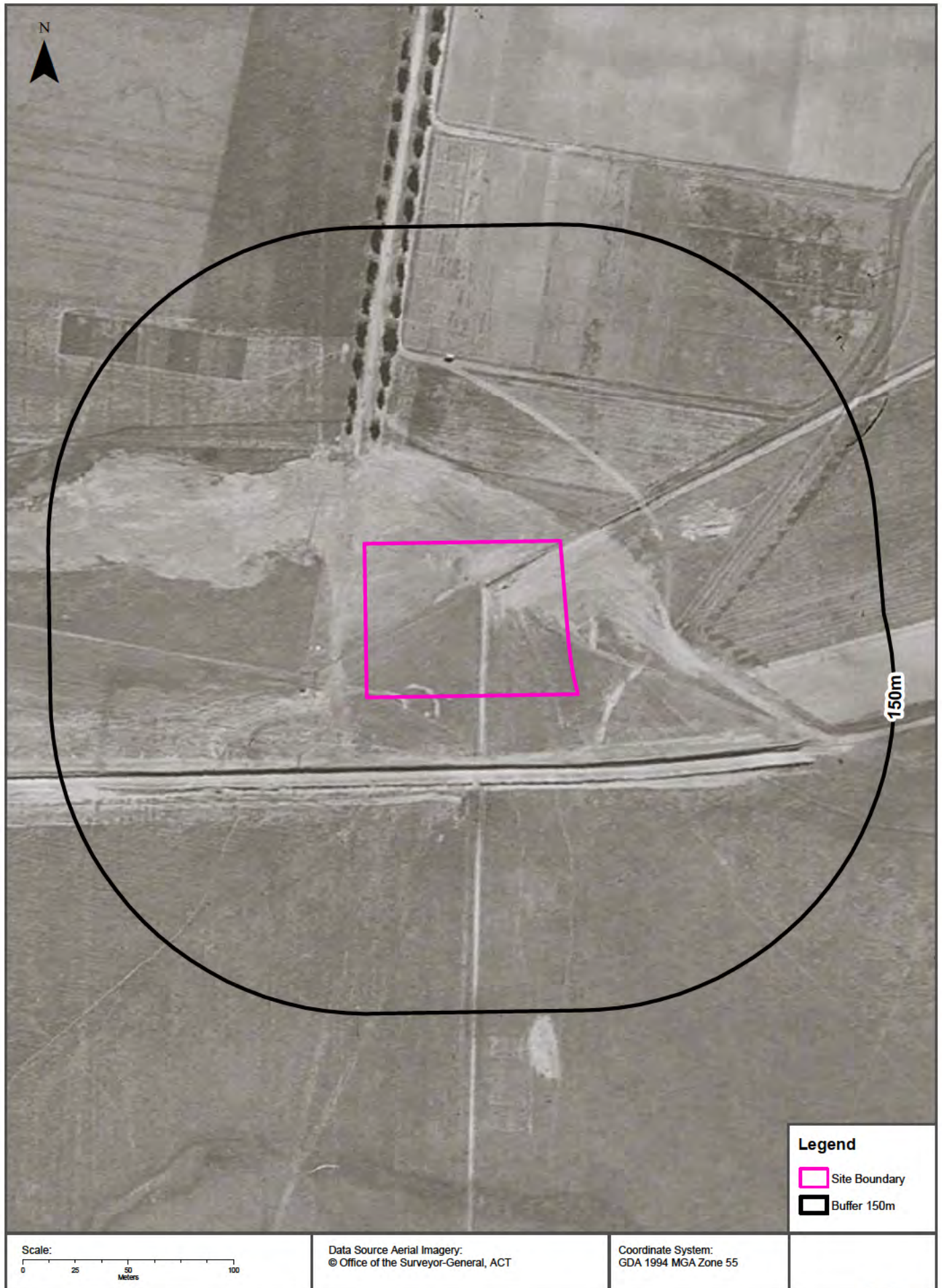
Secretary

*R. de C. Wilks*

V. President

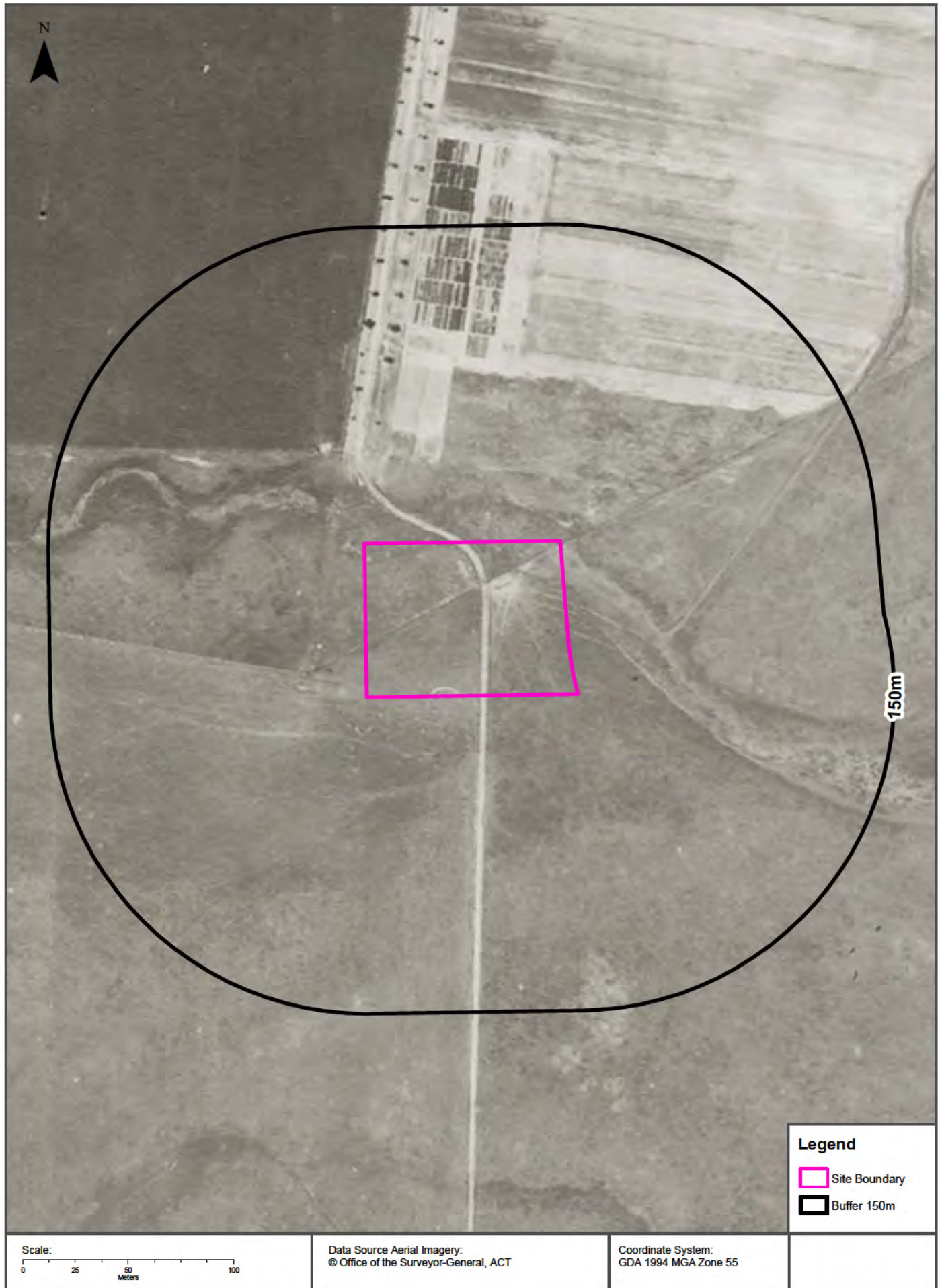
# Aerial Imagery 1958

8 Hawdon Place, Dickson, ACT 2602



# Aerial Imagery 1950

8 Hawdon Place, Dickson, ACT 2602



# **ATTACHMENT 2**

## **Ring and lockspits**

- 1** Concrete centre ring of Canberra Aerodrome
- 2** Centre ring coordinates
- 3** Lockspit A SE boundary marker
- 4** Lockspit A coordinates
- 5** Lockspit A photo1 taken 9 June 2020
- 6** Lockspit A photo2 taken 9 June 2020
- 7** Lockspit A photo3 taken 9 June 2020
- 8** Lockspit B NE boundary marker
- 9** Lockspit B coordinates



WKID: 4326 Lat/Long ▲



0 15 30m

Plot Coordinates [Menu Icon] [Close Icon] [Back Arrow]

Coordinate System:  
WKID: 4326 Lat/Long

- 1 Lat 35.25031° S  
Lon 149.14557° E
- 2 Lat 35.25221° S  
Lon 149.14904° E
- 3 Lat 35.24861° S  
Lon 149.14878° E

+ Add Another Coordinate



[Tools Icon] Tools

[Location Pin Icon] 2020 Ja...

[Layers Icon] WKID: 4326 Lat/Long ▲

Lat: 35.25015° S  
Lon: 149.14503° E

[Scale Icon] 1:500 Scale 1: 1,000 [Scale Icon] Go

[Scale Bar] 0 15 30m



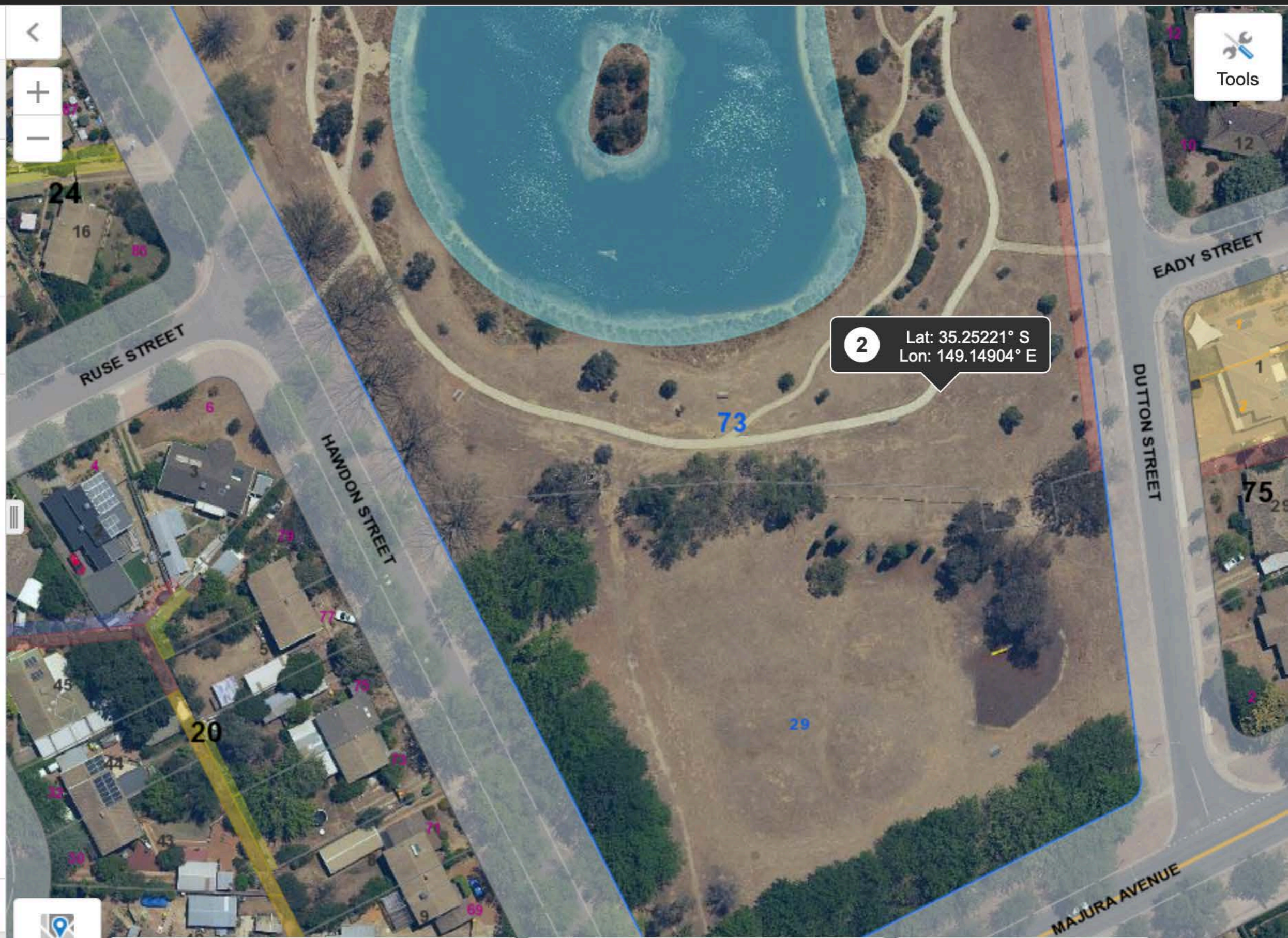
WKID: 4326 Lat/Long ▲



Plot Coordinates [Menu Icon] [Close Icon]

Coordinate System:  
WKID: 4326 Lat/Long [Dropdown Arrow]

1	Lat 35.25031° S Lon 149.14557° E	...
2	Lat 35.25221° S Lon 149.14904° E	...
3	Lat 35.24861° S Lon 149.14878° E	...



[Tools Icon] Tools

[Add Coordinate Icon] Add Another Coordinate

[Layers Icon] Layers [DICKSON...]

[Plot Coordinates Icon] Plot Coor...

2020 Ja... [Location Pin Icon] WKID: 4326 Lat/Long [Dropdown Arrow] Lat: 35.25205° S Lon: 149.14739° E [Scale Icon] Scale 1: 1,000 [Go Icon] [Scale Bar] 0 15 30m [Actmapi Logo]



