

9.0

Heritage Management Policies

9.1 Primary Heritage Management Policies

Background

The Former RAAF Fairbairn Precinct, located within the north east quadrant of the overall Canberra Airport perimeter developed historically as a self contained, secure and relatively isolated Defence related physical and spatial entity. It has established Commonwealth Heritage values under the *EPBC Act 1999*. The long term lease of the overall airport was granted to Canberra Airport Pty Ltd in 1998

Canberra Airport Pty Ltd (Canberra Airport) has produced this Heritage Management Plan for referral to DEWHA to facilitate the transfer of heritage management processes applying to the former RAAF Base Fairbairn Precinct from the Register of the National Estate to the Commonwealth Heritage List.

The Primary heritage management objective for the Former RAAF Base Fairbairn is that Canberra Airport will protect and manage the established Commonwealth Heritage values in accordance with the requirements of the *Airports Act 1996* and the *EPBC Act 1999* and the relevant Master Plan and Environment Strategy.

The Commonwealth Heritage values for Fairbairn can be summarised as follows:

1. The precinct has **significant historic heritage value** as a former operational RAAF airbase established during World War II.
2. The former RAAF Base Fairbairn precinct, originally RAAF Station Canberra, has **significant representative heritage value** for its remnant ability to demonstrate the primary orthogonal, operational and hierarchical planning characteristics of early to mid 20th century RAAF air bases in Australia.
3. The former RAAF Base Fairbairn precinct has **significant heritage value for its direct association** with the Royal Australian Air Force, primarily during World War II and to a lesser extent subsequently as a continuing operational facility until 2002.

The Primary Evidence of this heritage value lies in the physical association of the former RAAF Station Canberra/RAAF Base Fairbairn precinct within the overall contemporary context of Canberra Airport. Major physical evidence comprises the strong original axial alignment of the principal tree lined roadways and campus style character with free standing buildings set in an open landscaped setting and some of the buildings that survive from the wartime establishment period.

Secondary evidence comprises the progressively developed runways of Fairbairn/Canberra Airport, documentary and photographic records, service histories and commemorative material held in museum, personal and RAAF Association collections.

Policy 9.1.1 Management of Commonwealth Heritage Values

Canberra Airport will manage the protection, continuing use and on-going development of the former RAAF Fairbairn Precinct, as a component of the overall airport, in a manner that respects and responds to the listed heritage values of the precinct.

Guidelines

1. Canberra Airport will protect and manage the established Commonwealth Heritage values in accordance with the requirements of the *Airports Act 1996* and the *EPBC Act 1999* and the relevant Master Plan and Environment Strategy for Canberra Airport.
2. Canberra Airport will retain and progressively develop the Fairbairn precinct in a manner in accordance with the Policies contained in this Heritage Management Plan.

Policy 9.1.2 Compliance with Commonwealth Heritage Management Principles

In accordance with Regulation 10.03D of the *Environment Protection and Biodiversity Conservation Regulations 2003*, Canberra Airport will manage the former RAAF Fairbairn Precinct in accordance with the Commonwealth Heritage Management Principles.

Guidelines

The Commonwealth Heritage Management principles are as follows:

1. The objective in managing Commonwealth Heritage places is to identify, protect, conserve, present and transmit, to all generations, their Commonwealth Heritage values.
2. The management of Commonwealth Heritage places should use the best available knowledge, skills and standards for those places, and include ongoing technical and community input to decisions and actions that may have a significant impact on Commonwealth Heritage values.
3. The management of Commonwealth Heritage places should respect all heritage values of the place and seek to integrate, where appropriate, any Commonwealth, state and territory and local government responsibilities for those places.
4. The management of Commonwealth heritage places should ensure that their use and presentation is consistent with the conservation of their Commonwealth Heritage values.
5. The management of Commonwealth Heritage places should make timely and appropriate provision for community involvement, especially by people who:
 - (a) have a particular interest in, or associations with, the place, and
 - (b) may be affected by the management of the place.
6. Indigenous people are the primary source of information on the value of their heritage and the active participation of Indigenous people in identification, assessment and management is integral to the effective protection of Indigenous heritage values.
7. The management of Commonwealth Heritage places should provide for regular monitoring, review and reporting on the conservation of Commonwealth Heritage values.

9.2 Relevant Conservation Processes

Background

The Australia ICOMOS *Burra Charter* is recognized as containing the most authoritative description of conservation processes for the management of cultural heritage places in Australia. The adoption of the *Burra Charter* terminology for these processes provides a standardized and precise understanding of the recommended actions contained in heritage management plans. For each place the processes that are selected should be those that best retain its significance.

As defined by the *Burra Charter*, Conservation may, according to circumstance, include the processes of retention or reintroduction of a use; retention of associations and meanings; maintenance, preservation, restoration, reconstruction, adaptation and interpretation; and will commonly include a combination of more than one of these.

The *Burra Charter* also defines each conservation process. Where relevant, these definitions are included at the beginning of each policy.

It should be noted in the context of this HMP that the normal application of the *Burra Charter* terminology focuses on conservation processes that are primarily relevant to the fabric of the place. In the context of a precinct as large as Fairbairn, where the Commonwealth Heritage values relate as much to character as to fabric, the application of the terminology needs to be regarded in a more flexible manner.

Policy 9.2.1 Application of the *Burra Charter*

Canberra Airport will continue to take account of the philosophies, methodologies and guidelines contained in the Australia ICOMOS *Burra Charter* in conservation management programmes for the precinct.

Policy 9.2.2 Protection

Although not defined as a conservation process within the *Burra Charter*, the concept of protection is fundamental to the success of any heritage management for places of cultural heritage significance.

Canberra Airport will retain and manage the former RAAF Fairbairn precinct as a defined spatial entity within the overall context of the airport.

Guideline

1. Any major new development of aviation facilities such as expanded taxi areas or airside related facilities that cannot be accommodated within existing buildings should be developed adjacent to or beyond the established confines of the Precinct.

Policy 9.2.3 Change

As defined by the *Burra Charter*, Change may be necessary to retain cultural significance, but is undesirable where it reduces cultural significance. The amount of change to a place should be guided by the cultural significance of the place and its appropriate interpretation.

In the context of protecting and managing the Commonwealth Heritage values, Canberra Airport will continue the process of managed change in the built environment of the former RAAF Base Fairbairn, including the retention of functional buildings, the adaptation of selected buildings to new uses, demolition of redundant buildings and the erection of new buildings, that has characterized its growth and development since establishment in World War II.

Guideline

1. Canberra Airport shall manage and develop the precinct in compliance with heritage management policies addressed in Section 9.7 Planning and Management of Works of this Heritage Management Plan.

Policy 9.2.4 Maintenance

As defined by the *Burra Charter*, Maintenance is fundamental to conservation and should be undertaken where fabric is of cultural significance and its maintenance is necessary to retain that cultural significance.

In the context of protecting and managing the Commonwealth Heritage values, Canberra

Airport will implement maintenance programmes for all extant buildings during their operational life and all aspects of the landscape and infrastructure of the place, as appropriate and required.

Guideline

1. Maintenance programmes for buildings, infrastructure and the landscaping shall be continued, or formulated and implemented, as appropriate.

Policy 9.2.5 Preservation

As defined by the *Burra Charter*, Preservation is appropriate where the existing fabric or its condition constitutes evidence of cultural significance, or where insufficient evidence is available to allow other conservation processes to be carried out.

In the context of protecting and managing the heritage values, specifically the historic values and character based attributes of the place; Canberra Airport will ensure the continuity of its historic functional relationship with the operating airport and the retention of the axial, campus style layout of the place.

Guidelines

1. The long term use and development of the precinct shall include activities and facilities in response to historical use and that meet the future needs of tenants and users within the framework of the Airports Master Plan.
2. Long term planning and development of the precinct will retain, protect and supplement the established axial circulation layout and Campus style character of the place.

Policy 9.2.6 Reconstruction

As defined by the *Burra Charter*, Reconstruction is appropriate only where a place is incomplete through damage or alteration, and only where there is sufficient evidence to reproduce an earlier state of the fabric. In rare cases, reconstruction may also be appropriate as part of a use or practice that retains the cultural significance of the place.

In the context of protecting and managing the Commonwealth Heritage values, and in the context of responding to new functional requirements, Canberra Airport will selectively reconstruct buildings associated with the World War II phase of development to known earlier states where they have been damaged or poorly altered in subsequent renovation and upgrading programmes.

Guidelines

1. Reconstruction of damaged or missing building fabric should only take place in the context the on-going adaptation of particular buildings as functioning components of the precinct.
2. Both the Guard House and Building 47 were partially reconstructed externally in recent years, in the context of its adaptation to new uses. This complies with the intent of the Heritage Management Plan.

Policy 9.2.7 Adaptation

The *Burra Charter* defines Adaptation as modifying a place to suit the existing use or proposed use, within the context of minimising potential impact on significance.

With the disbandment of RAAF Base Fairbairn in 2002 and in the context of protecting and managing the Commonwealth Heritage values, Canberra Airport will continue to adapt the whole of the Fairbairn precinct in accordance with this HMP, and identified significant buildings and site infrastructure, to ensure that they remain relevant to the contemporary requirements of the precinct while retaining the sense of place.

Guidelines

1. The modification of existing buildings and the construction of new buildings to suit new users and the continuation of the VIP Squadron activities should be undertaken in a manner that retains the overall campus character of the place.
2. The three historic hangars, identified as being of high heritage significance shall be retained and adapted to new functional requirements until such time as they are no longer able to do so. (The guidelines to Policy 9.8.2 elaborate on the potential for new areas of the Fairbairn apron to be developed for new larger hangars and associated facilities if the long term demands for larger aircraft make the historic hangars of marginal use within the overall operational requirements of the airport.)
3. Buildings, other than the three historic hangars, identified as of moderate heritage significance within the precinct shall continue to be adapted to compatible uses.
4. Buildings and infrastructure of low significance shall be adapted and upgraded for as long as they have a functional relevance within the progressive development of the precinct, but may be demolished at some future time to facilitate redevelopment.

Policy 9.2.8 New Work

According to Article 22 New work such as additions to the place may be acceptable where it does not distort or obscure the cultural significance of the place, or detract from its interpretation and appreciation. New work should be readily identifiable as such.

In the context of protecting and managing the Commonwealth Heritage values, Canberra Airport will carefully design and develop new buildings within the precinct in accordance with the relevant Canberra Airport Master Plan and the long term Vision for the overall airport.

Guideline

1. See Section 9.7 Development Planning and Management of this document for more detailed planning and development guidelines.

Policy 9.2.9 Conserving Use

As defined by the *Burra Charter*, continuing, modifying or reinstating a significant use may be appropriate and preferred form of conservation.

In the context of protecting and managing the Commonwealth Heritage values, and in accordance with the Master Plan, Canberra Airport will continue to utilize the precinct for a combination of aviation infrastructure, facilities and services, and a variety of commercial uses. Fairbairn will also remain, subject to the requirements of the Australian Government, as the focus for VIP Squadron operations.

Policy 9.2.10 Retaining Associations and Meanings

The *Burra Charter* recommends that significant association between people and a place should be respected, retained and not obscured. In the context of protecting and managing the Commonwealth Heritage values, Canberra Airport will facilitate, as appropriate, the continuation of associations between the Royal Australian Air Force and the place.

Guidelines

1. Canberra Airport will liaise with relevant representatives of the RAAF Association and other interested parties with a special connection to the place and facilitate the celebration of their historical associations.

2. Within the constraints of Australian Government policy and requirements, the Airport and the precinct will be retained as the entry gateway for visiting dignitaries to the national capital.

Policy 9.2.11 Interpretation

As defined by the *Burra Charter*, Interpretation means all the ways of presenting the cultural significance of a place.

In the context of protecting and managing the Commonwealth Heritage values, Canberra Airport will prepare and implement an Interpretation Plan for the communication of the Commonwealth and other heritage values of the place to users and visitors of the place. (See guidelines to policy 9.14.1)

9.3 Access and Security

Background

When Fairbairn was an operational RAAF station public access was generally restricted for security reasons. The new direction for the place includes areas that are open to new commercial tenants as well as areas that are subject to high levels of security.

Access to the airside area of the precinct is not permitted for unauthorized persons. Current legislation does not require authorized personnel to be security screened before entering airside.

There are no known direct associations of the Fairbairn precinct with Indigenous people who would need particular consideration in relation to the implementation of this Heritage Management Plan.

Policy 9.3.1 Access and Security Restriction

Canberra Airport will permit public access to the non-secured, and non-airside areas of the overall precinct subject to normal issues of public behaviour and safety.

Guideline

1. Airside security for any proposed development is to be generally provided by the built form or, where airside security is not provided by the built form, an airside fence.
2. There is the possibility that in the future all persons will be required to be security screened before entering airside.

9.4 Community Consultation and Liaison

Background

The former RAAF Base Fairbairn is now a wholly leased portion of Canberra Airport. There are no identified community groups who require particular consultation or involvement except as outlined in the Canberra Airport Master Plan and Environment Strategy.

Consultation is required during the cyclical preparation of Master Plans and Environment Strategies and during the preparation or periodic review of this Heritage Management Plan.

Policy 9.4.1 Community Consultation and Liaison

Canberra Airport will undertake regular environment and heritage consultation meetings with relevant stakeholders as set out in the Master Plan.

Guidelines

1. Canberra Airport will liaise with the Department of Environment, Water, Heritage and the Arts in relation to the planning management requirements under the *EPBC Act*.
2. Canberra Airport will consult with the DEWHA during the preparation and finalization

of this HMP

3. Canberra Airport will comply with the relevant provisions of the Department of Infrastructure, Transport, Regional Development and Local Government in relation to new development within the precinct.
4. Canberra Airport will liaise with the RAAF Association regarding the general commemoration of the RAAF associations with the place.

9.5 Indigenous Participation

Background

There are no known Indigenous heritage values or associations related directly to the former RAAF Base Fairbairn precinct.

Policy 9.5.1 Indigenous Participation

In the event that Indigenous heritage values and associations are identified with the precinct, Canberra Airport will facilitate the participation of Indigenous people in their protection and management.

Guideline

1. Maintain a general awareness of the need to take account of potential Indigenous interests in all development and management activities in the precinct.

9.6 Management of Sensitive Information

Background

The Former RAAF Base Fairbairn is now a wholly leased portion of Canberra Airport. With the exception of commercially sensitive information and issues regarding the security requirements for particular areas or buildings within the precinct, there are no specific issues with regard to particular stakeholder groups of relevance to this Heritage Management Plan

Policy 9.6.1 Management of Sensitive Information

Canberra Airport will continue to manage the release of commercially sensitive or security related information.

9.7 Development Planning and Management

Background

The former RAAF Base Fairbairn precinct has significant Commonwealth heritage value at a representative level for its remnant ability to demonstrate the primary planning characteristics of early to mid 20th century RAAF air bases in Australia.

Major physical evidence comprises the strong original axial alignment of the principal, tree lined roadways and campus style character with free standing buildings set in an open landscaped setting and some of the buildings that survive from the wartime establishment period.

The general planning layout and tree lined boulevard character associated with the main road alignments of Richmond Avenue (west), Fairbairn Avenue and Laverton Avenue west (but not individual trees) are of high significance.

The large open space of the former parade ground is a fundamental and evocative characteristic of the former defence facility.

While the distinctive character of the precinct lies in the campus type landscape setting of

buildings, the existing planting comprises a number of species that are not appropriate for the airport. Many species attract birds, increasing the aircraft bird strike potential within the vicinity of the airport.

Policy 9.7.1 Heritage Management of the Planning Layout

Canberra Airport will continue to protect and integrate the well defined orthogonal street layout and campus character of the former RAAF air base in the design and development of the precinct.

Guidelines

1. All future planning and development for new buildings, new or upgraded roads and circulation pathways, infrastructure and landscaping will take account of the need to protect the essential character of the precinct.
2. All future planning and development should respect and enhance the traditional functional organization of the site, comprising operational in the western sub-precinct and other activities to the east of the former Parade Ground (Refer to Fig. 8-4).
3. An open landscaped space on the north west corner of the Fairbairn and Richmond Avenues intersection, the equivalent depth of the Cinema (25 Richmond Avenue) should be left undeveloped to protect the visual prominence of the former Cinema within the public realm of the precinct (Refer to Fig.9-1).
4. The open landscaped space to the west of the former Hospital (Building 44) to the equivalent depth of the former Hospital at the north east corner of the Richmond Avenue and Pearce Avenue intersection, which is within the visual curtilage of the former Parade ground, should also be left undeveloped to retain and protect the campus character of the precinct, especially along the important Richmond Avenue spine (Refer to Fig.9-1).
5. New development across the precinct should generally follow the example set by the recently constructed new multi-storey buildings along Fairbairn and Richmond Avenues in terms of setbacks and scale.
6. Any new building(s) that replaces the former Sergeants Mess (Building 43) should maintain, at a minimum, the existing setback from Richmond Avenue and the semi-circular driveway.
7. New surface carparking should generally be set back behind new buildings to minimise their visual connection with the main circulation roadways.
8. The principal roadways (Richmond, Fairbairn, Laverton, Point Cook and Amberley Avenues (Refer to Fig. 8-1) shall be retained as the primary circulation routes within the precinct.
9. The principal roadways may be upgraded by widening and resurfacing to meet increasing traffic and circulation requirements, provided these actions do not have a significant impact on the heritage values.
10. The introduction of new roadways and/or circulation pathways within the precinct shall respect and supplement the primacy of the established principal network.
11. Retain the overall form and shape of the former Parade Ground at the eastern and of Point Cook / Amberley Avenue loop (Refer to Fig. 8-3).
12. Retain the open spatial character of the former Parade Ground (See Fig.8-3) to the greatest extent possible subject to the security arrangements for the VIP Squadron activities.

13. Any security fences or other arrangements that may be required to cordon off part of the spatial scale of the former Parade Ground should be as visually transparent as reasonably possible, subject to security requirements and should be erected in a manner that is reversible in the longer term.
14. Protect the long vista lines of the main visual axes of principal roadways by avoiding the introduction of large new buildings at the ends of main axes.
15. In order to protect the visual connection between the Parade Ground and the Richmond Ave axis, no new building should be located at the western end of the visual axis along Richmond Avenue, except to the west of the Parade Ground.

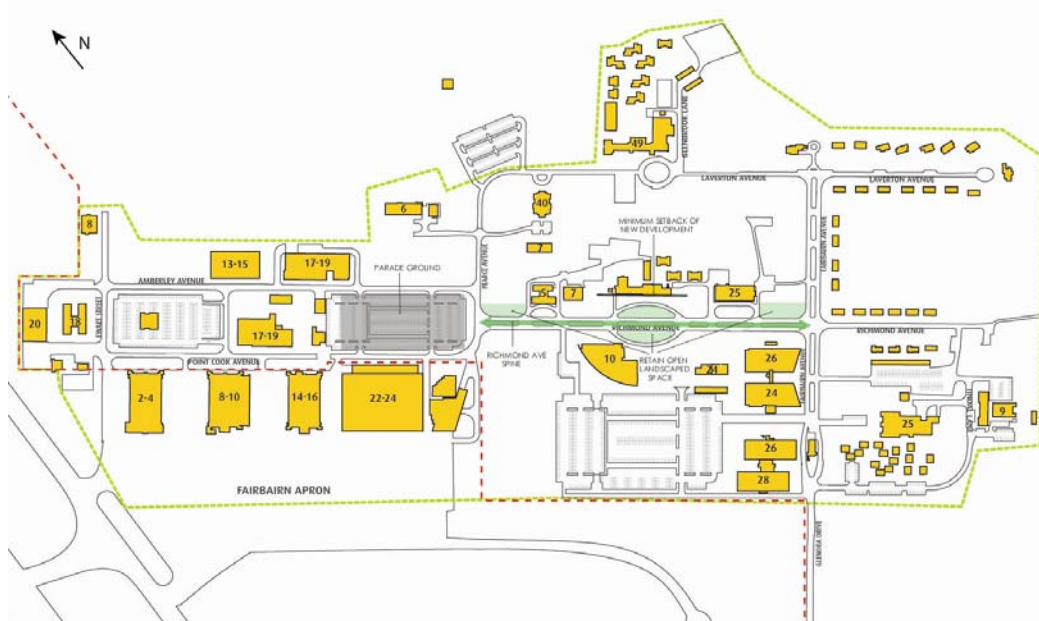


Figure 9-1 Recommendations for the management of the planning layout (Map provided by Capital Airport Group Pty Ltd)

Policy 9.7.2 Tree Lined Avenue Character

Canberra Airport will retain and manage the visual character of the avenues of trees along Richmond Avenue (west), Fairbairn Avenue and Laverton Avenue (west). (Refer to Fig. 8-2).

Guidelines

1. Replace any specimen of the avenue trees that has deteriorated to a point that it affects the visual grandeur of the avenue planting scheme.
2. Mitigate aircraft bird strike potential through a replacement programme of species which do not attract birds.

Policy 9.7.3 Heritage Management of the Campus Type Landscape Setting

Canberra Airport will ensure that the long term planning and development of the precinct includes programmes to maintain, manage, supplement and reinforce the significant campus-like landscape of the place.

Guidelines

1. Replace trees that are in poor health or past their normal life span.

2. Gradually replace culturally planted tree species across the entire precinct that are not appropriate within the airport precinct with other selected species that improve bird strike management.
3. Ensure that a landscape plan is prepared, in accordance with this HMP, in the near future to guide specific landscape work.
4. Provide for landscaped separation of the spaces between new buildings and by landscaping the streetscape set backs with tall trees having clean trunks and large canopies. (See the new landscaping to Point Cook Avenue to Hangar 48, Fig. 2-30)
5. Respond to special security requirements in regard to landscaping within the airside areas of the operational zone.

9.8 Management of the Built Fabric

Background

In operational use, there was a constant process, typical of any active Defence establishment of creating and removing buildings in accordance with contemporary service requirements. Many buildings that remained on the base for several decades were typically used for a variety of functions over time. Other, more specialised buildings, such as the main hangers, were adapted to suit changing aviation technology, serving requirements and larger aircraft such as raising the roof profile at each side to allow larger aircraft access Hangar 47.

As the base scaled down in the post World War II decade, many of the wartime facilities were progressively removed.

Most of the extant buildings are post World War II from a number of development phases, a lot of which are below the level of Commonwealth Heritage values as determined by the World War II establishment.

In the later decades many temporary buildings were located within the precinct or low budget, unsympathetic alterations made to some buildings. Canberra Airport has undertaken a programme of removal of temporary buildings and the repair of buildings such as the Hanger B47 and B48 to reverse some earlier alterations and unsympathetic additions. In this context a large new hanger and associated facilities were erected in 2003.

In the early years of occupation Canberra Airport has successfully converted a number of former defence related buildings to new uses such as the conversion of the former officers' mess (Building 16 at 49 Laverton Avenue) to accommodate the Fairbairn Functions, Education and Training Centre.

Policy 9.8.1 Heritage Management of the Existing Building Stock

Canberra Airport will manage the progressive transition in the overall character and vitality of the precinct by retaining and using the existing building stock until such time as it becomes redundant or scheduled for replacement by new development.

Guidelines

1. Existing, non significant buildings within the overall precinct should be retained and used for such time as they remain viable components of the accommodation mix.
2. Non-significant buildings may be progressively demolished over time when new development is proposed within the long term development of the precinct.

Policy 9.8.2 Retention of the Three Wartime Hangars

Canberra Airport will ensure that the wartime hangars will be retained and maintained for adaptive re-use as long as they remain serviceable for a use compatible with their airside location.

Guidelines

1. Canberra Airport should continue to investigate aviation related uses for the three hangars that enable them to remain as functioning components of the overall airport without major change.
2. Where aviation requirements, such as larger aircraft must be accommodated in association with Fairbairn side of the airport, Canberra Airport will investigate if individual hangars can be adapted to suit the new requirements, such as raising the clear internal height and the roof, or accessed directly from the end, without undue impact on the architectural integrity of the building.
3. Where the demands for accommodating larger aircraft or functions are impossible in the existing hangars, Canberra Airport will investigate establishing a new apron and hanger area to the north or east of the current apron as the first preference to demolishing or adversely affecting the architectural character of the three hangars.
4. New, larger hangars may eventually replace the three wartime hangars if no viable alternative option is available.
5. If the SPA no longer requires the current hanger and support facilities these should be made available for other aviation users.

Policy 9.8.3 Retention of Buildings of Moderate Significance

Canberra Airport will ensure that those wartime period buildings of moderate significance, which retain the majority of their early integrity, will be retained as appropriate, and adapted in order to retain sufficient reference to the early built environment of the base.

Guidelines

1. Retain and adapt the former Guard House (Building 33) for an appropriate use that will not require external alterations or additions and respects and utilizes the special position of the building at the entrance of the precinct.
2. Retain and adapt the former Hospital (Building 44) at 5 Richmond Avenue and use as office accommodation or community facility, such as educational establishment, cultural facility, health care accommodation, child care facility or any other compatible use. New accommodation, potentially multi-story in nature, may be added to the rear of the building or be connected to the rear of the building in a manner that protects its architectural character.
3. Retain and adapt the former cinema/canteen and dance hall (Building 42 at 25 Richmond Avenue) and used for an appropriate use such as cultural or community facility or any other compatible use. Active use of outdoor areas around the building may also be considered.
4. In the short term the Engineering Workshop (Building 53) should be retained and adapted as necessary to permit its continuing contribution to the operational needs of this part of the precinct. If, however, future development objectives for this large, centrally located and strategically important site are such that a larger or more functional building is required, redevelopment is acceptable.

Policy 9.8.4 Demolition of Buildings for Taxiway Clearance

Buildings that will be affected by the future upgrading and realignment of Taxiway Alpha and the increased clearance standards to comply with safety regulations will be demolished as part of that upgrading.

Guideline

1. The affected buildings, the former Survey Flight Photographic Building (Building 57–18 Ewart Street), the former Gun Testing/Squash Court (Building 52–24 Ewart Street) and the adjacent building/store and the Bellman Hanger, (Building 203–20 Ewart Street) will be retained until demolition is required, subject to the outcome of referrals under the *EPBC Act*, if necessary.

Policy 9.8.5 Demolition of Buildings of Moderate Significance

Buildings of Moderate Significance due to their wartime associations but which retain little of their early integrity (Former Officers' Mess at 9 Laverton Avenue; former Sergeants' Mess at 15 Richmond Avenue; former Photographic Store at 19 Ewart Street and former East Powerhouse at 25A Fairbairn Avenue) may be demolished if the land on which they sit is identified for redevelopment in response to market demand.

Policy 9.8.6 Recording of Buildings to be Demolished

In general accordance with Article 32 of the *Burra Charter*, Canberra Airport will photographically record any building in the precinct that has been approved for demolition, relocation or removal.

Guideline

1. Photographic records of affected buildings should be retained by Canberra Airport, with a second copy lodged in an appropriate archive with approval for public access.

9.9 Management of Unforeseen Discoveries and Disturbances

Background

Complex heritage places such as the former RAAF Base Fairbairn are likely to contain evidence of physical attributes that may demonstrate the Commonwealth Heritage values in an as yet unforeseen manner. Equally, the long term development of the precinct in accordance with relevant Master Plans may generate disturbance of physical attributes that needs to be managed in a way that minimizes adverse impacts on their Commonwealth Heritage values.

Policy 9.9.1 Evidence of Indigenous Heritage

Canberra Airport will ensure that should any evidence of Indigenous Heritage be uncovered during construction, work will cease until the item(s) are recovered in consultation with the relevant Indigenous community representatives.

Policy 9.9.2 Evidence of European Heritage

Canberra Airport will ensure that should any evidence of European Heritage, such as archaeological relics, be uncovered during construction, work will cease until the item(s) are recovered.

Policy 9.9.3 Potential for Adverse Impact

Should any development or other action be proposed that is likely to have an adverse impact on the Commonwealth Heritage value of the precinct or a contributory attribute of the precinct, Canberra Airport will engage the services of a suitably qualified heritage expert to work with the project design team and mitigate wherever possible such adverse impacts.

Guidelines

1. A suitably qualified archaeologist shall be consulted to assist in the identification or

management of any Indigenous or European archaeological relics discovered, or likely to be discovered, during development works.

2. Any formal development application for actions that is likely to have an adverse impact on the Commonwealth Heritage value or referral required under the Airports Act or the EPBC Act shall be accompanied by a statement of heritage impact.

9.10 Provision of Heritage Advice

Policy 9.10.1 Provision of Heritage Advice

In accordance with Articles 4 and 30 of the *Burra Charter* and the *EPBC Act* Heritage Management principles, Canberra Airport will engage appropriate experts to advise on potential impacts on heritage values, decisions or designs affecting the heritage values of the place.

Guidelines

1. Maintain a list of experienced heritage advisers who can assist Canberra Airport with specific heritage advice or research relating to the former RAAF base.
2. Ensure that the appropriate level of specialised heritage skills and conservation advice is sought when any maintenance or adaptive re-use projects are being prepared for the identified significant buildings and characteristics of the precinct.

9.11 Monitoring and Reporting

Policy 9.11.1 Monitoring and Reporting

In accordance with the *Airports Act* and *Airport (Environmental Protection) Regulations 1997*, Canberra Airport will submit an annual environment report to DITRDLG, including reference to activities undertaken in response to this Heritage Management Plan.

9.12 Records of Intervention and Maintenance

Policy 9.12.1 Records of Intervention and Maintenance

Canberra Airport will continue to prepare and maintain relevant records regarding all physical interventions and maintenance programmes for significant buildings and landscape features.

Guidelines

1. Canberra Airport should progressively update property asset register information in relation to works carried out to specific buildings.
2. For each significant building or physical attribute, keep specific records related to any research, recording, measured drawings, development consents, alterations and additions and maintenance activities.
3. Should any building be demolished, relocated or removed, photographic recording of the existing state will be undertaken prior to the commencement of any demolition work.

9.13 Management Capacity Building

Policy 9.13.1 Management Capacity Building

Canberra Airport will maintain the appropriate level of in-house technical planning and development expertise and/or the engagement with external skilled practitioners regarding the on-going implementation of the Heritage Management Plan

9.14 Interpretation and Promotion of Heritage Values

Background

As noted in Article 25 of the *Burra Charter*, the cultural significance of many places is not readily apparent and should be explained by interpretation. Interpretation should enhance understanding and enjoyment and be culturally appropriate.

In the case of Fairbairn, a great deal of the Commonwealth Heritage values are closely related to the direct physical and historical connections with Canberra Airport as a former operational RAAF base and the principal aviation centre for the national capital.

Policy 9.14.1 Interpretation and Promotion of Heritage Values

Canberra Airport will prepare an Interpretation Plan to present the Commonwealth Heritage value and other aspects of heritage significance of the place to users and the general public.

Guideline

1. The preparation of the Interpretation Plan will take account of best practice guidelines such as those contained in the *Burra Charter*, the ICOMOS International Cultural Tourism Charter and the ICOMOS Charter for the Interpretation and Presentation of Cultural Heritage Sites (www.icomos.org).

10.0

Implementation

10.1 Canberra Airport as the Responsible Authority

In general this Heritage Management Plan places the responsibility for all management actions in relation to the protection and management of Commonwealth Heritage values on “Canberra Airport”. Canberra Airport Pty Ltd will be responsible for appointing the relevant technical and managerial staff and for mobilising the necessary financial, staff and technical resources to implement the Policies contained in this HMP.

The implementation of this HMP will be undertaken partly in relation to the future development decisions taken by Canberra Airport in response to market demands, broad government policy and economic conditions. In this context planning for the future of the Fairbairn precinct is undertaken in the context of a rolling five year Master Planning process as required under the *Airports Act*. Each progressive Master Plan for Canberra Airport sets out the strategic direction for the efficient and economic development of the airport over the following 20 years as well as the detailed development objectives for the following five years.

10.2 Nominate the Place to Commonwealth Heritage List

Canberra Airport will nominate the Former RAAF Base Fairbairn precinct to the Minister, under S341E of the *EPBC Act*, for inclusion of the place in the Commonwealth Heritage List.

10.3 Ministerial Endorsement of the HMP

Canberra Airport will request the endorsement of this Heritage Management Plan by the Minister under S341T of the *EPBC Act* in the event the former RAAF Base is included on the Commonwealth Heritage List.

Canberra Airport will consult with the Department of Environment, Water Heritage and the Arts, other relevant agencies and the public as appropriate in the fulfilment of this obligation.

10.4 Monitoring the Implementation of Policies

The current condition and integrity of the characteristics of the Fairbairn precinct that have been identified as Commonwealth Heritage values can be described as high. There is no urgent or pressing requirement for direct physical intervention to protect threatened values or to recapture degraded values.

The current condition and integrity of the buildings, site infrastructure and landscape in the former RAAF Base Fairbairn precinct can generally be described as good, following the implementation of significant works programmes over recent years to overcome the effects of “deferred maintenance” and redundancy that characterised some of the later years of Defence responsibility. Canberra Airport will continue to regularly review building and landscape maintenance programmes in accordance with the particular actions required by such programmes.

As part of the preparation of any new development proposal that is likely to affect the Commonwealth Heritage values of the place, Canberra Airport will ensure that the necessary heritage management skills are included in the project team and will prepare any necessary Statements of Heritage Impact to guide the project and accompany submissions for consent.

In accordance with the *Airports Act* and *Airport (Environmental Protection) Regulations 1997*, Canberra Airport will prepare and submit Annual reports to assess the effectiveness of the Heritage Management Plan (HMP) in protecting the Commonwealth Heritage values of the precinct.

10.5 Review of the Heritage Management Plan

In accordance with s341X of the *EPBC Act* Canberra Airport will review the Heritage Management Plan every five years in a manner which is coordinated with the five yearly review of the Master Plan and the Environment Strategy.

In addition to responding to any heritage management issues or pressures arising from changes emerging in the renewed Master Plan and Environment Strategy, Canberra Airport will undertake the following actions when the HMP is being reviewed:

1. Assess whether the HMP remains consistent with the Commonwealth Heritage management principles in force at the time; and
2. Assess whether the HMP is effective in protecting and conserving the Commonwealth Heritage values of the place; and
3. Make recommendations for the improved protection of the Commonwealth Heritage values of the place.

Canberra Airport will also review the HMP in relation to any future changes in the *Airports Act* that may affect the implementation of the plan.

10.6 Preparation of Major Development Plans

If any proposed projects are classified as requiring the preparation of a Major Development Plan in accordance with the *Airports Act*, Canberra Airport will give particular and early consideration of the likely impacts on the Commonwealth Heritage values of the precinct. If it is likely that these values may be impacted upon by the proposed development, Canberra Airport will ensure that appropriate heritage advice is taken into account during the project formulation and that a relevant Statement of Heritage Impact is incorporated into the Major Development Plan.

10.7 Referrals under the *EPBC Act*

If any proposed projects or actions are classified as having the potential to significantly impact the environment, which includes heritage values, thus requiring referral to the Minister for consideration under the *EPBC Act*, Canberra Airport will give particular and early consideration of the likely impacts on the Commonwealth Heritage values of the precinct. If it is likely that these values may be impacted upon by the proposed development, Canberra Airport will ensure that appropriate heritage advice is taken into account during the project formulation and that a relevant Statement of Heritage Impact is incorporated into the required referral.

10.8 Applications for Works

If any applications for works that are required to be submitted to the Airport Building Controller, under the Airports Act 1996, Canberra Airport will give particular and early consideration of the likely impacts on the Commonwealth Heritage values of the precinct. If it is likely that these values may be impacted upon by the proposed development, Canberra Airport will ensure that appropriate heritage advice is taken into account during the project formulation and that a relevant Statement of Heritage Impact is incorporated into the required application.

10.9 Endorsement of Proposed Actions within the Draft 2009 Master Plan

Section 10.2.4 of the Draft 2009 Master Plan contains proposals identified by Canberra Airport for the demolition of certain buildings identified as being of heritage interest. These buildings are:

- The former Sergeants' Mess (Building 43 at 15 Richmond Avenue)
- The former Cinema, canteen and dance hall (Building 42 at 25 Richmond Avenue)
- The Bellman Hanger (Building 203 at 20 Ewart Street)
- The former Gun Testing Structure ((Building 52 at 4 Ewart Street)
- The former Staff College (Building 57 at 18 Ewart Street)
- The former Photographic Store (Building 80A at 19 Ewart Street)

The future demolition of these buildings is endorsed by this Heritage Management Plan with the exception of the former Cinema (Building 42 at 25 Richmond Avenue) which is regarded as being an important feature of the precinct for its ability to demonstrate the Commonwealth Heritage values of the place. This building is recommended (Policy 9.8.3 Retention of Buildings of Moderate Significance) for retention and adaptation to new uses.

Section 10.2.4 also proposes that the Fairbairn precinct continue to be used for the expansion of aviation operations and for the development of further general aviation infrastructure and services. It also identifies that Fairbairn will be further developed as a vibrant and diverse mixed-use zone with a large variety of different uses. The permitted land uses within the Fairbairn precinct are outlined in Table 10.4 of the Master Plan.

This HMP endorses the development directions and land uses proposed in the Master Plan as being capable of implementation within a framework that retains and protects the Commonwealth Heritage values of Fairbairn.

10.10 HMP as the Statutory Heritage Management Framework

Once the nomination process of Fairbairn for inclusion on the Commonwealth Heritage list has been completed, all future applications for consent and preparation of Master Plans, Major Development Plans and Environment Strategies should be based on the official listed heritage values with this HMP providing guidance..

11.0

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12.0

Appendix I. – Complete List of Buildings Ever Erected at Fairbairn

Bld.no.	Description	Date of construction	Date of demolition
12	Junior Officer's Quarters	1989	-
13	Junior Officer's Quarters	1989	-
14	Junior Officer's Quarters	1967	-
15			
16	Officers' Mess and Kitchen/Dining Room	1950s	-
17	Officers Garage	1940s	-
20	General Store Room		
21	Officers' Mess Garage		
22	Storage Shed		
23	Bedding Store		
24	RAAF Staff College Syndicate Room (colorbond shed)	1985	2007
30	Airmen's Garage	1940/1990s	-
31	Airmen's Mess Catering Admin (brick veneer)	1971	-
32	Airmen's Mess – Boiler Room		
33	Gate House	1939	-
34	Airmen's Kitchen and Mess (timber hut)	1939-42	1980s
35	Laundry (timber hut)	1939-42	1990s
36	Classroom (portable)	1970s	2002
37	Office (timber hut)	1970s	2002
38	Office (timber hut)	1970s	2002
39	Barracks store room	1970s	2002
40	Boiler House (Officers') (brick)	1960	-
42	Canteen, Cinema (thrift shop, pre-school, base fitness centre) (weatherboard)	1940	-
43	Sergeants Mess and Kitchen/Dining/Rec. (brick, weatherboard, asbestos sheeting)	1942 & c1950	
44	Base Sick Quarters (hospital, medical flight)	1941	-
45	Boiler House/Sergeants Mess		
46	Hangar	1939	-
47	Hangar	1939	-
48	Hangar & Control Tower	1939	-
51	25 yard Range and Hut	1939-42	1990s
52	Emergency Power House, Gun Testing / Squash Court	1941	-
53	Engineering Workshop and Central Store (steel frame, colourbod roof, aluminium wall cladding)	1940	-
54	Oxygen Store	1940	1990s
55	Motor Transport Building (weatherboard)	1939	2009
56	Instruction Building / Headquarters Building / Defence Helicopter School (weatherboard)	1940	2002
57	Staff College Headquarters (weatherboard)	1940	-
60	Flammable Goods Storage Shed	1940s	2007
61	Crew Briefing Room (portable)	1990s	2002
62	Office (portable)	1970s	2002
63	Vegetable Store (hut)	1940	1970s
64	Store Room		
65	Air Power Studies Centre (brick veneer)	1988	-
66	Barracks Workshop	1940	1970s
67	Oil Store	1970s	2009
68	Incinerator Underground Fuel Storage	1940 1980s	1970s 2004
69	Explosive Store	1940	1970s
70	Explosive Store	1940	1970s
71	Explosive Store	1940	1970s

73	East Powerhouse / Store	1940&1960s	-
Bld.no.	Description	Date of construction	Date of demolition
76	Electric Sub-station / Emergency Power House	1939	-
77			
78	Ground Defence Lecture Hut/ RAAFSC Study Centre (transportable building)	1994	2007
79	Inflammable Storage Compound	1960s	2007
80	Photographic Building/ RAAFSC Library (brick veneer)	1942	-
81	AIRTC Headquarters	1960s	2004
82	Flammable Store and Office	1940s	2005
83	Fire Section Store	1960s	1990s
84	Tanker Compound Office	1960s	2005
85	WRAAF Quarters (hut)	1942	2004
86	WRAAF Quarters & Recreation (hut)	1942	2004
87	WRAAF Quarters (hut)	1942	2004
88	WRAAF Officers' Quarters / 28 Squadron Acc. (hut)	1942	2004
90	WRAAF Ablution (hut)	1942	2004
94	Storehouse (hut)		1990s
95	WRAAF Quarters / 28 Squadron Headquarters (hut)	1963-68	2004
98	34 Squadron – Supply Section (metal clad transportable building)	1970s	2004
99	34 Squadron – Instrument Section (prefabricated metal clad)	1970s	2004
100	ADF Helicopter School Field Training / 34 Squadron	1980s / 2002	-
101	Office, Toilet (Portable)	1990s	2004
102	Office, Kitchen (Portable)	1990s	2007
103	Lunch Room (Portable)	1990s	2007
104	Aircraft Non Metallic Repair Section	1970s	2004
105	Officers' Quarters (hut)	1940	1990s
106	Flammable Store	1970s	2004
107	Chapel (timber hut)	1940	2004
108	Thrift Shop (timber hut)	1940	2004
110	Sergeants Mess – Accommodation (brick)	1985	-
111	Sergeants Mess – Accommodation (brick)	1985	-
112	Sergeants Keg Store and BBQ Block		
113	Sergeants Mess – Accommodation (brick, tile)	1985	-
114	Sergeants Quarters (hut)	1940	1984
116	Airmen's Quarters		
120	Static Helicopter Shelter	1980s	2002
121	Duty Crew Hut (timber hut)		
122	Chapel (hut)	1940	1990s
123	Offices (timber hut)	1960s	2004
124	Staff College Reading Room (timber hut)	1963	2004
125	Junior Officers' Accommodation (brick veneer)	1990	-
126	Junior Officers' Accommodation (brick veneer)	1990	-
127	Junior Officers' Accommodation (brick veneer)	1990	-
128	Junior Officers' Accommodation (brick veneer)	1990	-
129	Junior Officers' Accommodation (brick veneer)	1990	-
130	Senior Officers' Mess (brick veneer)	1990	-
131	Transit Ablutions and Toilets (timber hut)	1940	2004
132	Ablutions and Toilets (timber hut)	1940	2004
133	Radio Administration and Signals (weatherboard)	1942	1990s
134	Fenced area with 4 large steel fuel holding tanks	mid-1960s	-
135	Lecture room (timber hut)	1942	1990s
136	RAAF Staff College (RAAFSC) Study Rooms (timber structure with weatherboard and asbestos)	1942	2004

	cement walls)		
Bld.no.	Description	Date of construction	Date of demolition
138	Married Quarters Emergency / Sergeants Quarters (timber hut)	1940	2002
139	Post Office/Hairdresser/Welfare (timber hut)	1940	2002
141	34 Squadron Flight Stewart Training (portable)	1990	2004
142	RAAFSC Plans Staff Bld. (timber structure with weatherboard and asbestos cement walls)	1963	2004
143	RAAFSC Common Room (metal clad shed)	1972	2004
144	Sergeants Laundry	1940	1990s
145	Store Room / Adventurous Training	1940	2004
147	Airmen/Airwomen's Accommodation (two storey brick veneer)	1960	2005
148	Aircraft Life Support Workshop	1980s	-
149	Canteen/Airmen's & Women's Recreation	1960s	-
150	Airmen's Quarters	1940	Late 1970s
151	Airmen's Quarters	1940	Late 1970s
152	Airmen's Quarters	1940	1990s
153	Airmen's Quarters	1940	1990s
154	Airmen's Quarters	1940	1980s
	Underground Fuel Storage Tank	1980s	2004
155	Airmen's Quarters	1940	1990s
156	SC Toilet Ablutions	1970s	2004
157	Airmen's Boiler/Ablutions/Laundry (hut)	1950s	2004
162	Officers' Mess Garage	1940s	-
163	RAAFSC Training Facility	1980s	2007
164	RAAFSC Showers Ablutions	1990s	2007
165	RAAFSC Reproduction (timber frame, asbestos cement wall sheeting)	Early 1970s	2007
166	Lecture Theatre – Hall 1 (timber frame, asbestos cement wall sheeting)	Early 1970s	2007
167	RAAFSC Staff Offices (weatherboard)	1970s	2007
168	RAAFSC Toilet Block	1990s	2007
169	Fuel Bowser Shelter	1980s	2004
170	Sheet Metal Storage Shelter	1980s	2004
176	Officers' Drying Room and Laundry	1940s	1990s
177	Explosive Store	1940	1990s
182	Underground Fuel Installation	1980s	2004
183	Equipment Store/Pay Section/Administration (two storey metal framed, brick faced)	1968	-
184	Tanker Maintenance Facility (steel frame, metal clad)	1980	2007
186	Underground Fuel Tank	1980s	2004
189	Facilities Shelter	1990	-
190	Facilities Administration Building (brick)	1975	-
191	Facilities Workshop (brick)	1975	-
192	Facilities Shelter	1980s	-
193	Facilities Timber Storage Rack	1990s	2004
195	Sergeants Laundry and Toilet	1940	1990s
196	Facilities Nursery Compound	1975	1990s
197	Boiler House and Compound	1940	1990s
198	Dental Flight and Environmental Health (brick veneer)	1978	-
199	PABX	1990s	-
201	Above Ground Fuel Storage	1980s	-
202	Above Ground Fuel Storage	1980s	-
203	Storage Hangar (Bellman)	Late 1940s	-

204	Fire Fighting Water Reservoir	1960s	-
205	Fuel Farm Pump House (brick)	1975	-
Bld.no.	Description	Date of construction	Date of demolition
206	Fuel Reservoir	1980s	-
207	Central Battery Servicing Facility	1970s	-
209	Defence Armoury Storage	1960s	2004
216	Sub Station "F" 11000V	c1965	-
217	Above Ground Fuel Storage	1960s	-
218	Above Ground Fuel Storage	1960s	-
219	Above Ground Fuel Storage	1960s	-
220	Above Ground Fuel Storage	1960s	2007
222	Pump Equipment Shelter	1960s	-
223	Pump Equipment Shelter	1960s	-
224	Pump Equipment Shelter	1960s	2007
229	Carport for Fire Vehicles	1990s	-
232	Sergeants Garages	1960s	-
233	Sergeants Quarters (two storey brick veneer)	1965	-
250	Airwomen's Quarters	1980	-
251	Airwomen's Quarters (two storey brick veneer)	1980	-
252	Airwomen's Quarters (two storey brick veneer)	1980	-
253	Airwomen's Quarters (two storey brick veneer)	1980	-
254	Airmen's Quarters (two storey brick veneer)	1980	-
255	Airmen's Quarters (two storey brick veneer)	1980	-
256	Airmen's Quarters (two storey brick veneer)	1980	-
257	Airmen's Quarters (two storey brick veneer)	1980	-
258	Airmen's Quarters (two storey brick veneer)	1980	-
259	Airmen's Quarters (two storey brick veneer)	1980	-
260	Tanker Compound	1960s	2004
276	28 Squadron Storage Facility (hut)		
277	Communication Centre / Base Information Centre	1990s	-
283	Other Ranks Accommodation (brick veneer)	1988	-
284	Other Ranks Accommodation (brick veneer)	1988	-
285	Other Ranks Accommodation (brick veneer)	1988	-
286	Other Ranks Accommodation (brick veneer)	1988	-
287	Other Ranks Accommodation (brick veneer)	1988	-
288	Other Ranks Accommodation (brick veneer)	1988	-
290	Ground Defence	1990s	-
291	Portable	1990s	2004
292	Portable	1990s	2004
293	RAAFSC Library Attachment	1990s	2007
294	Airfield Emergency Power House / CA Technical Services Workshop	1960s	-
297	Directorate of Management Services (brick veneer)	1990	-

RESIDENTIAL ACCOMMODATION

Address	Bld. no.	Description	Date of construction	Date of demolition
33 Richmond Avenue	MO18	Prefabricated house	1950	-
35 Richmond Avenue	MO19	Prefabricated house	1950	-
37 Richmond Avenue	MO20	Prefabricated house	1950	-
39 Richmond Avenue	MO21	Prefabricated house	1950	-

41 Richmond Avenue	MO22	Prefabricated house	1950	-
Address	Bld. no.	Description	Date of construction	Date of demolition
43 Richmond Avenue	MO23	Prefabricated house	1950	-
38 Richmond Avenue	MO28	Single storey brick residence with tiled roof	1950	-
40 Richmond Avenue	MO27	Single storey brick residence with tiled roof	1950	-
42 Richmond Avenue	MO25	Single storey brick residence with tiled roof	1950	-
44 Richmond Avenue	MO24	Single storey brick residence with tiled roof	1950	-
5 Fairbairn Avenue	MO14	Prefabricated house	1950	-
7 Fairbairn Avenue	MO15	Prefabricated house	1950	-
9 Fairbairn Avenue	MO16	Prefabricated house	1950	-
11 Fairbairn Avenue	MO17	Prefabricated house	1950	-
63 Laverton Avenue	M030	Commander's House	1980s	-
67 Laverton Avenue	MO06	Prefabricated house	1950	-
69 Laverton Avenue	MO05	Prefabricated house	1950	-
71 Laverton Avenue	46498	Brick veneer residence replacing earlier cottage	1980s	-
73 Laverton Avenue	46497	Brick veneer residence replacing earlier cottage	1980s	-
75 Laverton Avenue	46486	Brick veneer residence replacing earlier cottage	1980s	-
77 Laverton Avenue	46485	Brick veneer residence replacing earlier cottage	1980s	-
79 Laverton Avenue	46484	Brick veneer residence replacing earlier cottage	1980s	-
68 Laverton Avenue	MO13	Prefabricated house	1950	-
70 Laverton Avenue	MO12	Prefabricated house	1950	-
72 Laverton Avenue	MO11	Prefabricated house	1950	-
74 Laverton Avenue	MO10	Prefabricated house	1950	-
76 Laverton Avenue	MO09	Prefabricated house	1950	-
78 Laverton Avenue	MO08	Prefabricated house	1950	-
80 Laverton Avenue	MO07	Prefabricated house	1950	-
84 Laverton Avenue	MO29	Brick residence	1960s	-

BUILDINGS CONSTRUCTED BY CANBERRA AIRPORT AFTER PRIVATISATION

Address	Description	Date of construction
22-24 Point Cook Avenue	Special Purpose Aircraft Facility, comprising Hangar 46, a new VIP Hangar and Reception Centre	2003
24 Fairbairn Avenue	Three storey Office Building	2008
26 Fairbairn Avenue	Three storey Office Building	2008
28 Fairbairn Avenue	Three storey Office Building	2008
26 Richmond Avenue	Three storey Office Building	2008
10 Richmond Avenue	Office Building	2009

13.0

Appendix II. – List of Extant Buildings 2009

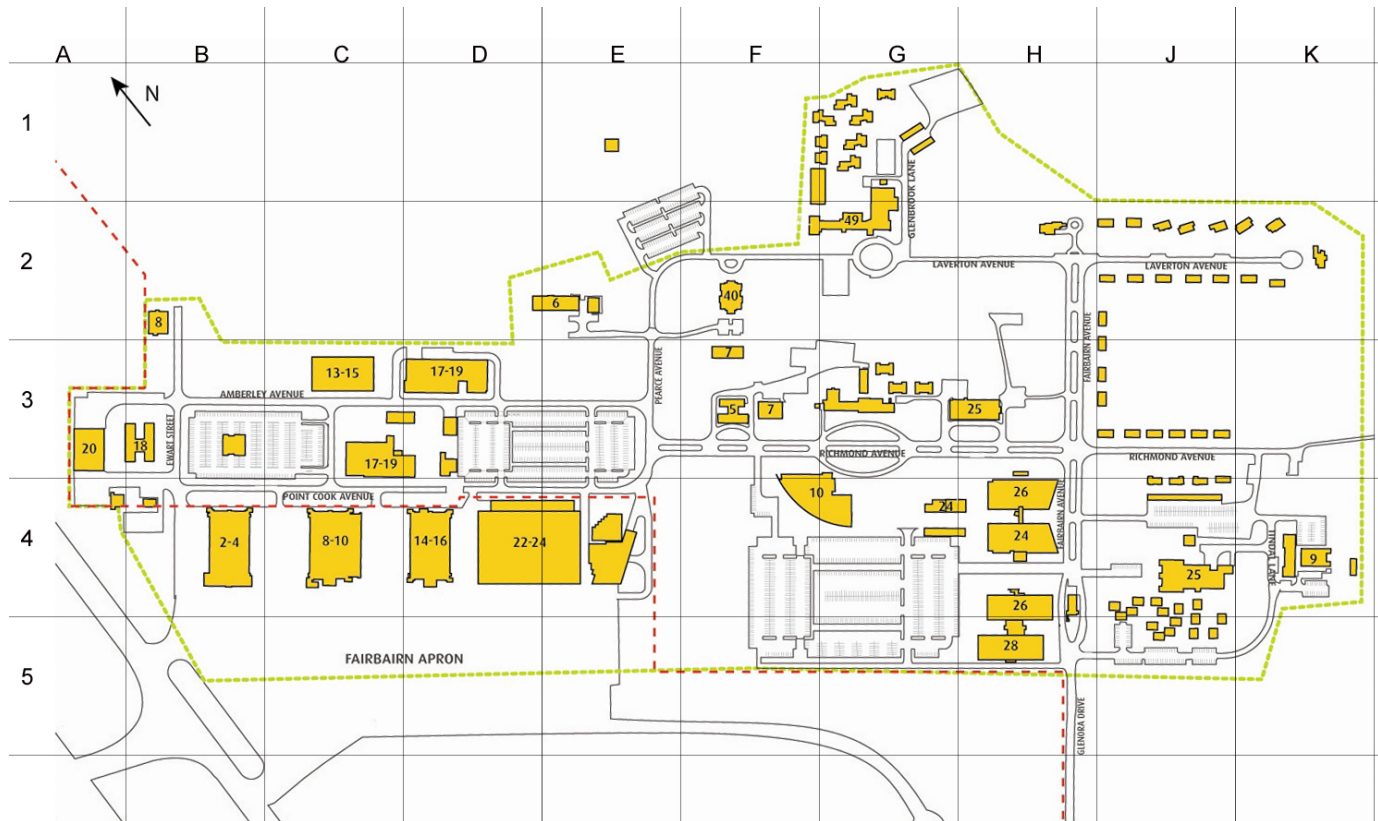


Figure 3-2 Site map of the Fairbairn precinct, 2009, showing the layout and the location of all buildings (Map provided by Canberra Airport Pty Ltd)
Not to scale

Address	No.	Loc.	Original use	Current use	Condition
8 Ewart Street	290	A3	Ground Defence (1990s)	Office accommodation	Fair
18 Ewart Street	57	A4	Survey Flight Photographic Building (1940), Staff College Headquarters (1960-2000)	vacant	Poor
20 Ewart Street (Bellman Hangar)	203	A4	Storage hangar (late 1940s)	Office and store	Good-renovated
Ewart Street	52	A4	Gun Testing (1940)	Emergency Power House storage	Fair
Ewart Street	294	A4	Airfield Emergency Power House (1960s)	Technical Services Workshop	Fair
19 Ewart Street	80	B4	Photographic Building (1942), Staff College Library (1960-2000)	Vacant	Poor
2-4 Point Cook Avenue	48	B4	Hangar, Control Tower (1939)	Office and store/ helicopter hangar	Good-adaptive renovation
8-10 Point Cook Avenue	47	B4	Hangar (1939)	Office and store/garage	Good-adaptive renovation
14-16 Point Cook Avenue	46	C4	Hangar (1939)	Used as part of the Special Purpose Aircraft Facility	Fair-poor windows only renovation
17-19 Point Cook Avenue	53	C4	Engineering Workshop (1940), Central Store	Workshop & garage	Fair-some renovation
Amberley Avenue	148	C3	Aircraft Support Workshop (1980s)	Store	Fair
Amberley Avenue	207	C3	Central Battery Servicing Facility (1970s)	Hazard store	Fair
Point Cook Avenue	76	C4	Electric Sub-station (1940)	Emergency Power House	Good
17-19 Amberley Avenue	183	C3	Equipment Store/Pay Section/Administration (1968)	Vacant, after refurbishment office/warehouse use	Under refurbishment
22-24 Point Cook Avenue		D4	VIP Hangar (2003)	VIP Hangar	Good
	100	D4	ADF Helicopter School Field Training (1980s)	34 Squadron Facility	Good
6 Pearce Avenue	277	D3	Communication Centre / Base Information Centre (1990s)	Vacant, Data centre	Good
Pearce Avenue	199	D3	PABX (1990s)	Data store	Good
40 Laverton Avenue	65	E2/3	Air Power Studies Centre (1988)	Office	Good

Address	No.	Loc.	Original use	Current use	Condition
7 Pearce Avenue	297	E3	Directorate of Management Services (1990)	Office	Fair
5 Richmond Avenue	44	E3	Base Sick Quarters (1940)	Tenanted as office accommodation	Good
7 Richmond Avenue	198	F3	Dentist	Office	Good
Richmond Avenue	43	F3	Sergeants Mess and Kitchen/Dining/Rec. (1942/c1950)	Vacant	Poor
10 Richmond Avenue		F4	Office accommodation (2009)	Office accommodation	New
24 Richmond Avenue	149	G4	Canteen / Airmen's and Women's Recreation	Cafe	Good renovated
26 Richmond Avenue		G4	Office accommodation (2008)	Office accommodation	Good
25 Richmond Avenue	42	G3	Canteen, Cinema (1940), later thrift shop, pre-school, base fitness centre	Training facility for the fitness industry	Fair
Richmond Avenue	110	G3	Sergeants Mess – Accommodation (1985)	Vacant	Poor
Richmond Avenue	111	F3	Sergeants Mess – Accommodation (1985)	Vacant	Poor
Richmond Avenue	113	F3	Sergeants Mess – Accommodation (1985)	Vacant	Poor
33 Richmond Avenue	MO18	H3	House (1950)	Temporary residential accommodation	Good
35 Richmond Avenue	MO19	H3	House (1950)	Temporary residential accommodation	Good
37 Richmond Avenue	MO20	H3	House (1950)	Temporary residential accommodation	Good
39 Richmond Avenue	MO21	H/I3	House (1950)	Temporary residential accommodation	Good
41 Richmond Avenue	MO22	I3	House (1950)	Temporary residential accommodation	Good
43 Richmond Avenue	MO23	I3	House (1950)	Temporary residential accommodation	Good
38 Richmond Avenue	MO28	H3	House (1950)	Temporary residential accommodation	Good

Address	No.	Loc.	Original use	Current use	Condition
40 Richmond Avenue	MO27	H/I3	House (1950)	Temporary residential accommodation	Good
42 Richmond Avenue	MO25	I3	House (1950)	Temporary residential accommodation	Good
44 Richmond Avenue	MO24	I3	House (1950)	Temporary residential accommodation	Good
49 Laverton Avenue	16	F2	Officers' Mess and Kitchen/Dining Room (1950s)	Fairbairn Functions Centre	Good-adaptive renovation
7 Glenbrook Lane	14	F2	Junior Officer's Quarters (1967)	Vacant	Good-renovated
7 Glenbrook Lane	13	F1	Junior Officer's Quarters (1989)	Short term accommodation	Good-renovated
7 Glenbrook Lane	12	F1	Junior Officer's Quarters (1989)	Short term accommodation	Good-renovated
7 Glenbrook Lane	129	F1/2	Junior Officers' Accommodation (1990)	Short term accommodation	Good-renovated
7 Glenbrook Lane	128	F1	Junior Officers' Accommodation (1990)	Short term accommodation	Good-renovated
7 Glenbrook Lane	127	F1	Junior Officers' Accommodation (1990)	Short term accommodation	Good-renovated
7 Glenbrook Lane	126	F1	Junior Officers' Accommodation (1990)	Short term accommodation	Good-renovated
7 Glenbrook Lane	125	F1	Junior Officers' Accommodation (1990)	Short term accommodation	Good-renovated
7 Glenbrook Lane	162	G1	Officers' Mess Garage (1940s)	Garages	Fair
7 Glenbrook Lane	17	G1	Officers Garage (1940s)	Garages	Fair
5 Fairbairn Avenue	MO14	H3	House (1950)	Temporary residential accommodation	Fair
7 Fairbairn Avenue	MO15	H3	House (1950)	Temporary residential accommodation	Fair
9 Fairbairn Avenue	MO16	H3	House (1950)	Temporary residential accommodation	Fair
11 Fairbairn Avenue	MO17	H3	House (1950)	Temporary residential accommodation	Fair
25 Fairbairn Avenue	31	I4/5	Airmen's Mess Catering Admin (1971)	Office accommodation	Fair

24 Fairbairn Avenue		G4	Office accommodation (2008)	Office accommodation	Good
Address	No.	Loc.	Original use	Current use	Condition
26 Fairbairn Avenue		G5	Office accommodation (2008)	Office accommodation	Good
28 Fairbairn Avenue		G5	Office accommodation (2008)	Office accommodation	Good
Fairbairn Avenue	33	H5	Guard House (1939)	Office accommodation/storage	Fair to Good
9 Tindal Lane	190	I4	Facilities Administration Building (1975)	Office accommodation	Good
9 Tindal Lane	191	I/K4	Facilities Workshop (1975)	Office accommodation	Good
25A Fairbairn Avenue	73	I4	East powerhouse (1940), store (1960s)	Sculptor studio	Fair
Tindal Lane	250	H5	Airwomen's Quarters (1980)	vacant	Poor
Tindal Lane	251	H5	Airwomen's Quarters (1980)	vacant	Poor
Tindal Lane	252	H5	Airwomen's Quarters (1980)	vacant	Poor
Tindal Lane	253	H5	Airwomen's Quarters (19800)	vacant	Poor
Tindal Lane	254	H5	Airmen's Quarters (1980)	vacant	Poor
Tindal Lane	255	H5	Airmen's Quarters (1980)	vacant	Poor
Tindal Lane	256	H5	Airmen's Quarters (1980)	vacant	Poor
Tindal Lane	257	H5	Airmen's Quarters (1980)	vacant	Poor
Tindal Lane	258	H5	Airmen's Quarters (1980)	vacant	Poor
Tindal Lane	259	H5	Airmen's Quarters (1980)	vacant	Poor
Tindal Lane	283	I5	Other Ranks Accommodation (1988)	vacant	Poor
Tindal Lane	284	I5	Other Ranks Accommodation (1988)	vacant	Poor
Tindal Lane	285	I5	Other Ranks Accommodation (1988)	vacant	Poor
Tindal Lane	286	I5	Other Ranks Accommodation (1988)	vacant	Poor
Tindal Lane	287	I5	Other Ranks Accommodation (1988)	vacant	Poor
63 Laverton Avenue	MO30	H2	Commander's House (1980s)	Temporary residential accommodation	Good
67 Laverton Avenue	MO06	H2	House (1950)	Temporary residential accommodation	Good
69 Laverton Avenue	MO05	H2	House (1950)	Temporary residential	Good

Address	No.	Loc.	Original use	Current use	Condition
71 Laverton Avenue	46498	H2	House (1980s)	Temporary residential accommodation	Good
73 Laverton Avenue	46497	I2	House (1980s)	Temporary residential accommodation	Good
75 Laverton Avenue	46486	I2	House (1980s)	Temporary residential accommodation	Good
77 Laverton Avenue	46485	I2	House (1980s)	Temporary residential accommodation	Good
79 Laverton Avenue	46484	I2	House (1980s)	Temporary residential accommodation	Good
68 Laverton Avenue	MO13	H2	House (1950)	Temporary residential accommodation	Good
70 Laverton Avenue	MO12	H2	House (1950)	Temporary residential accommodation	Good
72 Laverton Avenue	MO11	H2	House (1950)	Temporary residential accommodation	Good
74 Laverton Avenue	MO10	I2	House (1950)	Temporary residential accommodation	Good
76 Laverton Avenue	MO09	I2	House (1950)	Temporary residential accommodation	Good
78 Laverton Avenue	MO08	I2	House (1950)	Temporary residential accommodation	Good
80 Laverton Avenue	MO07	I2	House (1950)	Temporary residential accommodation	Good
84 Laverton Avenue	MO29	K2	Residence (1960s)	Temporary residential accommodation	Good

14.0

Appendix III. – Datasheet of Buildings

**FORMER RAAF BASE FAIRBAIRN
DATA SHEETS OF BUILDINGS
TABLE OF CONTENTS**

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Explanatory notes for the datasheets

Included in this appendix are inventory sheets of site elements and various wartime building components that were originally listed in the Register of the National Estate and elements identified in response to this heritage study. The datasheets provide information on each component as outlined below and support the recommendations in this Heritage Management Plan for the identification of only a relatively small number of buildings as being of High or Moderate Significance for retention and heritage management:

Buildings and structures associated with the former base but now located outside the study area and not managed by Capital Airport Group Pty Ltd such as the Barn (Buildings 215 and 245), explosive store and magazines (Buildings 69-71) and wartime bomb dump buildings do not have datasheets prepared.

Name:

The datasheet adopts building identification numbers and names used by Defence throughout the RAAF base period of the precinct.

Location:

Provides the location of the item on the site map below as well as indicates the street address used by Canberra Airport.

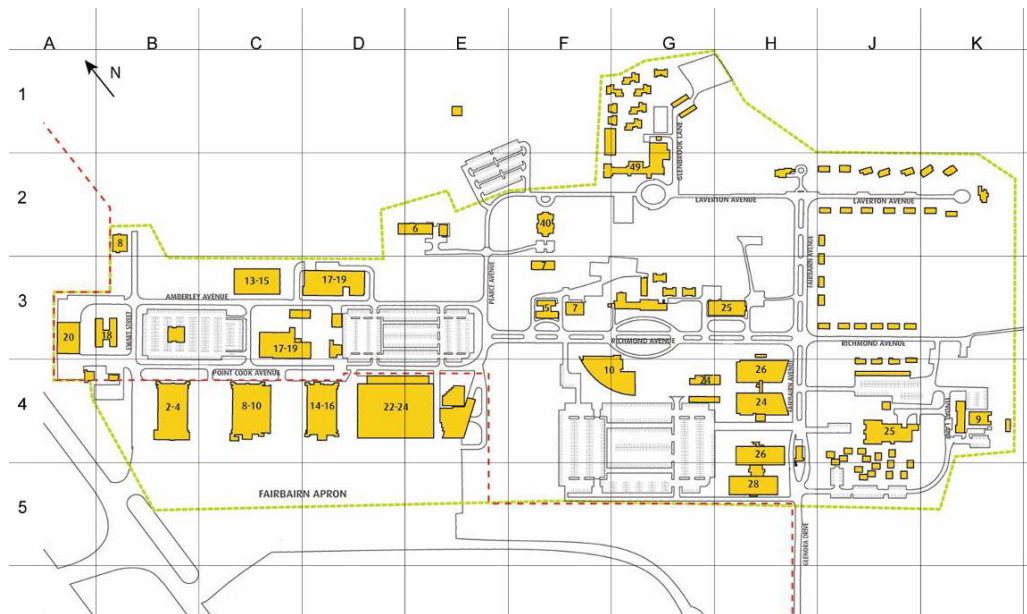


Figure 3-2 Site map, 2009

Historical summary:

The history is a summary of information provided in previous reports or undertaken as part of this study. Early plans are provided where available.

Description:

Provides a general description of the building (site element) as it exists in 2009 based on site inspection in September 2008. Current photographs supplement the description. Plans of the building are included where possible.

Condition and integrity:

This section provides a short description of the current state of the item.

Heritage value:

Based on the assessment and analysis presented in this study a summary of heritage values is provided.

Graded significance:

The graded significance indicates the relative ability of individual components of the former RAAF Base Fairbairn precinct site to demonstrate the established significance of the overall site.

Conservation recommendations:

This section contains conservation policies that are relevant to the particular item. The policies have been extracted from the body of the Heritage Management Plan and retain the same numbering to facilitate cross referencing. The supporting guidelines have been edited to select those relevant to the item.

NAME	PLANNING / LAYOUT
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Historical summary:

The Master Plan for the development of the base, dated 1939, was prepared by the Office of the Chief Commonwealth, Architect E Henderson under the influence of British ideas and in line with prevailing Australian standards. The plan reflected the design philosophy of the contemporary airbase planning that was evident in the site plan of both existing and planned military bases across the services such as the Point Cook Air Base and RAAF facilities at Darwin, Amberley, Richmond and Pearce.

The early 20th century airbase planning principles included the clear separation of functions and expression of the strict social and hierarchical organisation of the Air Force. In line with this, the planning of the RAAF Station at Canberra was dominated by a rectangular grid, with principal roads connected at circular intersection. The various functions such as domestic/administrative and operational areas of the base were separated by a rectilinear road layout. The parade ground acted as a formal interface between them. Generous-sized open areas between the nodes of different functions enhanced their separation.

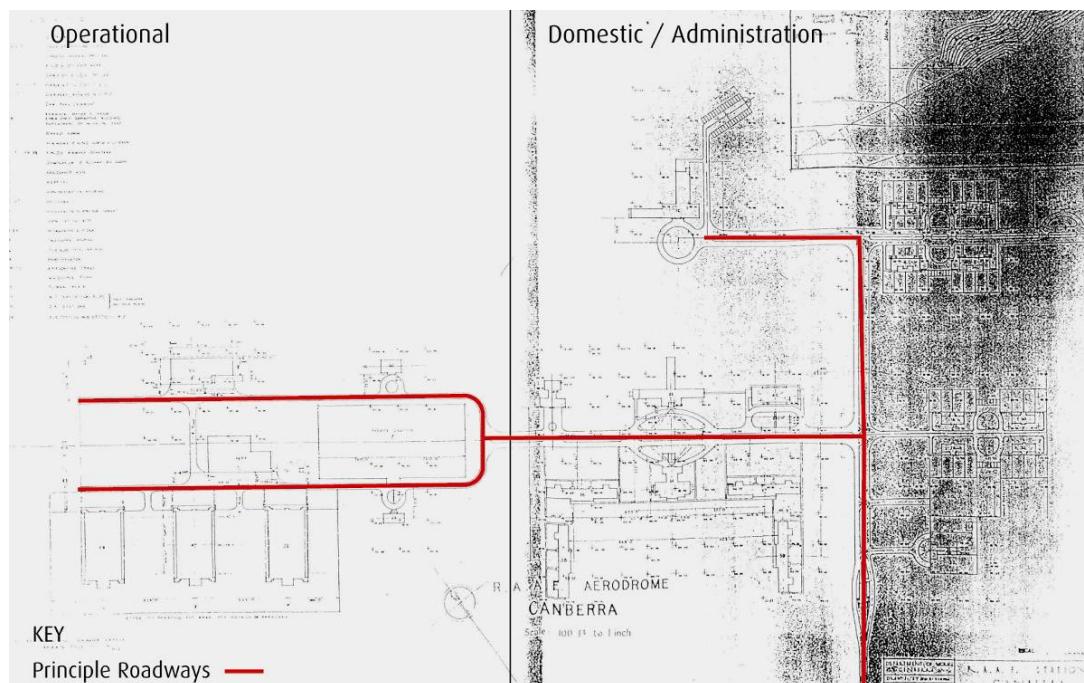


Figure 3-3 Plan of the RAAF Station Canberra, 1939, showing the principal road network and functional organisation of the site (National Archives of Australia)

Description:

The overall precinct retains its ability to demonstrate the primary orthogonal, operational and hierarchical planning characteristics of early to mid 20th century air force bases in Australia. The strong axial alignment of the principal roadways (Fairbairn Avenue and Richmond Avenue) and campus style character of free standing buildings set in an open landscaped setting were consistent features of the early RAAF bases of Point Cook, Richmond, Pearce and Amberley.

In its current form the former base provides a campus setting for the existing buildings and structures, while the strong axial alignment of the principal, tree lined roadways and the organization of various original functional zones is still evident, illustrating the separations of functions and the social hierarchy of the RAAF.

Condition and Integrity:

The layout of the former RAAF Base Fairbairn, as set out in the 1939 plan, remains largely intact. Additions and extensions overlay or extend, but do not obscure the original planning, dominant alignments, functional zones or the parade ground.

Heritage value:

The road network and the fundamental organisation layout of the former Base provide primary evidence of the historic heritage value of the site, as an operational RAAF base during the Second World War and as the base for VIP responsibilities associated with Canberra as the National capital during the later half of the 20th century.

Graded Significance

The distinctive site layout defined by the axial alignment of principal roadways (Fairbairn Avenue and Richmond Avenue) and the functional organisation of the place between airside related operations and other activities are of **exceptional** significance.

These elements have direct contribution to significant Commonwealth heritage values and retain the ability to demonstrate that significance.

Conservation recommendations:

The conservation policies that are of direct relevance to this item are set out below. They have been extracted from the body of the Heritage Management Plan and retain the same numbering to facilitate cross referencing. The supporting guidelines have been edited to select those relevant to the item.

Policy 9.7.1 Heritage Management of the Planning Layout

Canberra Airport will continue to protect and integrate the well defined orthogonal street layout and campus character of the former RAAF air base in the design and development of the precinct.

Selected Guidelines

1. All future planning and development for new buildings, new or upgraded roads and circulation pathways, infrastructure and landscaping will take account of the need to protect the essential character of the precinct.
2. All future planning and development should respect and enhance the traditional functional organization of the site, comprising operational in the western sub-precinct and other activities to the east of the former Parade Ground (Refer to Fig. 8-4).
3. The open landscaped space on the north west corner of the Fairbairn and Richmond Avenues intersection should be left undeveloped to protect the visual prominence of the former Cinema (25 Richmond Avenue) within the public realm of the precinct (Refer to Fig.9-1).
4. The open landscaped space to the west of the former Hospital (Building 44) at the north east corner of the Richmond Avenue and Pearce Avenue intersection, which is within the visual curtilage of the former Parade ground, should also be left undeveloped to retain and protect the campus character of the precinct, especially along the important Richmond Avenue spine (Refer to Fig.9-1).
5. New development across the precinct should generally follow the example set by the recently constructed new multi-storey buildings along Fairbairn and Richmond Avenues in terms of setbacks and scale.

6. Any new building(s) that replaces the former Sergeants Mess (Building 43) should maintain, at a minimum, the existing setback from Richmond Avenue and the semi-circular driveway.
7. New surface carparking should generally be set back behind new buildings to minimise their visual connection with the main circulation roadways.
8. The principal roadways (Richmond, Fairbairn, Laverton, Point Cook and Amberley Avenues (Refer to Fig. 8-1) shall be retained as the primary circulation routes within the precinct.
9. The principal roadways may be upgraded by widening and resurfacing to meet increasing traffic and circulation requirements.
10. The introduction of new roadways and/or circulation pathways within the precinct shall respect and supplement the primacy of the established principal network.
11. Retain the overall form and shape of the former Parade Ground at the eastern end of Point Cook / Amberley Avenue loop (Refer to Fig. 8-3).
12. Retain the open spatial character of the former Parade Ground (See Fig.8-3) to the greatest extent possible subject to the security arrangements for the VIP Squadron activities.
13. Any security fences or other arrangements that may be required to cordon off part of the spatial scale of the former Parade Ground should be as visually transparent as reasonably possible, subject to security requirements and should be erected in a manner that is reversible in the longer term.
14. Protect the long vista lines of the main visual axes of principal roadways by avoiding the introduction of large new buildings at the ends of main axes.
15. In order to protect the visual connection between the Parade Ground and Richmond Ave, any new building located at the western end of the visual axis along Richmond Avenue must be located to the west of the Parade Ground.

Policy 9.10.1 Provision of Heritage Advice

In accordance with Articles 4 and 30 of the *Burra Charter* Canberra Airport will engage appropriate experts to advise on potential impacts on heritage values, decisions or designs affecting the heritage values of the place.

Selected Guidelines

2. Ensure that the appropriate level of specialised heritage skills and conservation advice is sought when any maintenance or adaptive re-use projects are being prepared for the identified significant buildings and characteristics on the precinct.

Policy 9.12.1 Records of Intervention and Maintenance

Canberra Airport will continue to prepare and maintain relevant records regarding all physical interventions and maintenance programmes for significant buildings and landscape features.

Selected Guidelines

2. For each significant building or physical attribute, keep specific records related to any research, recording, measured drawings, development consents, alterations and additions and maintenance activities.

NAME	LANDSCAPING
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Historical summary:

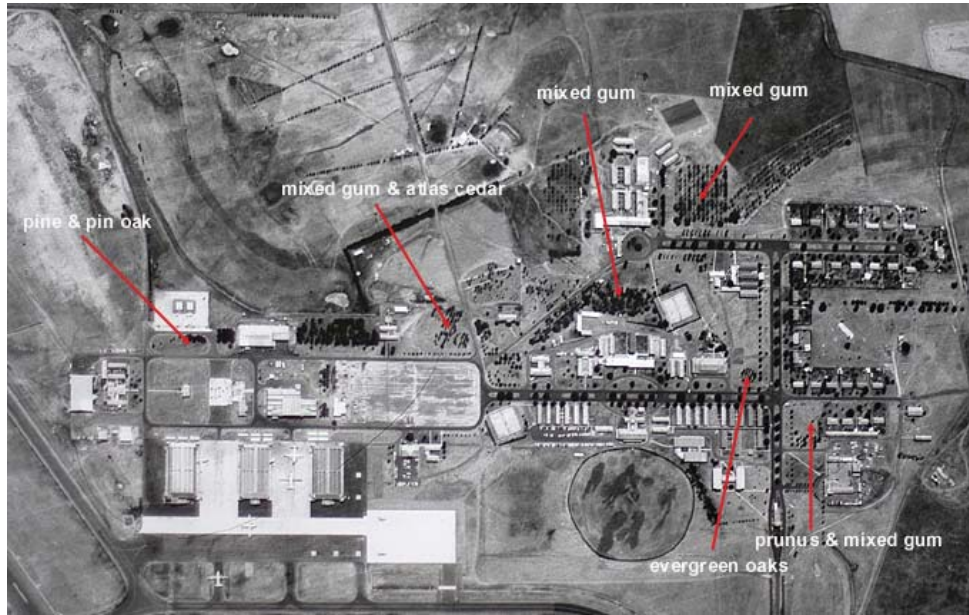
Planting at the base started in the 1940s and landscaping became an important contributing component to the overall appearance of the Fairbairn Precinct. Early planting included avenues of trees and related to key planning alignments of the base such as the White Poplar trees along Fairbairn Avenue, the Pin Oak trees in the median of Richmond Avenue and the Plan trees and Poplars in Laverton Avenue.

The late 1950s, early 1960s tree planting program focused on the north eastern and eastern sections of the site. Existing stands of Pine trees and Pin Oaks in the former operational and industrial zone and clusters of Mixed Gums, Atlas Cedars, Prunus and Plan trees in the administrative, recreational areas represent this landscape development period.

Domestic tree and shrub plantings, associated with the residential and peace time use of the base, further softened the character of the landscape and created a campus style character within the area.



1950s aerial view of the base, showing avenue planting (Canberra Airport Archives)



Type of late 1950s, early 1960s plantings shown on the 1968 aerial view of the base



*2007 aerial view indicating the current campus style landscape character of the site
(Canberra Airport Archives)*

Description:

The current landscape is dominated by the planned layout of the former base, avenues of trees along major and minor axes complemented by pockets of exotic and native trees and recently grown domestic planting. The tree lined boulevards and campus style character of free standing buildings in a landscaped setting create a distinctive character.

In this context, individual trees are not of significance by comparison with the overall visual impression created by the general planting layouts and grouping of planted natural bushland within the Base.

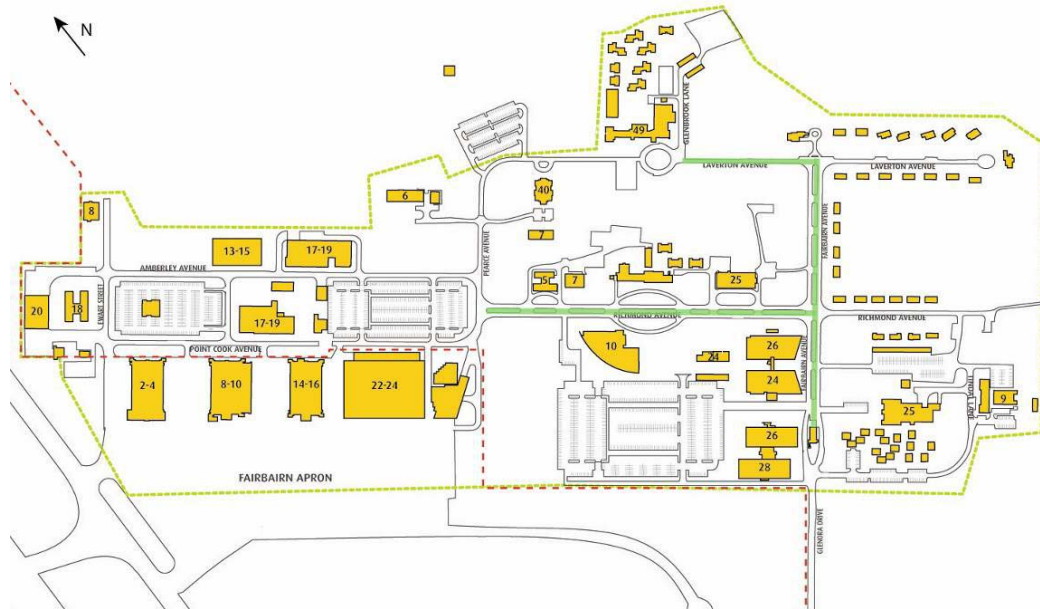


Figure 8-1 Site layout, showing the location of avenue trees associated with the main road alignment (Map provided by Capital Airport Group Pty Ltd)

Condition and Integrity:

The major upgrade program undertaken in the early/mid 2000s by Canberra Airport Pty Ltd after Defence vacated the base included renovation and provision of new landscape within roadways, verges and around buildings (including the remedial works to trees that died or were severely impacted by the drought during 2002-2003, which was compounded by the decision of the Department of Defence to turn off the irrigation).

Heritage value:

The former RAAF Base Fairbairn precinct has significant representative heritage value as it retains major physical evidence, comprising the strong axial alignment of the principal, tree lined roadways and campus style character with free standing buildings set in an open landscaped setting that were a consistent feature of the early RAAF bases.

Graded Significance

The avenues of trees associated with the main road alignment (but not individual trees) and the open landscaped setting of buildings are elements of **exceptional** significance that have direct contribution to significant Commonwealth heritage values and retain the ability to demonstrate that significance.

Conservation recommendation:

The conservation policies that are of direct relevance to this item are set out below. They have been extracted from the body of the Heritage Management Plan and retain the same numbering to facilitate cross referencing. The supporting guidelines have been edited to select those relevant to the item.

Policy 9.7.2 Tree Lined Avenue Character

Canberra Airport will retain and manage the visual character of the avenues of trees along Richmond Avenue (west), Fairbairn Avenue and Laverton Avenue (west). (Refer to Fig. 8-2).

Guidelines

1. Replace any specimen of the avenue trees that has deteriorated to a point that it affects the visual grandeur of the avenue planting scheme.
2. Mitigate aircraft bird strike potential through a replacement programme of species which do not attract birds.

Policy 9.7.3 Heritage Management of the Campus Type Landscape Setting

Ensure that the long term planning and development of the precinct includes programmes to maintain, manage, supplement and reinforce the significant campus-like landscape of the place.

Guidelines

1. Replace trees that are in poor health or past their normal life span.
2. Gradually replace culturally planted tree species across the entire precinct that are not appropriate within the airport precinct with other selected species that improve bird strike management.
3. Ensure that a landscape plan is submitted for approval to Canberra Airport during design process.
4. Provide for landscaped separation of the spaces between new buildings and by landscaping the streetscape set backs with tall trees having clean trunks and large canopies. (See the new landscaping to Point Cook Avenue to Hangar 48, Fig. 2-30)
5. Ensure that sub-lessees provide and maintain landscaping within site boundaries and at the front boundary as determined by Canberra Airport in conjunction with prospective sub-lessees.
6. Respond to special security requirements in regard to landscaping within the airside areas of the operational zone.

Policy 9.10.1 Provision of Heritage Advice

In accordance with Articles 4 and 30 of the *Burra Charter* Canberra Airport will engage appropriate experts to advise on potential impacts on heritage values, decisions or designs affecting the heritage values of the place.

Guidelines

1. Ensure that the appropriate level of specialised heritage skills and conservation advice is sought when any maintenance or adaptive re-use projects are being prepared for the identified significant buildings and characteristics on the precinct.

Policy 9.12.1 Records of Intervention and Maintenance

Canberra Airport will continue to prepare and maintain relevant records regarding all physical interventions and maintenance programmes for significant buildings and landscape features.

Selected Guidelines

2. For each significant building or physical attribute, keep specific records related to any research, recording, measured drawings, development consents, alterations and additions and maintenance activities.

NAME	BUILDING 33 – GUARD HOUSE
LOCATION	AT THE MAIN ENTRANCE FROM GLENORA DRIVE (H5)

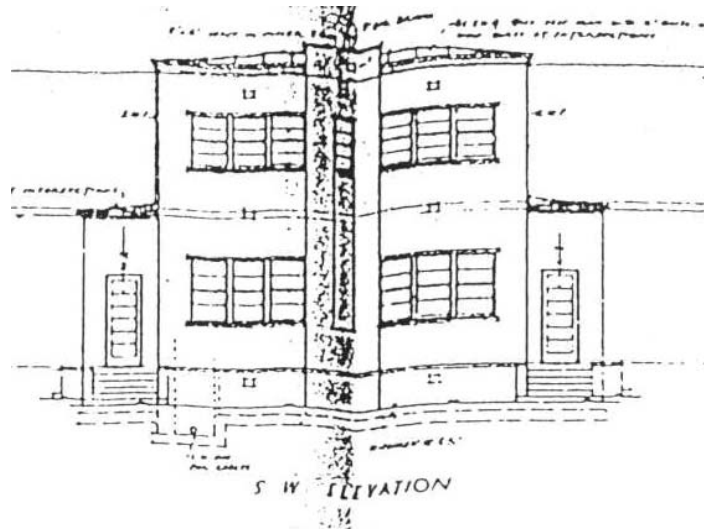
Historical summary:

Like the parade ground, the guard house was an integral part of the disciplinary process of RAAF Bases with linkages back to the Australian Flying Corps and the Royal Air Force.

The guard house function and building design was common to RAAF Base development, both prior and during World War II. The Fairbairn guard house was also a standard design for this building type, used at various other contemporary bases such as Rathmines and Amberley. The plans for the guard house were signed on 24 October 1939 by the Chief Architect of the Department of Interior, C. Whitley.

The guard house dates from the earliest development phase of the base and was completed by September 1940. Originally, the building accommodated a ground floor guard room, two cells, accommodation for guards, transformer room and fire tender garage. The original upper plan provided automatic and manual exchange spaces.

Canberra Airport Pty Ltd has refurbished the guard house with approvals in a sensitive way which maintains its character and reflects the original design and function of the building.



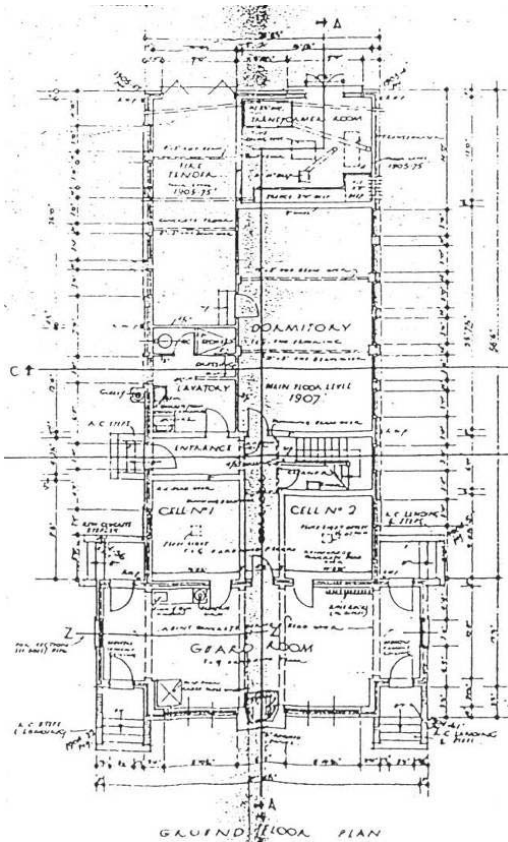
The main façade of the guard house, plan by the Department of Interior, 1939 (National Archives of Australia)



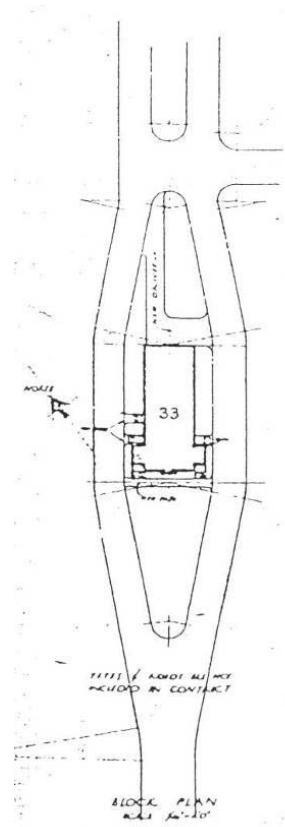
The guard house at Rathmines, 1982 (Lake Macquarie City Library)



The guard house at RAAF Wagga (GBA, 2008)



Ground floor plan, 1939 (National Archives of Australia)



Site plan, 1939 (National Archives of Australia)

Description:

The guardhouse defines the former base entrance from Glenora Drive. It is a brick building which complements the red brick façade of the hangars. It comprises a two storey front section with low-pitched roof and a single storey, hipped roofed section at the rear. The permanent form of the building is characteristic of pre Word War II defence structures and architecturally similar to that at RAAF Amberley in Queensland.

The front section of the building features a central single brick chimney and two side porches with low pitched roofs. It has a number of windows on the side facades and two large garage style doors at the rear end. Timber windows are typically single opening of sash form with horizontal glazing bars and brick sills. The windows on the main façade are three-light, of similar detailing to the single windows.



The guard house prior to refurbishment (GBA, 2007)



The refurbished guard house (GBA, 2008)



The refurbished interior of the former guard room (GBA, 2008)



Original cell door in the guard house (GBA, 2008)

Condition and integrity:

By the closing down of RAAF operations the guard house had been run-down and later alterations and additions, such as ad-hoc structures and a carport, had obscured its original form. These later additions, together with all asbestos material, have been removed and the building has been refurbished for adaptive reuse as an entrance to Fairbairn. Works also included recovering of the original external form and the reinstatement of original floor plans and detailing. The fabric of the building is in a fair to good condition.

Heritage value:

The guard house is an example of the Commonwealth Architect's Department's standardisation program in relation to certain building types across sites associated with military activities in the 1930s. The building defined the entrance, and was an important component of the base, both functionally and visually.

A well proportioned brick building, the guard house displays some Art Deco characteristics, which were unifying elements in the wartime buildings of the site.

Graded Significance:

The guard house has a **moderate** level of significance as it retains some capacity to demonstrate the significance of the place related to its early wartime establishment and retains a reasonable degree of original integrity.

Conservation recommendation:

The conservation policies that are of direct relevance to this item are set out below. They have been extracted from the body of the Heritage Management Plan and retain the same numbering to facilitate cross referencing. The supporting guidelines have been edited to select those relevant to the item.

Policy 9.8.3 Retention of Buildings of Moderate Significance

Canberra Airport will ensure that those wartime period buildings of moderate significance, which retain the majority of their early integrity, will be retained as appropriate, and adapted in order to retain sufficient reference to the early built environment of the base.

Selected Guideline

1. Retain and adapt the former Guard House (Building 33) in an appropriate use that will not require external alterations or additions and respects and utilizes the special position of the building at the entrance of the precinct.

Policy 9.10.1 Provision of Heritage Advice

In accordance with Articles 4 and 30 of the *Burra Charter* Canberra Airport will engage appropriate experts to advise on potential impacts on heritage values, decisions or designs affecting the heritage values of the place.

Selected Guideline

2. Ensure that the appropriate level of specialised heritage skills and conservation advice is sought when any maintenance or adaptive re-use projects are being prepared for the identified significant buildings and characteristics on the precinct.

Policy 9.12.1 Records of Intervention and Maintenance

Canberra Airport will continue to prepare and maintain relevant records regarding all physical interventions and maintenance programmes for significant buildings and landscape features.

Guidelines

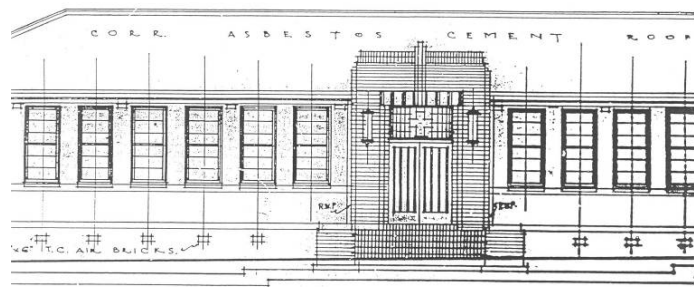
1. Canberra Airport should progressively update property asset register information in relation to works carried out to specific buildings.
2. For each significant building or physical attribute, keep specific records related to any research, recording, measured drawings, development consents, alterations and additions and maintenance activities.

NAME	FORMER BUILDING 44 – HOSPITAL (SICK QUARTERS)
LOCATION	5 RICHMOND AVENUE (E3)

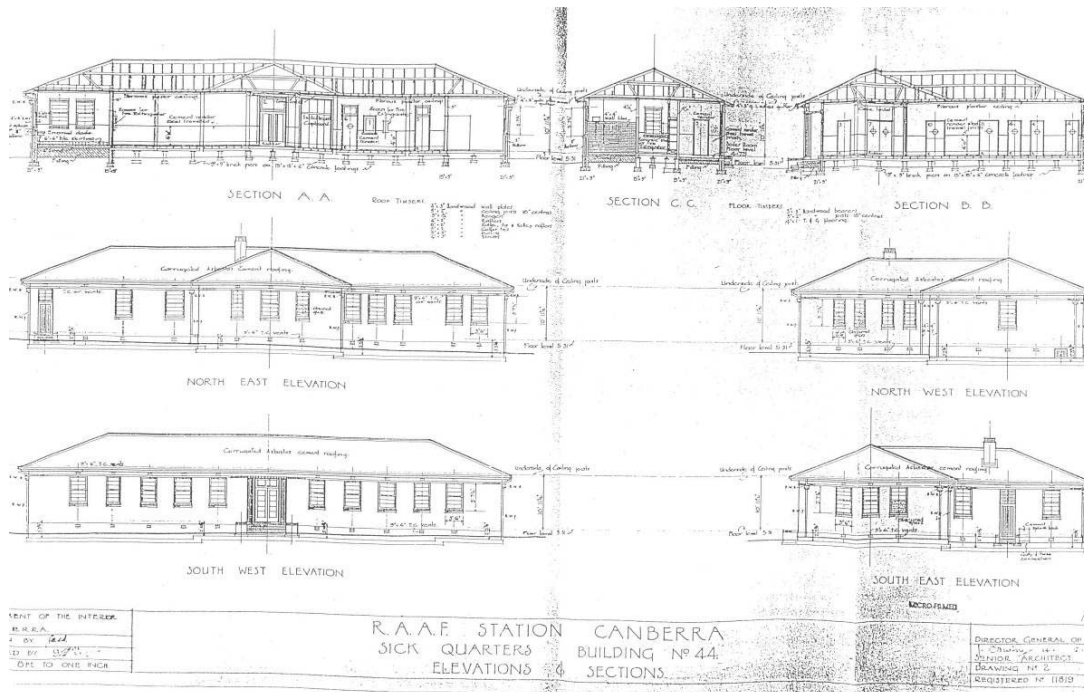
Historical summary:

The original plans for the hospital were signed on 17 November 1939 by the Chief Architect of the Department of Interior, C. Whitley. These preliminary plans were similar to the plan to which the RAAF Amberley hospital was built: a brick building featuring characteristics of the Art Deco style, including string courses, moulded brickwork and sash windows with horizontal glazing bars. However, drawings of the elevations were amended in 1940, and a simplified version of the hospital was completed in April 1941.

Canberra Airport Pty Ltd has refurbished the former hospital in a sympathetic manner.



The original plan for the hospital (National Archives of Australia)



The revised plan for the hospital, 1939 (National Archives of Australia)



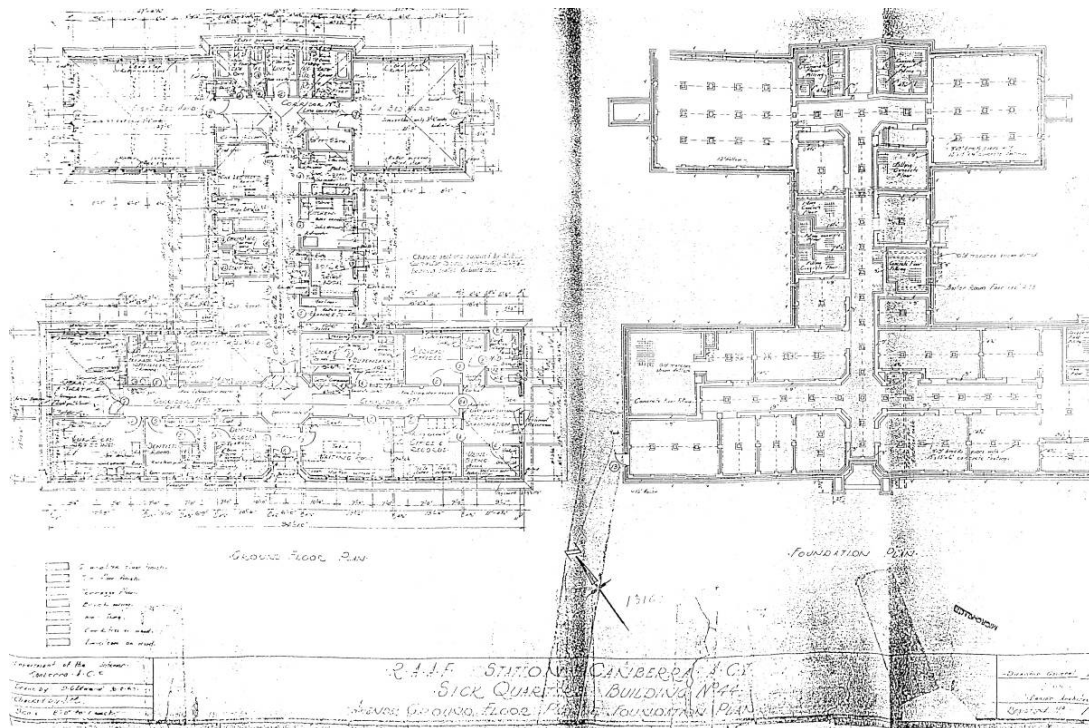
*Amberley hospital, completed in 1943
(Australian Heritage Database, 2004)*



*Former hospital, Rathmines, now used as a
nursing home (NSW State Heritage Register,
2005)*



The entrance to the former hospital at Fairbairn (GBA, 2008)



Floor plan of the hospital, 1939 (National Archives of Australia)

Description:

The former hospital is a single story brick building with similar window details to the guardhouse. Externally retains its original H plan and architectural form. Notable features include the horizontal emphasis of the windows and the detailing of the centrally placed main entrance. The latter includes the simple entrance steps in brick, the attached fluted quarter round pilasters and the fluted detailing of the lintel. A header brick course at window head level increases the horizontal emphasis of the building. The hipped roof is now covered with Colourbond sheeting.



View of the former hospital (GBA, 2008)

Condition and integrity:

After a recent refurbishment the building is in a fair to good condition.

Heritage value:

The former hospital has some historical significance as a functional component of the initial wartime development of RAAF Base Fairbairn. Centrally located in a formal position along the major axis of the site the building has some aesthetic significance within the former administration and recreation precinct of the base.

It is a simplified version of a standard hospital design of the Commonwealth Architects' Department, some more sophisticated examples of which exist at other operational and non-operational bases.

Graded Significance:

The former hospital has a **moderate** level of significance as it retains some capacity to demonstrate the significance of the place related to its early wartime establishment and retains a reasonable degree of original integrity, at least externally.

Conservation recommendation:

The conservation policies that are of direct relevance to this item are set out below. They have been extracted from the body of the Heritage Management Plan and retain the same numbering to facilitate cross referencing. The supporting guidelines have been edited to select those relevant to the item.

Policy 9.8.3 Retention of Buildings of Moderate Significance

Canberra Airport will ensure that those wartime period buildings of moderate significance, which retain the majority of their early integrity, will be retained as appropriate, and adapted in order to retain sufficient reference to the early built environment of the base.

Selected guideline

2. Retain and adapt the former Hospital (Building 44) at 5 Richmond Avenue and use as office accommodation or community facility, such as educational establishment, cultural facility, health care accommodation, child care facility or any other compatible use. New accommodation, potentially multi-story in nature, may be added to the rear of the building or be connected to the rear of the building in a manner that protects its architectural character.

Policy 9.10.1 Provision of Heritage Advice

In accordance with Articles 4 and 30 of the *Burra Charter* Canberra Airport will engage appropriate experts to advise on potential impacts on heritage values, decisions or designs affecting the heritage values of the place.

Selected Guideline

2. Ensure that the appropriate level of specialised heritage skills and conservation advice is sought when any maintenance or adaptive re-use projects are being prepared for the identified significant buildings and characteristics on the precinct.

Policy 9.12.1 Records of Intervention and Maintenance

Canberra Airport will continue to prepare and maintain relevant records regarding all physical interventions and maintenance programmes for significant buildings and landscape features.

Guidelines

1. Canberra Airport should progressively update property asset register information in relation to works carried out to specific buildings.
2. For each significant building or physical attribute, keep specific records related to any research, recording, measured drawings, development consents, alterations and additions and maintenance activities.

NAME	BUILDING 46 – AIRCRAFT HANGAR
LOCATION	14-16 POINT COOK AVENUE (C4)

Historical summary:

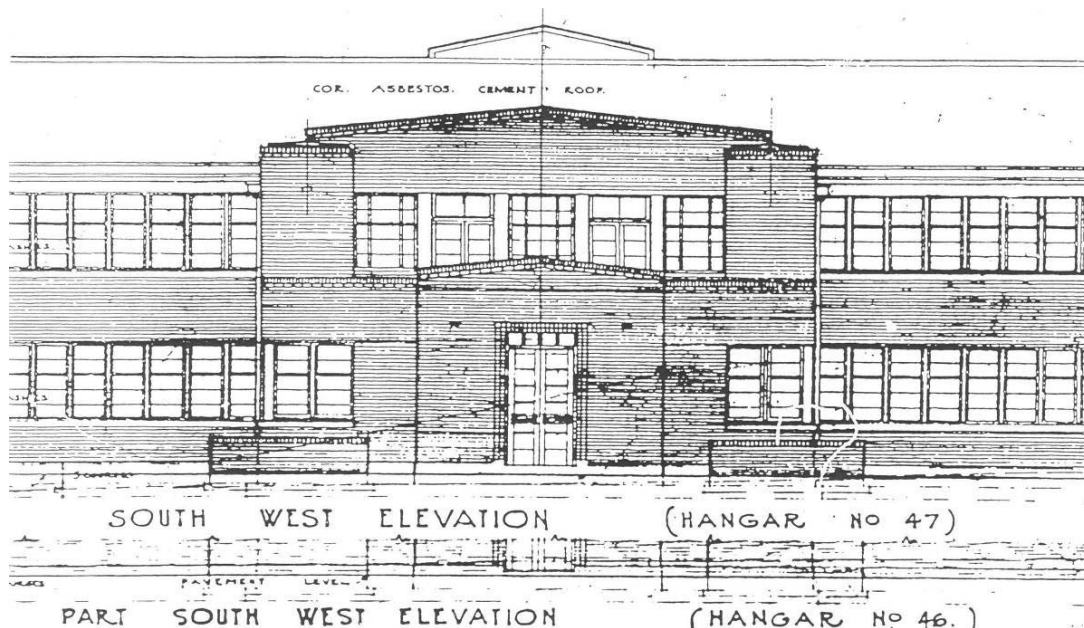
Plans for the three identical hangars were dated August and September 1939 and signed by C. Whitney, Chief Architect of the Department of Interior. The hangars demonstrate the increased funding made available by the Commonwealth after 1938, allowing some buildings and service structures to be erected in brick.

Hangar 46 was one of three identical structures, which, in common with other building components designed and intended to be permanent in this period, exhibited a high quality of design, construction and detailing. Both the airside and roadside facades of the hangar were constructed of stretcher bond brickwork and featured continuous rows of windows with horizontal glazing bars. The south western (airside) façade also had a centrally located imposing entrance. The hangar had a steel frame supporting a saw tooth roof, characteristic of late 1930s and early 1940s utilitarian and workshop structures erected by the Commonwealth. (Hangars of similar characteristics can be found at Wagga RAAF)

As one of the major functional facilities of the base, Hangar 46 was completed by September 1940. Three years later it was extended by the construction of a small armament store. Externally the hangar retained a high degree of integrity.

From the 1960s there were various demountable structures built against its roadside wall, accommodating the metallic repair section of the base.

Changes in aircraft technology do not allow the building for aircraft hangar use. Canberra Airport Pty Ltd has refurbished the hangar with approvals in a way which maintains its character, but allows for occupation by a tenant.



Airside elevation plan, 1939 (National Archives of Australia)



*World War II hangar at Wagga RAAF
(GBA, 2008)*



*Photograph of Hangar 46, 1955 (Australian War
Memorial)*

Description:

It is a saw tooth roofed hangar with steel framed central space and roof trusses. The saw tooth roof comprises two sets of three roof lights facing away from a central, spinal rectangular section roof light that is expressed in the airside elevation as a low pediment in the centre line of the symmetrical massing of the two storeyed brick and concrete end sections. Entrance to the hangar for aircraft is along the long side through sliding doors over the full length of the building. This allows maximum operational access and egress. The two storey section of the building originally housed offices, stores and small workshops. Brickwork and window detailing is similar to the guardhouse and base hospital.



View of Hangar 46 adjacent to the new VIP hangar (GBA, 2008)



The airside façade of Hangar 46 after the renovation (Capital Airport Group Pty Ltd, 2008)

Condition and Integrity:

The building retained a high degree of integrity and the recent upgrading works enhanced its character. The fabric is in fair condition.

Heritage value:

The former hangar has historical significance as one of the main functional components of the initial wartime development of RAAF Fairbairn after 1939. Located in the heart of the operational precinct, Hangar 46 was a major functional facility, critical to the operation until the base closed.

Hangar 46 is one of the most important and well designed buildings from the war years. It has the ability to demonstrate its role and is a good example of the late 1930s and early 1940s structures erected by the Commonwealth.

Externally hangar 46 at 14-16 Point Cook Avenue has retained a high level of integrity.

Graded Significance:

Hangar 46 is of **high** level of significance as it has some contribution to significant Commonwealth heritage values and retains the ability to demonstrate that significance.

Conservation recommendation:

The conservation policies that are of direct relevance to this item are set out below. They have been extracted from the body of the Heritage Management Plan and retain the same numbering to facilitate cross referencing. The supporting guidelines have been edited to select those relevant to the item.

Policy 9.8.2 Retention of the Three Wartime Hangars

Canberra Airport will ensure that the wartime hangars will be retained and maintained for adaptive re-use as long as they remain serviceable for a use compatible with their airside location.

Guidelines

1. Canberra Airport should continue to investigate aviation related uses for the three hangars that enable them to remain as functioning components of the overall airport without major change.
2. Where aviation requirements, such as larger aircraft must be accommodated in association with Fairbairn side of the airport, Canberra Airport will investigate if individual hangars can be adapted to suit the new requirements, such as raising the

clear internal height and the roof, or accessed directly from the end, without undue impact on the architectural integrity of the building.

3. Where the demands for accommodating larger aircraft or functions are impossible in the existing hangars, Canberra Airport will investigate establishing a new apron and hanger area to the north or east of the current apron as the first preference to demolishing or adversely affecting the architectural character of the three hangars.
4. New, larger hangars may eventually replace the three wartime hangars if no viable alternative option is available.
5. If the SPA no longer requires the current hanger and support facilities these should be made available for other aviation users.

Policy 9.10.1 Provision of Heritage Advice

In accordance with Articles 4 and 30 of the *Burra Charter* Canberra Airport will engage appropriate experts to advise on potential impacts on heritage values, decisions or designs affecting the heritage values of the place.

Selected Guideline

2. Ensure that the appropriate level of specialised heritage skills and conservation advice is sought when any maintenance or adaptive re-use projects are being prepared for the identified significant buildings and characteristics on the precinct.

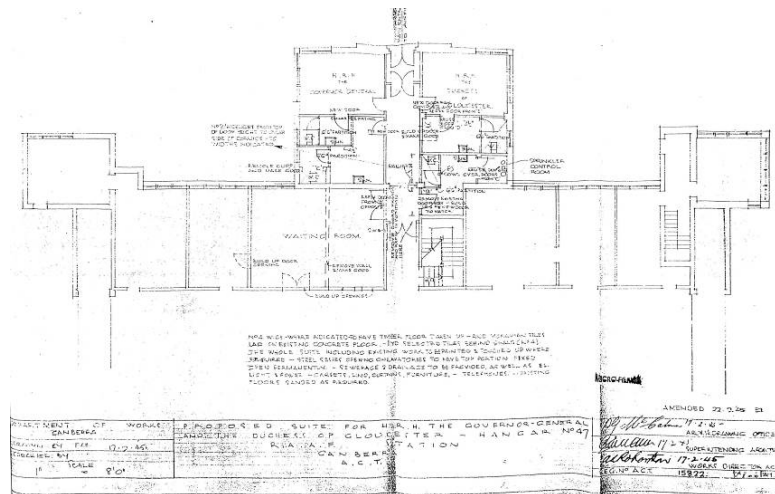
Policy 9.12.1 Records of Intervention and Maintenance

Canberra Airport will continue to prepare and maintain relevant records regarding all physical interventions and maintenance programmes for significant buildings and landscape features.

Guidelines

1. Canberra Airport should progressively update property asset register information in relation to works carried out to specific buildings.
2. For each significant building or physical attribute, keep specific records related to any research, recording, measured drawings, development consents, alterations and additions and maintenance activities.
3. Should any building be demolished, relocated or removed, photographic recording of the existing state will be undertaken prior to the commencement of any demolition work.

In 1945 hangar 47 was modified to create a VIP suite within the building. Further alterations included raising the roof profile at each side to allow larger aircraft to enter and the construction of an extension to the south eastern side of the hangar in 1968-69.



In the early 2000s Canberra Airport Pty Ltd refurbished the hangar with approvals in a way which maintains its character, but allows for occupation by a tenant.

In the course of the recent upgrading and refurbishment of the hangar the architectural imagery of the existing/proposed additions was improved and unified, providing a contemporary layer that complements the architectural composition and character of the hangar.



The airside façade of Hangar 47 after renovation (Capital Airport Group Pty Ltd, 2008)



The roadside façade after renovation (GBA, 2008)

Condition and Integrity:

The fabric of the hangar is in good condition. The building has been modified, lessening the integrity of its original fabric, but ensuring the necessary evolution of the building in a way which complements its architectural composition and character.

Heritage value:

The former hangar has historical significance as one of the main functional components of the initial wartime development of RAAF Fairbairn after 1939. Located in the heart of the operational precinct, Hangar 47 was a major functional facility, critical to the operation until the base closed.

Hangar 47 is one of the most important and well designed buildings from the war years. It has the ability to demonstrate its role and is a good example of the late 1930s and early 1940s structures erected by the Commonwealth.

Although later alterations lessened the integrity of the original hangar at 8-10 Point Cook, the fabric of the building evolved in a way which is sympathetic to its architectural character.

Graded Significance:

Hangar 47 is of **high** level of significance as it has some contribution to significant Commonwealth heritage values and retains the ability to demonstrate that significance.

Conservation recommendation:

The conservation policies that are of direct relevance to this item are set out below. They have been extracted from the body of the Heritage Management Plan and retain the same numbering to facilitate cross referencing. The supporting guidelines have been edited to select those relevant to the item.

Policy 9.8.2 Retention of the Three Wartime Hangars

Canberra Airport will ensure that the wartime hangars will be retained and maintained for adaptive re-use as long as they remain serviceable for a use compatible with their airside location.

Guidelines

1. Canberra Airport should continue to investigate aviation related uses for the three hangars that enable them to remain as functioning components of the overall airport without major change.
2. Where aviation requirements, such as larger aircraft must be accommodated in association with Fairbairn side of the airport, Canberra Airport will investigate if individual hangars can be adapted to suit the new requirements, such as raising the clear internal height and the roof, or accessed directly from the end, without undue impact on the architectural integrity of the building.
3. Where the demands for accommodating larger aircraft or functions are impossible in the existing hangars, Canberra Airport will investigate establishing a new apron and hanger area to the north or east of the current apron as the first preference to demolishing or adversely affecting the architectural character of the three hangars.
4. New, larger hangars may eventually replace the three wartime hangars if no viable alternative option is available.
5. If the SPA no longer requires the current hanger and support facilities these should be made available for other aviation users.

Policy 9.10.1 Provision of Heritage Advice

In accordance with Articles 4 and 30 of the *Burra Charter* Canberra Airport will engage appropriate experts to advise on potential impacts on heritage values, decisions or designs affecting the heritage values of the place.

Selected Guideline

2. Ensure that the appropriate level of specialised heritage skills and conservation advice is sought when any maintenance or adaptive re-use projects are being prepared for the identified significant buildings and characteristics on the precinct.

Policy 9.12.1 Records of Intervention and Maintenance

Canberra Airport will continue to prepare and maintain relevant records regarding all physical interventions and maintenance programmes for significant buildings and landscape features.

Guidelines

1. Canberra Airport should progressively update property asset register information in relation to works carried out to specific buildings.

2. For each significant building or physical attribute, keep specific records related to any research, recording, measured drawings, development consents, alterations and additions and maintenance activities.
3. Should any building be demolished, relocated or removed, photographic recording of the existing state will be undertaken prior to the commencement of any demolition work.

NAME	BUILDING 48 – HANGAR AND AIRCRAFT CONTROL TOWER
LOCATION	2-4 POINT COOK AVENUE (B4)

Historical summary

Plans for the three identical hangars were dated August and September 1939 and signed by C. Whitney, Chief Architect of the Department of Interior. The hangars demonstrate the increased funding made available by the Commonwealth after 1938, allowing some buildings and service structures to be erected in brick.

One of three identical hangars built in the initial stage of the development of the airbase, hangar 48 was completed by September 1940. Three years later it was extended by the construction of a small armament store.

Hangar 48 has been significantly altered. The 1939 control tower upper section was removed and replaced twice, the last time in 1965/66. Today only the base of the control tower survives on the south western corner of the building. The existing concrete air traffic control tower on the south east corner of the hangar dates from 1976.

According to the National Survey of Control Towers 2007 the Fairbairn control tower is a Type 5 facility: a cabin on service block. The most direct comparisons are Jandakot (1965), Sydney No.5 (1966-68), Port Moresby (1970-73) and Bankstown (1968).

Initially, the control tower was manned by RAAF air traffic control operators. Later operational responsibility was transferred to civil operators. The progression from military to civil ATC is also evident at other RAAF Base facilities, such as the one of the RAAF Base Wagga Wagga.

Hangar 48 has recently been renovated and upgraded by Canberra Airport in a way which maintains its character but allows for occupation by a tenant.



Hangar 48 with control tower viewed from the airfield, 1942 (Australian War Memorial)



*The original control tower, 1946
(Australian War Memorial)*



*The 1976 control tower (Airservice
Australia)*



Interior of the hangar during refurbishment (GBA, 2007)



Roadside view of the renovated hangar (Capital Airport Group Pty Ltd, 2008)



The upgraded Hangar 48 (GBA, 2008)

Description:

It is a saw tooth roofed hangar with steel framed central space and roof trusses. The saw tooth roof comprises two sets of three roof lights facing away from a central, spinal rectangular section roof light that is expressed in the airside elevation as a low pediment in the centre line of the symmetrical massing of the two storeyed brick and concrete end sections. Entrance to the hangar for aircraft is along the long side through sliding doors over the full length of the building. This allows maximum operational access and egress. The two storey section of the building originally housed offices, stores and small workshops.

Condition and Integrity:

The fabric of the hangar is in good condition. The building has been modified, lessening the integrity of its original fabric, but ensuring the necessary evolution of the building in a way which complements its architectural composition and character.

Heritage value:

The former hangar has historical significance as one of the main functional components of the initial wartime development of RAAF Fairbairn after 1939. Located in the heart of the operational precinct, Hangar 48 was a major functional facility, critical to the operation until the base closed.

Hangar 48 is one of the most important and well designed buildings from the war years. It has the ability to demonstrate its role and is a good example of the late 1930s and early 1940s structures erected by the Commonwealth.

Although later alterations lessened the integrity of the original hangar at 2-4 Point Cook, the fabric of the building evolved in a way which is sympathetic to its architectural character.

The current control tower dates from a major upgrade of the Fairbairn complex in the mid-1970s. The tower is a representative, albeit late, example of Type 5 (even width cabin and tower). In accordance with an assessment against the Commonwealth Heritage Criteria contained in Air Services Australia's National Survey of Control Towers 2007, the Fairbairn control tower is not considered to meet any of those criteria at a level indicative of Commonwealth heritage value.

Graded Significance:

Hangar 48 is of **high** level of significance as it has some contribution to significant Commonwealth heritage values and retains the ability to demonstrate that significance.

Conservation recommendation:

The conservation policies that are of direct relevance to this item are set out below. They have been extracted from the body of the Heritage Management Plan and retain the same numbering to facilitate cross referencing. The supporting guidelines have been edited to select those relevant to the item.

Policy 9.8.2 Retention of the Three Wartime Hangars

Canberra Airport will ensure that the wartime hangars will be retained and maintained for adaptive re-use as long as they remain serviceable for a use compatible with their airside location.

Guidelines

1. Canberra Airport should continue to investigate aviation related uses for the three hangars that enable them to remain as functioning components of the overall airport without major change.
2. Where aviation requirements, such as larger aircraft must be accommodated in association with Fairbairn side of the airport, Canberra Airport will investigate if individual hangars can be adapted to suit the new requirements, such as raising the clear internal height and the roof, or accessed directly from the end, without undue impact on the architectural integrity of the building.
3. Where the demands for accommodating larger aircraft or functions are impossible in the existing hangars, Canberra Airport will investigate establishing a new apron and hanger area to the north or east of the current apron as the first preference to demolishing or adversely affecting the architectural character of the three hangars.

4. New, larger hangers may eventually replace the three wartime hangers if no viable alternative option is available.
5. If the SPA no longer requires the current hanger and support facilities these should be made available for other aviation users.

Policy 9.10.1 Provision of Heritage Advice

In accordance with Articles 4 and 30 of the *Burra Charter* Canberra Airport will engage appropriate experts to advise on potential impacts on heritage values, decisions or designs affecting the heritage values of the place.

Selected Guideline

2. Ensure that the appropriate level of specialised heritage skills and conservation advice is sought when any maintenance or adaptive re-use projects are being prepared for the identified significant buildings and characteristics on the precinct.

Policy 9.12.1 Records of Intervention and Maintenance

Canberra Airport will continue to prepare and maintain relevant records regarding all physical interventions and maintenance programmes for significant buildings and landscape features.

Guidelines

1. Canberra Airport should progressively update property asset register information in relation to works carried out to specific buildings.
2. For each significant building or physical attribute, keep specific records related to any research, recording, measured drawings, development consents, alterations and additions and maintenance activities.
3. Should any building be demolished, relocated or removed, photographic recording of the existing state will be undertaken prior to the commencement of any demolition work.

NAME	BUILDING 52 – GUN TESTING, SQUASH COURT
LOCATION	EWART STREET (A4)

Historical summary:

Drawings for the 40'-0 machine gun test butt were prepared in 1941. The aircraft gun butt – firing range was developed in World War II to provide an engineering facility to support harmonisation of aircraft gun sights and gun installation. Before and during World War II identical gun butt structures were constructed to standard design on various RAAF operational and flying training bases nation-wide.

No original plans of the building were available during the preparation of this assessment. Remnant physical evidence indicates that the stop butt consisted of a rectangular space enclosed on three sides by massive buttressed red brick walls over four meters high. Wing walls extended either side of the opening, with a small brick store placed behind the south western wing. The side walls had thick steel plates placed between the buttresses.

The aircraft gun test butt was later decommissioned as weapons technologies and *operational functions assigned to Fairbairn changed and due to safety implications that effectively limited the use of the butt facility.*

After being idle for some years the aircraft gun butt was reworked to support recreational activities and sporting programs. This involved the use of local RAAF labour and welfare funding.

Description:

The rectangular space has been subsequently enclosed and subdivided to accommodate two squash courts in the later years of the RAAF occupation. These alterations have obscured any internal demonstration of the original functions of the building. Currently the building is vacant.



The north western façade of the building (GBA, 2008)



Interior (GBA, 2008)

Condition and Integrity

The building has been modified both externally and internally. Externally, the robust brickwork remains in reasonable condition. The internal fabric is in a fair to poor condition.

Heritage value:

A similar structure exists at Point Cook, although its degree of original integrity is unknown.

The building provided a supporting functional role within the wartime operational requirements of the RAAF base. This function ceased during the post war years and is now difficult to interpret from the surviving fabric.

Graded Significance:

Due to its wartime association the building is of **moderate** significance, but retains a relatively low degree of integrity.

Conservation recommendation:

The conservation policies that are of direct relevance to this item are set out below. They have been extracted from the body of the Heritage Management Plan and retain the same numbering to facilitate cross referencing. The supporting guidelines have been edited to select those relevant to the item.

Policy 9.8.4 Demolition of Buildings for Taxiway Clearance

Buildings that will be affected by the future upgrading and realignment of Taxiway Alpha and the increased clearance standards to comply with safety regulations will be demolished as part of that upgrading.

Guideline

1. The affected buildings, the former Survey Flight Photographic Building (Building 57–18 Ewart Street), the former Gun Testing/Squash Court (Building 52–24 Ewart Street) and the adjacent building/store and the Bellman Hanger, (Building 203–20 Ewart Street) will be retained until demolition is required.

Policy 9.8.6 Recording of Buildings to be Demolished

In general accordance with Article 32 of the *Burra Charter*, Canberra Airport will photographically record any building in the precinct that has been approved for demolition, relocation or removal.

Guideline

1. Photographic records of affected buildings should be retained by Canberra Airport, with a second copy lodged in an appropriate archive with approval for public access.

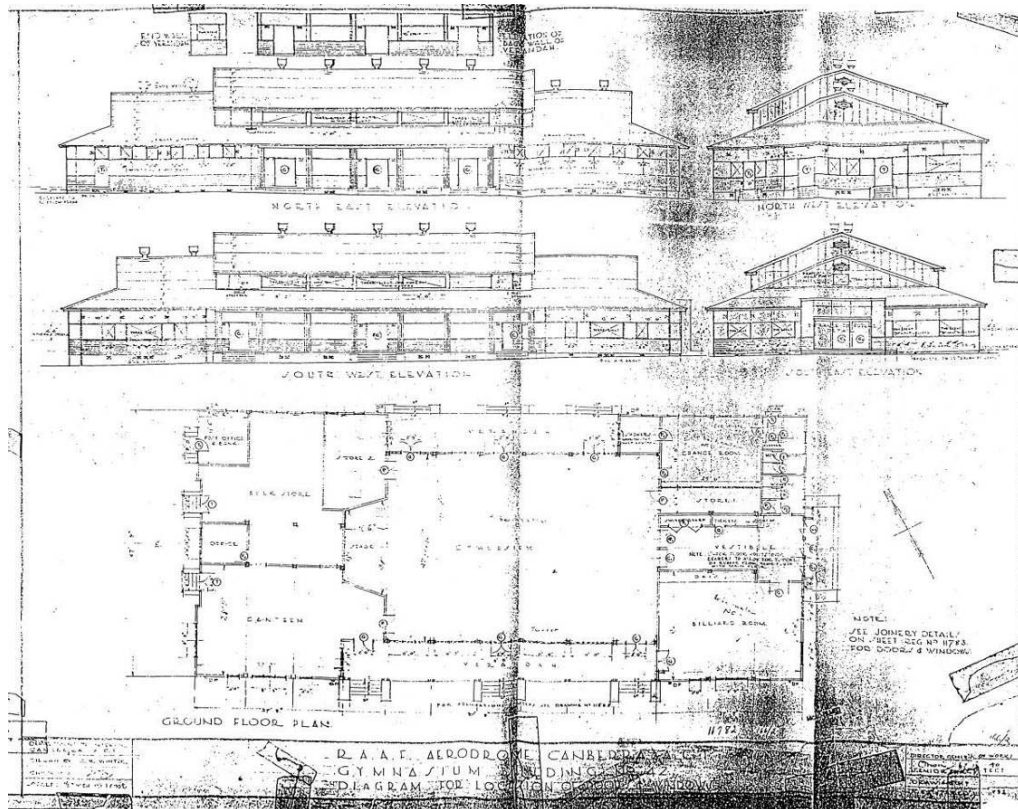
NAME	BUILDING 42 – CINEMA / DANCE HALL
LOCATION	25 RICHMOND AVENUE (G3)

Historical summary:

Erected in 1940 according to a standardized design, the building featured a central sports area, flanking verandahs with canteen, stores, post office and bank, changing rooms and billiard room. Not long after the completion of the recreation facility the verandahs were enclosed and alterations were carried out to the stage and dressing room in 1941. Unspecified alterations are noted in 1950 and works to the heating and ventilation system in 1953.

The building played a key role in the social life of the personnel of the Base and remains a focus for recreational activities, including theatre/cinema and canteen.

The building was renovated by Canberra Airport in 2005 in a sympathetic manner for a medium term adaptive reuse as a gymnasium.



Plan of the cinema / gymnasium (National Archives of Australia)

Description:

The gymnasium is a timber framed building with gabled roofed hall typical of recreational facilities provided for defence personnel. It is clad to window sill with weatherboards in the vernacular style employed by the Commonwealth during the 1930s and 1940s. The upper wall areas, originally asbestos cement, have been reclad and the timber framed roof is now covered with colourbond metal sheeting.

Comparable examples exist at the Richmond RAAF Base and at the former Rathmines base site.



The former gymnasium (GBA, 2008)



View of the hall (GBA, 2008)



Similar structure at the former Rathmines base site

Condition and Integrity:

The building has been refurbished and is in fair condition. It retains much of the original detailing externally and has been respected internally.

Heritage value:

The gymnasium has some historical significance as a wartime component of the Fairbairn RAAF Base.

Centrally located in a formal position along the major axis of the base the gymnasium has some aesthetic significance. It is typical of recreational facilities provided for defence personnel and is representative of the military vernacular style employed by the Commonwealth during the 1930s and 40s.

The building played a key role in the social life of the base.

Graded Significance:

The gymnasium has a **moderate** level of significance as it retains some capacity to demonstrate the significance of the place related to its early wartime establishment and retains a reasonable degree of original integrity, at least externally.

Conservation recommendation:

The conservation policies that are of direct relevance to this item are set out below. They have been extracted from the body of the Heritage Management Plan and retain the same numbering to facilitate cross referencing. The supporting guidelines have been edited to select those relevant to the item.

Policy 9.8.3 Retention of Buildings of Moderate Significance

Canberra Airport will ensure that those wartime period buildings of moderate significance, which retain the majority of their early integrity, will be retained as appropriate, and adapted in order to retain sufficient reference to the early built environment of the base.

Selected Guideline

3. Retain and adapt the former cinema/canteen and dance hall (Building 42 at 25 Richmond Avenue) and used for an appropriate use such as cultural or community facility or any other compatible use. Active use of outdoor areas around the building may also be considered.

Policy 9.10.1 Provision of Heritage Advice

In accordance with Articles 4 and 30 of the *Burra Charter* Canberra Airport will engage appropriate experts to advise on potential impacts on heritage values, decisions or designs affecting the heritage values of the place.

Selected Guideline

2. Ensure that the appropriate level of specialised heritage skills and conservation advice is sought when any maintenance or adaptive re-use projects are being prepared for the identified significant buildings and characteristics on the precinct.

Policy 9.12.1 Record on Intervention and Maintenance

Canberra Airport will continue to prepare and maintain relevant records regarding all physical interventions and maintenance programmes for significant buildings and landscape features.

Selected Guidelines

1. Canberra Airport should progressively update property asset register information in relation to works carried out to specific buildings.
2. For each significant building or physical attribute, keep specific records related to any research, recording, measured drawings, development consents, alterations and additions and maintenance activities.

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The former Staff College Headquarters (GBA, 2008)



The external wall and roof cladding has been changed. Also note additional entrance (GBA, 2008)



Internal view. Note aluminium sliding door (GBA, 2007)

Condition and Integrity:

The fabric of the building is in poor condition. Alterations to the external wall and roof cladding and insertion of aluminium doors have lessened the original integrity of the building.

Heritage value:

The building provided a supporting role within the wartime operational requirements of the RAAF base. This function ceased during the post war years and the building was adapted to new use. It is a modest example of a vernacular style building and was altered externally and internally.

Graded Significance:

Due to its wartime association the building is of **moderate** significance, but retains a relatively low degree of integrity.

Conservation recommendation:

The conservation policies that are of direct relevance to this item are set out below. They have been extracted from the body of the Heritage Management Plan and retain the same numbering to facilitate cross referencing. The supporting guidelines have been edited to select those relevant to the item.

Policy 9.8.4 Demolition of Buildings for Taxiway Clearance

Buildings that will be affected by the future upgrading and realignment of Taxiway Alpha and the increased clearance standards to comply with safety regulations will be demolished as part of that upgrading.

Guideline

1. The affected buildings, the former Survey Flight Photographic Building (Building 57–18 Ewart Street), the former Gun Testing/Squash Court (Building 52–24 Ewart Street) and the adjacent building/store and the Bellman Hanger, (Building 203–20 Ewart Street) will be retained until demolition is required.

Policy 9.8.6 Recording of Buildings to be demolished

In general accordance with Article 32 of the *Burra Charter*, Canberra Airport will photographically record any building in the precinct that has been approved for demolition, relocation or removal.

Guideline

1. Photographic records of affected buildings should be retained by Canberra Airport, with a second copy lodged in an appropriate archive with approval for public access.

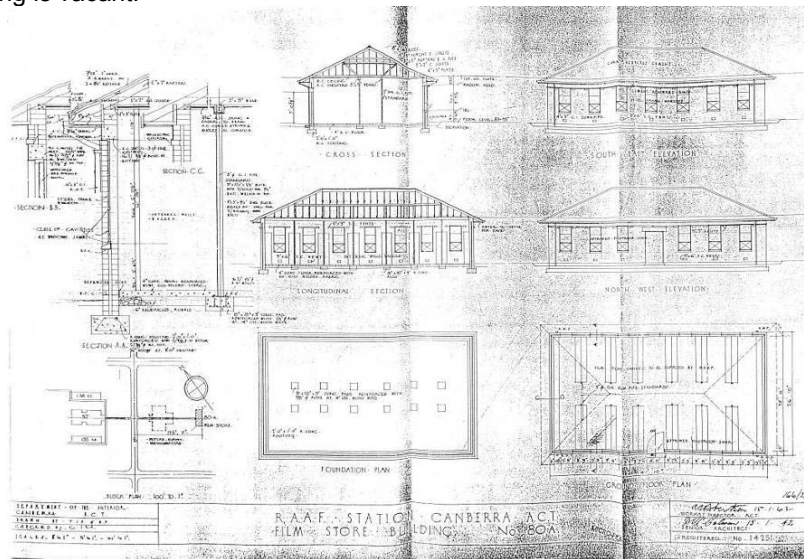
NAME	BUILDING 80A – PHOTOGRAPHIC STORE
LOCATION	19 EWART STREET (B4)

Historical summary:

Building 80A was built in 1942 as a film store annex to the Photographic building. The layout of fittings was modified in 1951.

The building was converted to the Staff College Library in the 1960s and in the 1990s was called the N.H.Wrigley Centre. At this time a front portico and additional huts were attached to the building, requiring removal of a section of the external wall and stripping the original internal fabric.

The building is vacant.



Plan of the Film Store building, 1942 (National Archives of Australia)

Description:

It is a simple single storey utilitarian structure. It has cavity brick walls, hipped roof with metal sheeting and a number of metal windows of vertical proportion.



The north western façade Building 80A. Note evidence of external alterations (GBA, 2008)



The stripped interior (GBA, 2008)

The external and internal fabric of the building shows evidence of drastic alterations.

Condition and Integrity:

The fabric of the building is in a general poor condition. Alterations and removal of part of the original fabric compromised the architectural integrity of the building.

There is no significant evidence in the internal fabric of the original or subsequent use of the building.

Heritage value:

Building 80A with its unpretentious utilitarian design has little aesthetic significance within the base. Due to alterations and removal of early fabric the original configuration and use is now difficult to interpret.

Graded Significance:

Due to its wartime association the building is of **moderate** significance, but retains a relatively low degree of integrity and only some incidental capacity to demonstrate the significance of the overall place.

Conservation recommendation:

The conservation policies that are of direct relevance to this item are set out below. They have been extracted from the body of the Heritage Management Plan and retain the same numbering to facilitate cross referencing. The supporting guidelines have been edited to select those relevant to the item.

Policy 9.8.5 Demolition of Buildings of Moderate Significance

Buildings of Moderate Significance due to their wartime associations but which retain little of their early integrity (Former Officers' Mess at 9 Laverton Avenue; former Sergeants' Mess at 15 Richmond Avenue; former Photographic Store at 19 Ewart Street and former East Powerhouse at 25A Fairbairn Avenue) may be demolished if the land on which they sit is identified for redevelopment in response to market demand.

Policy 9.8.6 Recording of Buildings to be Demolished

In general accordance with Article 32 of the *Burra Charter*, Canberra Airport will photographically record any building in the precinct that has been approved for demolition, relocation or removal.

Guideline

1. Photographic records of affected buildings should be retained by Canberra Airport, with a second copy lodged in an appropriate archive with approval for public access.

NAME	Building 73 – The east Powerhouse
LOCATION	25A Fairbairn Avenue (I4)

Historical Summary:

The emergency powerhouse and fuel oil storage was erected in 1940. As a common component of RAAF bases of the time, it was built by standard design. Identical example of this type exists at the former Rathmines site.

In the late 1990-s the building was used as part of the Fire Maintenance Section of the base. Recently used as a construction site office and currently accommodates a sculpture studio.



Powerhouse of standard design at Rathmines (NSW State Heritage Register, photo 1997)

Description:

The former powerhouse is a utilitarian brick building with corbelled gable and Colourbond roof cover. It has concrete floor, timber roof members, and steel windows. The external brickwork shows evidence of several alterations to doors and windows.



The east powerhouse at Fairbairn (GBA, 2008)



Sculpture studio in the former powerhouse (GBA, 2008)

Condition and Integrity:

Externally, the building appears to have retained its early form. Internally, the original functional equipment appears to have been completely removed with the exception of the overhead crane. The fabric of the building is in fair condition.

The building is now used as a sculpture studio for the production of public art works displayed around the Airport precinct.

Graded Significance:

Due to its wartime association the building is of **moderate** significance, but retains a relatively low degree of integrity.

Conservation recommendation:

The conservation policies that are of direct relevance to this item are set out below. They have been extracted from the body of the Heritage Management Plan and retain the same numbering to facilitate cross referencing. The supporting guidelines have been edited to select those relevant to the item.

Policy 9.8.5 Demolition of Buildings of Moderate Significance

Buildings of Moderate Significance due to their wartime associations but which retain little of their early integrity (Former Officers' Mess at 9 Laverton Avenue; former Sergeants' Mess at 15 Richmond Avenue; former Photographic Store at 19 Ewart Street and former East Powerhouse at 25A Fairbairn Avenue) may be demolished if the land on which they sit is identified for redevelopment in response to market demand.

Policy 9.8.6 Recording of Buildings to be Demolished

In general accordance with Article 32 of the *Burra Charter*, Canberra Airport will photographically record any building in the precinct that has been approved for demolition, relocation or removal.

Guideline

1. Photographic records of affected buildings should be retained by Canberra Airport, with a second copy lodged in an appropriate archive with approval for public access.

NAME	BUILDING 203 – BELLMAN HANGAR
LOCATION	20 EWART STREET (A4)

Historical summary:

The Bellman hangar was erected on the site in the late 1940s.

Bellman hangars were designed in England and manufactured in Newcastle by Lysaghts during World War II, from c.1939 – 1945. They were designed as easily transportable, temporary hangars which could be erected using unskilled labour.

The use of Bellman type hangars for aircraft storage and maintenance, aircraft production and base stores was widespread in the RAAF during the 1940s. However, the Bellman structural design in itself is not unique to early RAAF functions and samples can be found on various civil airports, military bases and some light industrial areas. The Bellman hangar was not part of the original RAAF Station Canberra and was probably relocated to Fairbairn as being surplus to requirement of another RAAF facility to provide temporary bulk storage during an early redevelopment program. The practice of relocating and reusing Bellman hangars in the 1950s and 1960s remained widespread within the RAAF.

The length of the hangar may have been extended by the late 1960s.

Description:

The Bellman hangar is a large steel framed building with a low pitched roof, clad overall with corrugated iron sheeting. The main doors at each end were designed to roll out beyond the shell of the building allowing maximum clear access to the internal volume.



The Bellman hangar (GBA, 2008)

Condition and Integrity:

Externally, the building appears to be in good condition. Internally, the building was not inspected due to security limitations.

Heritage value:

An example of the many, readily transportable Bellman hangars erected on RAAF and other military facilities during World War II. There are no fundamental heritage reasons why this bellman hangar must stay in its current location if more pressing functional requirements for airport operations indicate that it could be relocated elsewhere.

Graded Significance:

The Bellman hangar has a **moderate** level of significance as it retains some capacity to demonstrate the significance of the place related to its early wartime establishment and retains a reasonable degree of integrity.

Conservation recommendation:

The conservation policies that are of direct relevance to this item are set out below. They have been extracted from the body of the Heritage Management Plan and retain the same numbering to facilitate cross referencing. The supporting guidelines have been edited to select those relevant to the item.

Policy 9.8.5 Demolition of Buildings of Moderate Significance

Buildings of Moderate Significance due to their wartime associations but which retain little of their early integrity (Former Officers' Mess at 9 Laverton Avenue; former Sergeants' Mess at 15 Richmond Avenue; former Photographic Store at 19 Ewart Street and former East Powerhouse at 25A Fairbairn Avenue) may be demolished if the land on which they sit is identified for redevelopment in response to market demand.

Policy 9.8.6 Recording of Buildings to be Demolished

In general accordance with Article 32 of the *Burra Charter*, Canberra Airport will photographically record any building in the precinct that has been approved for demolition, relocation or removal.

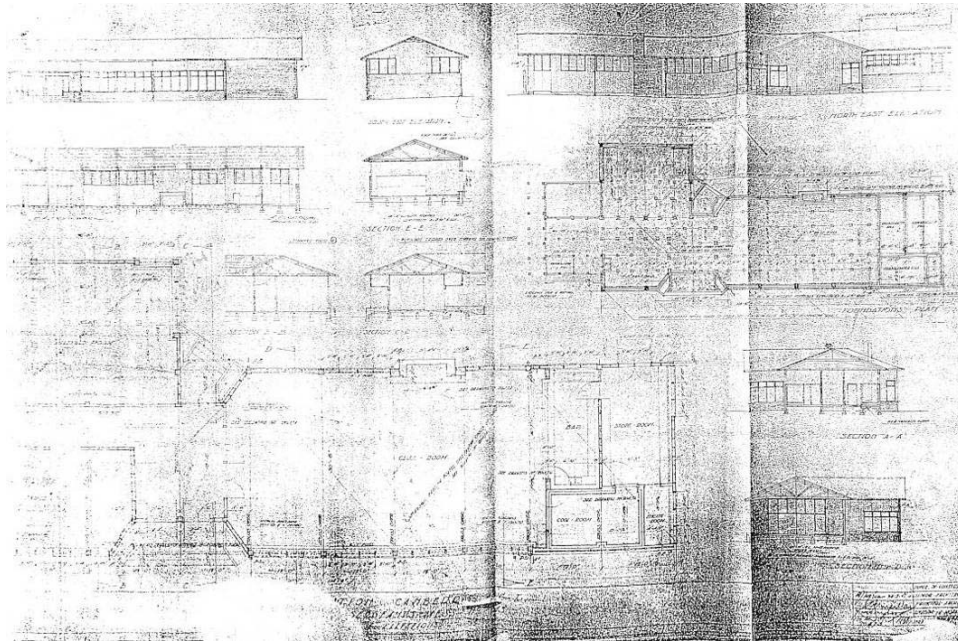
Guideline

1. Photographic records of affected buildings should be retained by Canberra Airport, with a second copy lodged in an appropriate archive with approval for public access.

NAME	BUILDING 43 – THE SERGEANTS MESS
LOCATION	RICHMOND AVENUE (F3)

Historical summary:

The single storey building was erected c.1942. The original structure comprised a dining hall and kitchen. The first extension to the building dates from 1950 and was followed by subsequent alterations and additions, resulting in an architecturally unimportant building complex.



Plan of the Sergeants Mess (National Archives of Australia)

Description:

Single storey building with exterior walls of brick, weatherboard and asbestos sheeting. Roof is clad with corrugated asbestos sheeting.



The former sergeants mess viewed from Richmond Avenue (GBA, 2008)



The north east façade of the building (GBA, 2008)



Club Room interior (GBA, 2008)

Condition and Integrity:

This building demonstrates the results of many progressive alterations and additions that have extensively obscured any early architectural or functional integrity. The fabric of the building is in poor condition.

Graded Significance:

Due to its wartime association the building is of **moderate** significance, but retains a relatively low degree of integrity.

Conservation recommendation:

The conservation policies that are of direct relevance to this item are set out below. They have been extracted from the body of the Heritage Management Plan and retain the same numbering to facilitate cross referencing. The supporting guidelines have been edited to select those relevant to the item.

Policy 9.8.5 Demolition of Buildings of Moderate Significance

Buildings of Moderate Significance due to their wartime associations but which retain little of their early integrity (Former Officers' Mess at 9 Laverton Avenue; former Sergeants' Mess at

15 Richmond Avenue; former Photographic Store at 19 Ewart Street and former East Powerhouse at 25A Fairbairn Avenue) may be demolished if the land on which they sit is identified for redevelopment in response to market demand.

Policy 9.8.6 Recording of Buildings to be Demolished

In general accordance with Article 32 of the *Burra Charter*, Canberra Airport will photographically record any building in the precinct that has been approved for demolition, relocation or removal.

Guideline

1. Photographic records of affected buildings should be retained by Canberra Airport, with a second copy lodged in an appropriate archive with approval for public access..

NAME	BUILDING 53 – ENGINEERING WORKSHOP
LOCATION	17-19 POINT COOK AVENUE (C3)

Historical summary:

This structure was constructed in 1940 as the main workshop and central store of the Base.

In the 1990s it was used by the No.5 Squadron and the Australian Defence Force Helicopter School, and also supported other Defence establishments in the Canberra area.

Description:

The engineering workshop features a central hangar space flanked by saw tooth roofed lower workshop wings. The facility has a steel framed structure, concrete floor, colourbond roofing and aluminium external cladding. It has a floor area of more than 2000m² and has been used as a general engineering workshop and garage.



*General view of the engineering workshop from the southwest with the new VIP Hangar in the background
(GBA, 2008)*



External view from Point Cook Avenue (GBA, 2008)



Interior of the hangar section of the workshop (GBA, 2008)

Condition and Integrity:

After periodic upgrading of services equipment and some renovation in the last decade, the fabric of the workshop is in fair condition. It retains a reasonable degree of integrity.

Heritage value:

As a support facility the engineering workshop was a functional component of the initial wartime development of the base. It has unpretentious industrial design imagery and is not regarded as one of the important or well designed buildings from the war years.

Graded Significance:

The workshop has a **moderate** level of significance as it retains some capacity to demonstrate the significance of the place related to its early wartime establishment and retains a reasonable degree of original integrity.

Conservation recommendation:

The conservation policies that are of direct relevance to this item are set out below. They have been extracted from the body of the Heritage Management Plan and retain the same numbering to facilitate cross referencing. The supporting guidelines have been edited to select those relevant to the item.

Policy 9.8.3 Retention of Buildings of Moderate Significance

Canberra Airport will ensure that those wartime period buildings of moderate significance, which retain the majority of their early integrity, will be retained as appropriate, and adapted in order to retain sufficient reference to the early built environment of the base.

Selected Guideline

4. In general, the Engineering Workshop (Building 53) should be retained and adapted as necessary to permit its continuing contribution to the operational needs of this part of the precinct. If, however, future development objectives for this large, centrally located and strategically important site are such that a large or more functional building is required, redevelopment is acceptable.

Policy 9.10.1 Provision of Heritage Advice

In accordance with Articles 4 and 30 of the *Burra Charter* Canberra Airport will engage appropriate experts to advise on potential impacts on heritage values, decisions or designs affecting the heritage values of the place.

Selected Guideline

2. Ensure that the appropriate level of specialised heritage skills and conservation advice is sought when any maintenance or adaptive re-use projects are being prepared for the identified significant buildings and characteristics on the precinct.

Policy 9.12.1 Records of Intervention and Maintenance

Canberra Airport will continue to prepare and maintain relevant records regarding all physical interventions and maintenance programmes for significant buildings and landscape features.

Guidelines

1. Canberra Airport should progressively update property asset register information in relation to works carried out to specific buildings.
2. For each significant building or physical attribute, keep specific records related to any research, recording, measured drawings, development consents, alterations and additions and maintenance activities.
3. Should any building be demolished, relocated or removed, photographic recording of the existing state will be undertaken prior to the commencement of any demolition work.