1.   DEVELOPMENT APPROVALS

Introduction

This report provides information to Council on the approved Development Applications for the month of May 2018.

Background

The approvals for the month of May 2018 bring the total approved Development Applications for the financial year to 79 with a total value of $9,702,961.

DA No.	Location	LOT/DP	Description	Value	Assessment Time/Days
2018/26	Third Avenue Narromine	8/262623	Shed and Pool	$25,000	10
2018/27	Newell Highway Tomingley	3/1161153	Dwelling	$300,000	3
2018/28	Bowden Fletcher Drive Narromine	35/1209533	Hangar	$77,707	3
2018/29	Jones Circuit Narromine	212/755131	Swimming Pool	$24,900	4
2018/30	Mungery Street Trangie	A/400360	Shed	$30,000	5
2018/31	Culling Street Narromine	3A/401120	Garage Carport & Additions	$86,000	4
2018/33	McNamaras Lane Narromine	7/1002601	Dwelling	$495,000	5
2018/34	Bowden Fletcher Drive Narromine	42/1209533	Dwelling	$368,500	3
2018/35	Meringo Street Narromine	2/936771	Carport	$18,590	11
2018/36	Terangion Street Narromine	6, 7 & 8 DP758759 Section 26	Site Master Plan, Alterations and Additions to existing building	$375,200	10
2018/37	Cathundril Street Narromine	62/532084	Shed	$16,000	4
2018/38	Webbs Siding Road Narromine	2023 1234675	Dwelling & Shed	$290,000	2

.....................................Mayor

1.   DEVELOPMENT APPROVALS (Cont'd)

Issues

Council currently has 2 development applications under assessment.   Both applications are on hold for reasons such as awaiting additional information.

Council has a statutory obligation to determine development applications within 40 days. The average assessment time for determining applications in May 2018 was 5.34 days.

Assessment

(a)   Legal Implications Including Directives and Guidelines

Environmental Planning and Assessment Act 1979; Environmental Planning and Assessment Regulation 2000.

(b)   Financial Implications/Considerations

There have been 79 development approvals with a total value of $9,702,961 for the financial year.

(c)   Strategic Implications

This report relates to Item 3.1.6 of the Community Strategic Plan and Item 3.1.6.1 of the Delivery Program – Ensure compliance with relevant building codes and regulations

Conclusion

The approvals for the months of May 2018 brings the total approved Development Applications for the financial year to 79 with a total value of $9,702,961.

RECOMMENDATION

That the report be noted.

2.   TOWERS AT NARROMINE AERODROME AND NARROMINE AERODROME CONSERVATION MANAGEMENT PLAN

Introduction

The purpose of this report is to present Council with the findings of the Structural Engineering Report obtained for the Aerodrome NDB Towers in accordance with resolution 2017/161 from the 28 June 2017 Extraordinary Meeting

RESOLVED that Council:

1. Engage a Structural Engineer to prepare a full report on the current condition, any structural defects and expected life span of the two towers at an estimated cost of $2,000;

2. Once the Structural Engineer's report is received, Council assess the ongoing maintenance cost of retaining the towers.

The report also presents Council with the Draft Narromine Aerodrome Heritage Conservation Management Plan in accordance with resolution 2017/162 from the 28 June 2017 Extraordinary Meeting:

RESOLVED that Council immediately engage a Heritage Consultant to prepare a Heritage Conservation Management Plan for Narromine Aerodrome at an estimated cost of between $15,000 - $30,000. Council will also be exploring avenues for grant funding.

Background

In May of 2017, following confirmation of Council's support for Airservices Australia to dismantle the Towers and associated fencing at the Narromine Aerodrome, Narromine Aviation Museum Inc. formally objected to this action. Narromine Aviation Museum Inc. advised Council that the NDB group of towers are an important historical asset and they sought to retain the towers to support their future plans or, as a fall-back position, requested to have the top 5 metres of each tower and the NDB equipment offered to the Museum to display. This was reported to Council on the 14 June 2017 with the following two (2) resolutions made:

RESOLVED Crs Lambert/Jablonski that Council staff look into a further report in negotiating with Air Services Australia before removing the towers and report back to the Extraordinary Meeting of Council to be held on 28 June 2017 due to community concerns. 2017/148

RESOLVED Crs Lambert/Hamilton that the Narromine Aviation Museum Inc. be offered the top 5m portion of the NDB towers and the NDB equipment from Narromine Aerodrome for display in the Aviation Museum. 2017/149

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2.   TOWERS AT NARROMINE AERODROME AND NARROMINE AERODROME CONSERVATION MANAGEMENT PLAN (Cont'd)

Issues

The primary issues relate firstly to the heritage significance of the towers to the history of the Aerodrome, along with the structural integrity and ongoing maintenance costs of the towers in their current location. These matters have now been addressed by a structural engineering investigation and Heritage Conservation Management Plan. Council however must decide on their preferred option moving forward and provide this advice to Airservices Australia.

Assessment

(a)   Legal Implications Including Directives and Guidelines

As previously reported to Council, a Deed of Surrender of the Lease has been entered into with Airservices Australia and they have agreed to leave part of the towers at the Aerodrome for the Museum display. Should the towers however be retained on site, Airservices Australia should be advised of Council's decision to finalise the Deed of Surrender for the Lease.

(b)   Financial Implications/Considerations

Should Council be of a mind to retain the towers in their current location, initial painting maintenance will be required to the value of $24,200 and an ongoing yearly budget allocation will be required of $2,056. This will impact Councils Maintenance Budget considerations for the Aerodrome.

Should the towers be removed by Airservices Australia however, with or without retention of the top 5 metres for the museum, this will be at no cost to Council.

(c)   Policy Provisions – Council Policy and Practice

The adoption of the Heritage Conservation Management Plan will enable heritage policy directions to be established for the long term strategic plan of the Aerodrome including maintenance activities conducted onsite.

(d)   Strategic Implications – Implications For Long Term Plans/Targets

Consistent with Council's Community Strategic Plan: 3.1.4 - Ensure preservation and maintenance of the Shire's heritage buildings, objects and places of interest.

(e)   Impact On Council Assets

Should the towers be retained on the site, the structures would be an ongoing maintenance item and placed on Council's Asset Register.

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2.   TOWERS AT NARROMINE AERODROME AND NARROMINE AERODROME CONSERVATION MANAGEMENT PLAN (Cont'd)

(f)   Technical/Scientific Considerations

Nil.

(g)   Environmental Impacts/Considerations

Council has engaged a consultant to complete a Heritage Conservation Management Plan to provide professional advice and assist in considering the cultural heritage implications of removing the towers from their current location along with their individual heritage significance to the Aerodrome.

(h)   Social Impacts/Considerations

Nil.

(i)   Options

Council has the following options available:

Option 1: Retain the current towers in their location and undertake the maintenance works required.

Option 2: Have the towers removed from the site by Airservices Australia and confirm with the Narromine Aviation Museum Inc. that they still seek portions of the towers for interpretation within the museum provided that the communications apparatus is included with the display, as this is the item which is of greater heritage significance.

Discussion

Towers Structural Investigation

Following the resolution made by Council at the Extraordinary Meeting from the 28 June 2017, the structural engineer's report **(refer to *Attachment 1*)** has concluded that at the time of inspection:

1.   There was no evidence of corrosion to the steelwork or failure of the galvanic coating;
2.   All steel members were installed and connections were as per the drawings;
3.   The towers are structurally in a good condition;
4.   The design life of the towers, with no ongoing maintenance is expected to be 20 years;
5.   The life of the towers can be extended by repainting the steelwork with the original red and white layered paint, ensuring not to damage the galvanic coating, and;
6.   The towers are still considered to be in the 'as designed' condition and currently does not require structural maintenance.

......................................Mayor

2.   TOWERS AT NARROMINE AERODROME AND NARROMINE AERODROME CONSERVATION MANAGEMENT PLAN (Cont'd)

It was noted however that the tower access ladders are non-compliant with the current access code (AS1657-2013) and would require upgrading for maintenance access.

The Infrastructure & Engineering Services Department have confirmed that if the towers remain in place and repainting works are undertaken, this would be at a cost of $24,200. This would not include any upgrade to ladders as this is considered to be cost prohibitive and would also detract from the original design.

Into the future, the towers would also require maintenance at a cost of $10,280 every 5 years. This amount is not currently available within Council's maintenance budget for the aerodrome and an additional $2,056 would need to be included in Council's annual operational budget should the towers remain in place.

Narromine Aerodrome Conservation Management Plan

A Conservation Management Plan (CMP) for the Aerodrome has been prepared in accordance with resolution 2017/162 of Council and a copy is included at **Attachment 2**. As noted previously, the CMP will enable heritage policy directions to be established for the long term strategic plan of the Aerodrome including maintenance activities conducted onsite.

With respect to the towers, the CMP (page 59) notes specifically that the towers are of 'moderate significance' as it demonstrates navigational and communications technology however it is deemed redundant, requires maintenance and is 'not such high significance that its components must be retained onsite in its present form and location'. The CMP also notes within page 57 that the towers may be retained or removed and if removed, the towers should be recorded and interpreted onsite. This could include sections being displayed within the museum together with the communications apparatus.

Conclusion

The towers at the Narromine Aerodrome are confirmed to be in good structural condition. Should the towers be retained it has been recommended that repainting occur which will be at an initial cost of $24,200 and allocation of an ongoing maintenance budget of $2,056 each year.

The CMP confirms, however, that the towers are 'not such high significance that its components must be retained onsite in its present form and location' and may be removed subject to them being recorded and interpreted onsite. However, if sections are placed on display in the museum, the communications apparatus should be salvaged and included in the display. Should the towers be removed from their current location, this would be at no cost to Council.

......................................Mayor

2.   TOWERS AT NARROMINE AERODROME AND NARROMINE AERODROME CONSERVATION MANAGEMENT PLAN (Cont'd)

RECOMMENDATION

That:

1.   The towers be removed from the site due to the cost of maintenance and upgrades required;
2.   Council adopt the Heritage Conservation Management Plan for the Narromine Aerodrome dated May 2018, and;
3.   The museum be offered the opportunity to relocate sections of the towers and the communication apparatus into the museum for display as a coordinated interpretation strategy in accordance with the recommendations of the CMP.

3.   DRAFT RESIDENTIAL & LARGE LOT RESIDENTIAL (LAND USE) STRATEGY UPDATE

Introduction

This report is provided to update Council on the progress of the draft Rural Residential Strategy which, following the exhibition period, has been re-titled to include both Residential (Urban) and Large Lot Residential land use considerations into the Strategy.

Background

Council resolved at its meeting on 13 December 2017 as follows:

2017/365

1.   *That Council adopt the Draft Rural Residential Strategy 2017 and place it on public exhibition for a minimum of 28 days, and*
2.   *That the relevant government departments be consulted as part of the public exhibition process, and*
3.   *That a further report come back to Council for consideration of the final Strategy following the public exhibition process.*

Assessment

(a)   Legal Implications Including Directives and Guidelines

There are no adverse legal implications from adopting a new Strategic Plan.

......................................Mayor

3.   DRAFT RESIDENTIAL & LARGE LOT RESIDENTIAL (LAND USE) STRATEGY UPDATE (Cont'd)

(b)   *Strategic Implications – Implications For Long Term Plans/Targets*

3.1.5 Ensure the Shire's rural land is managed appropriately through holistic planning.

3.4.2 Ensure appropriately zoned land that meets residential needs throughout the Shire's communities.

Discussion

The draft Narromine Residential & Large Lot Residential (Land Use) Strategy was placed on public exhibition in accordance with Council's resolution 2017/365. In total the draft Strategy was placed on public exhibition for a total of 58 days.

Consultation was undertaken in accordance with part 2 of the draft strategy including with the following government departments:

1.   Department of Planning and Environment
2.   Department of Primary Industries – Water
3.   Office of Environment and Heritage

During the exhibition period, Council also held community "drop-in" sessions at Narromine, Trangie & Tomingley. Staff also spoke to approximately ten (10) residents over the phone and had three (3) face to face on-site meetings. The "drop in" sessions saw twelve (12) residents attend at Narromine, six (6) attend in Trangie and no attendance in Tomingley.

As a result of the public exhibition period, Council received twelve (12) formal written responses. Submissions where also received from Office of Environment & Heritage, Department of Industries - Water and Department of Planning & Environment. All information received through formal submissions as well as telephone conversations and onsite meetings was then considered as part of a review of the draft Strategy by Council's consultant.

The subsequent revised draft Strategy including copies of all submissions, plans and associated documents was then sent to the Western Region (Dubbo Office) of the Department of Planning & Environment for comment.

Council has recently received advice (4 June 2018), from the Department of Planning & Environment stating they are in support of the revised Strategy subject to possible deferment of the land contained within the West Area which is identified as Flood Prone Land, until the completion of the levee in order to reduce flood impacts (land identified off Old Backwater and Dandaloo Roads).

......................................Mayor

3.   DRAFT RESIDENTIAL & LARGE LOT RESIDENTIAL (LAND USE) STRATEGY UPDATE (Cont'd)

Additionally, the following draft conditions were included for Council's consideration for amendments to the Strategy;

1. *Consolidated map showing only the preferred sites that are included in the final Strategy.*
2. *Adopted levee alignment reflected in the Strategy and its impact on the preferred large lot residential sites.*
3. *Clarify in the Strategy that the Department endorsed "Western Councils Sub-Regional Land Use Strategy 2009' will not be updated or replaced by this Strategy (see page 5).*

In consideration of these requirements Council staff are not in a position to present the final draft Strategy for adoption until the above information has been considered and direct contact with those landowners affected are made.

In respect to the deferment of the land identified as flood prone within the West Area of the draft Strategy, Council could look to proceed in the following manner:

> **Option 1:** Seek to amend the wording within the Strategy to defer flood prone land in the West Area until construction of the levee.
>
> OR
>
> **Option 2:** Seek to amend the wording within the Strategy to ensure that it is clear that any future rural residential land identified in the West Area is consistent with the NSW Government's Floodplain Development Manual 2005 and Section 9.1 Ministerial Direction - 4.3 Flood Prone Land.

The above options will however be subject to a further report to Council with the final draft Strategy and mapping being presented following additional consultation with the affected land owners.

RECOMMENDATION

That:

1.   The report be noted.
2.   That Council staff undertake further consultation with affected landowners within the West Area of the draft Strategy regarding the most recent feedback from the Department of Planning and Environment and a future report be presented to Council to finalise the Strategy.

Vas Roberts
Director Community & Regulatory Services

......................................Mayor

barnson

Structural Investigation Report

NDB Towers - Narromine Aerodrome

(Our Reference: 27580-SR01)

barnson
DESIGN PLAN MANAGE

Unit 1 / 36 Darling Street
Dubbo NSW 2830
1300 BARNSON (1300 227 6766)
generalenquiry@barnson.com.au
www.barnson.com.au

date
28.07.2017

reference
27580-SR01

receiver
Narromine Shire
Council

Attn: Vas Roberts
PO Box 115
Narromine NSW
2821

Dear Vas,

NDB Towers - Narromine Aerodrome Structural Investigation Report

As requested, Jeziah Poole inspected the two NDB towers located at the Narromine Aerodrome on Thursday 13th of July 2017. Mick Bell of the Narromine Shire Council was present during the inspection. The inspection was required to assess the structure so that this Structural Investigation Report could be completed.

Following is our report detailing findings from the investigation.

If you have any further enquiries regarding this matter, please contact the undersigned.

Yours faithfully
BARNSON PTY LTD

Jeziah Poole
Structural Engineer

barnson
DESIGN.PLAN.MANAGE

Disclaimer

This report has been prepared solely for Narromine Shire Council in accordance with the scope provided by the client and for the purpose(s) as outlined throughout this report.

Barnson Pty Ltd accepts no liability or responsibility for or in respect of any use or reliance upon this report and its supporting material by anyone other than the client.

Project Name:	Structural Report: NDB Towers – Narromine Aerodrome
Client:	Narromine Shire Council
Project No.	27580
Report Reference	27580-SR01
Date:	28.07.2017
Revision:	A

Prepared by:	Reviewed by:
Jeziah Poole	Richard Noonan
BE (Co-op)	BE(Hons) ME FIEAust CPEng NER
Structural Engineer	Director

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LIST OF FIGURES

APPENDICES

1.0 INTRODUCTION

The writer of the report, Mr. Jeziah Poole, a Structural Engineer with Barnson, inspected the towers on the 13th of July 2017. Mick Bell of the Narromine Shire Council was present during the inspection.

1.1 Background

From the drawing supplied, during the site inspection, the towers are circa 60 years old. The equal angle framed lattice tower has a combination of wire and threaded bar diagonal face bracing and equal angle lateral bracing. Airservices Australia undertake routine inspections of the towers, the inspection record on the 24/02/2012 has been provided to Barnson.

2.0 INSPECTION

The following was recorded during the inspection. Photos are provided throughout the report for clarification. The inspection was undertaken from ground level as access onto the tower was restricted as fall arrest gear and the required PPE was not available.

The two towers are identical in both design and defects, as such the two towers will not be separated and will be discussed simultaneously.

2.1 Steel framing

The steelwork was measured from ground level, findings have been provided on the site notes contained in Appendix A.

The towers appear to be fabricated from galvanised steelwork that was painted with what appears to be layered white and red. The remnants of the paint is severely faded and is peeling. There was no signs of corrosion or failure of the galvanising coating underneath the paint

All bolts appear to be in place and steelwork arrangement is as per the provided drawing, member sizes of the higher level steel work was not able to be investigated due to access restrictions.

Figure 1: Southern Tower overview. Remnants of layered red and white paint is severely faded and peeling.

Figure 2: Northern Tower overview. Remnants of layered red and white paint is severely faded and peeling.

Figure 3: Lower level, threaded rod diagonal brace and centre strut connection. Red paint peeling and faded.

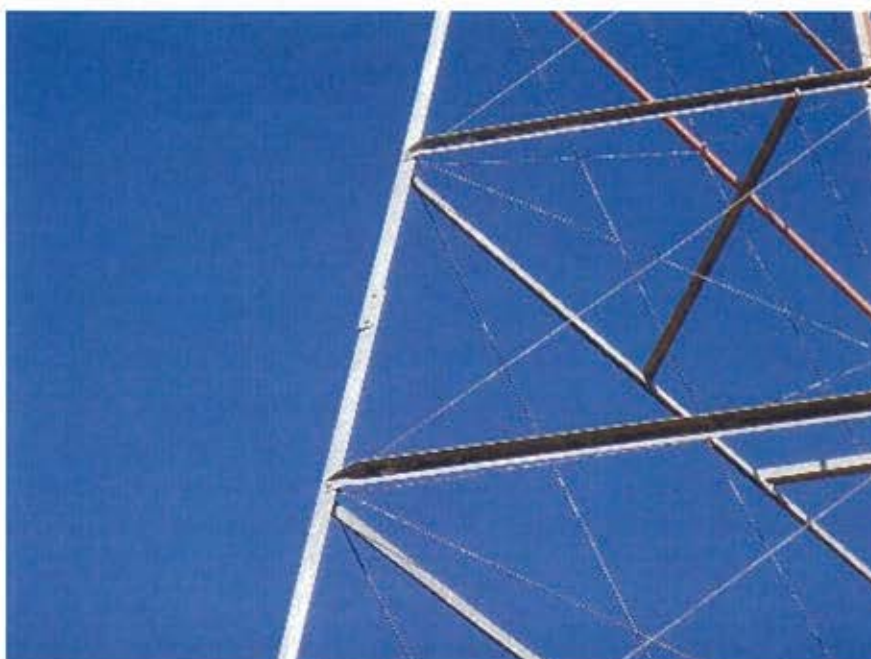Figure 4: Slight bend in diagonal threaded rod bracing to southern tower.

Figure 5 - Typical splice detail. Site notes in Appendix A.

Figure 6 - Typical foundation splice. No evidence of corrosion under the peeling paintwork.

Figure 7 - Top of tower, steel ladder would not comply with current Australian standards.

3.0 CONDITION ASSESSMENT

There was no evidence of corrosion to the steelwork or failure of the galvanic coating. All steel members were installed and connections were as per the drawings. Due to this the towers are structurally in a good condition.

The design life of the towers, with no ongoing maintenance, is expected to be 20 years. After this period, corrosion of the steelwork could become problematic to the structural condition of the steelwork, and major upgrade works would be required.

The life of the towers can be extended by repainting the steelwork with the original red and white layered paint, ensuring not to damage the galvanic coating. The towers may well need to be re-painted so that they are clearly seen by local aircraft. The requirement of warning painting should be checked with CASA.

The towers are still considered to be in the as designed condition and currently does not require structural maintenance.
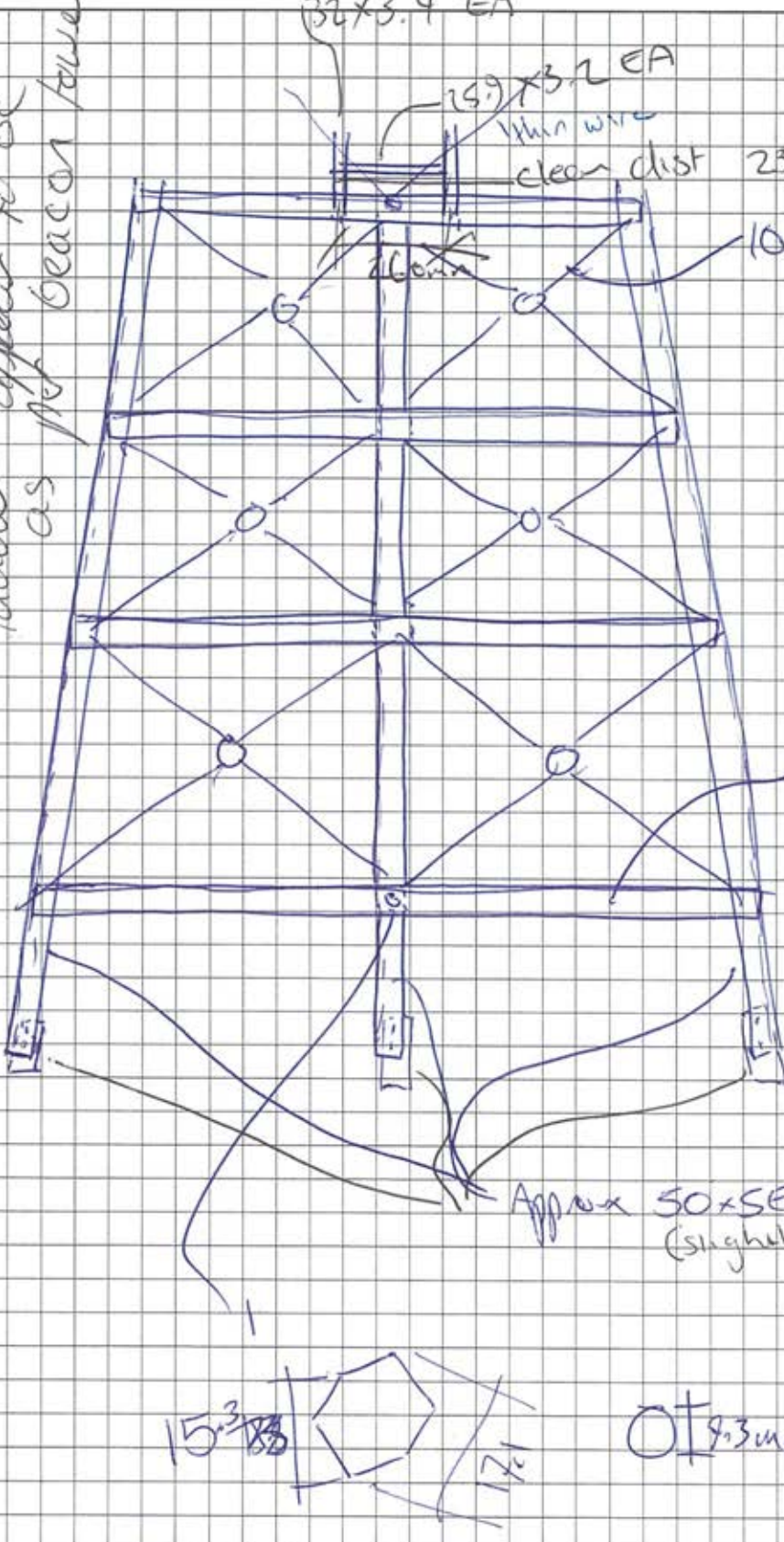
4.0 CONCLUSION

The two 70ft towers at the Narromine aerodrome are structurally in a good condition. The existing layered white and red paint has faded and is peeling. The faded and peeling red paint is making the tower look significantly corroded, however the galvanising coating underneath is still intact and in a good condition.

No structural rectification works are required to the towers and the expected life of the towers is 20 years. Recommendations have been made to repaint the structure to match original, this will require the removal of the peeling paint without stripping the galvanising coating. Repainting the structure will also extend the life of the towers.

The tower access ladders are non-compliant with the current access code, AS1657-2013, and will require upgrading if maintenance access is going to be required.

Appendix A - Site Notes

1·12

METHOD OF SECURING CONDUIT INSIDE TOWER LEG IF REQUIRED.

HALYARD ANCHORING EYE BOLT (IF REQUIRED)

GUSTS MAIN ANGLES

STAYS FOR 70' SECTION

METHOD OF SECURING WIRE STAYS TO CENTRE OF GUSTS

HEAD FITTING

LADDER ASSEMBLY

PLAN

ELEVATION OF ONE SIDE OF TOWER ONLY

No lower level ladder

4.826m

21.3

13.3

REFERENCE	CALCULATION	OUTPUT

32×3.4 EA

59×3.2 EA

thin wire
clear dist 230mm

10mm ⌀

260mm

access to ladder
not possible
ladder appear to be
as per beacon tower

45×4 EA

Approx 50×5EA
(slightly larger)

15·3

17

OT 8·3mm

GML
HERITAGE

Narromine Aerodrome

Conservation Management Plan

Report prepared for Narromine Shire Council

May 2018
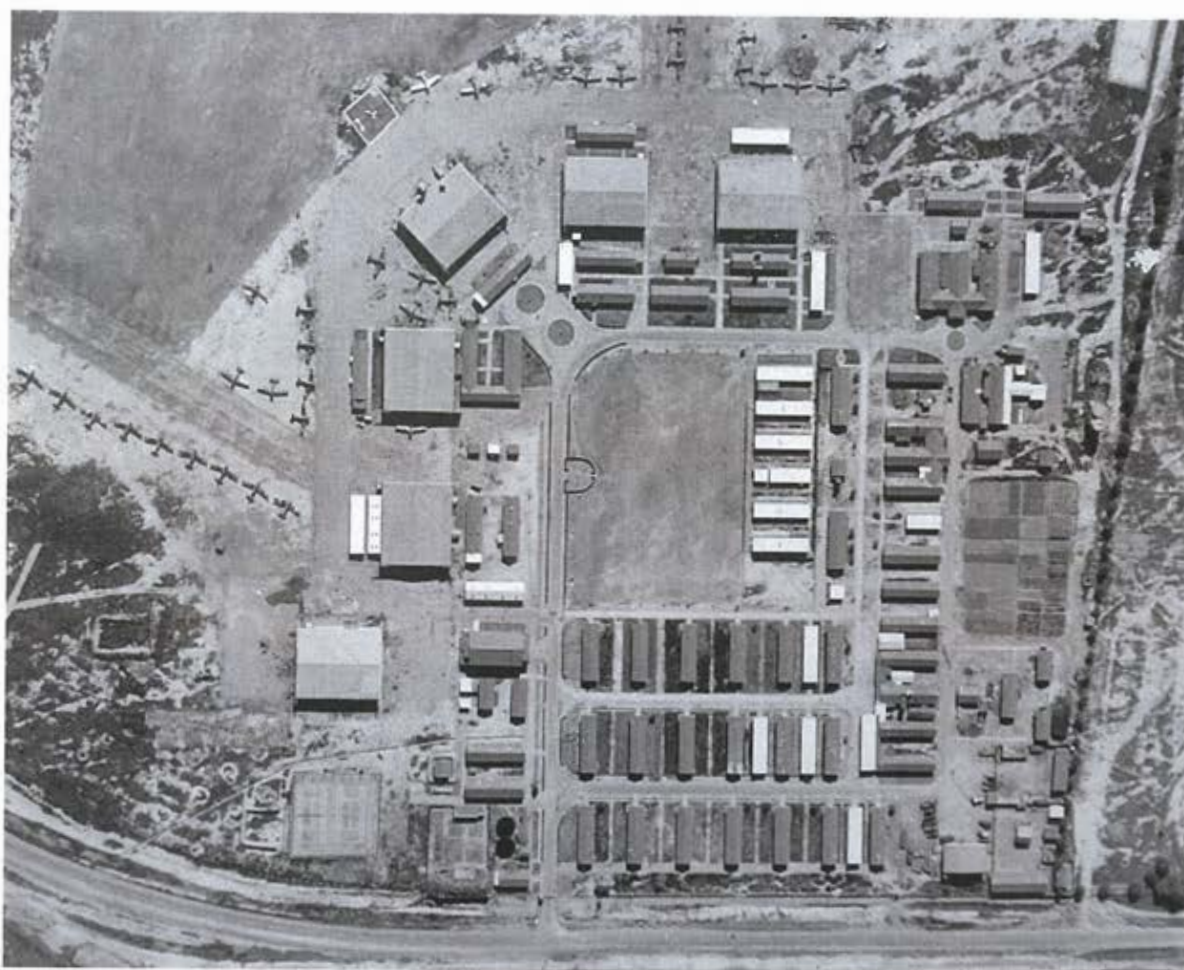
GML Heritage

Report Register

The following report register documents the development and issue of the report entitled Narromine Aerodrome—Conservation Management Plan undertaken by GML Heritage Pty Ltd in accordance with its quality management system.

Job No.	Issue No.	Notes/Description	Issue Date
17-0442	1	Draft Report	26 April 2018
17-0442	2	Final Report	29 May 2018

Quality Assurance

GML Heritage Pty Ltd operates under a quality management system which has been certified as complying with the Australian/New Zealand Standard for quality management systems AS/NZS ISO 9001:2008.

The report has been reviewed and approved for issue in accordance with the GML quality assurance policy and procedures.

Project Manager:	Don Wallace	Project Director & Reviewer:	Claire Nunez
Issue No.	2	Issue No.	2
Signature		Signature	
Position:	Associate	Position:	Associate, Manager Heritage Places
Date:	29 May 2018	Date:	29 May 2018

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GML Heritage

Executive Summary

Narromine Shire Council (Council) has commissioned GML Heritage Pty Ltd (GML) to prepare this Conservation Management Plan (CMP) for Narromine Aerodrome—a heritage item owned by Council. The aim of the CMP is to provide Council with an overview of the significance of the site and a conservation policy to ensure the long-term conservation and presentation of the site.

The Aerodrome was developed first as a private airfield and then as a municipal aerodrome before being developed as a Royal Australian Air Force training school during World War II. After the war, most hangars and base accommodation was removed from the site. The aerodrome had been used in Qantas' training program and was even used as an alternative international arrival airport when Mascot was fogged in. Ownership of the site is now held with the Council and its use as a regional aerodrome continues.

Why is the aerodrome important in heritage terms?

Narromine Aerodrome has cultural heritage significance at a local level because:

- it and the Narromine Aviation Museum have come to embody the Narromine region's broader associations with aviation—both powered flight and gliding—from as early as 1919 despite early landings (prior to 1929) occurring elsewhere including the polo ground, showground and Mack's paddock (now the golf course);

- it is associated with: Tom Perry, an amateur aviator, farmer and benefactor, who established on his own land the airfield; Bowden Fletcher who, with Tom Perry, established the Aero Club at Narromine and was a lobbyist for the cause of aviation in the Narromine region and western New South Wales; and with the Narromine Aero Club, Australia's oldest regional aero club;

- it is important as evidence of the early phase of aviation during the interwar period, including the establishment of a private airfield by an amateur aviator—Tom Perry—and for its subsequent adoption as a municipal airport in regional Australia where aviation brought significant improvements in transport, communications and connectedness to remote areas;

- of its development and use by the Royal Australian Air Force during World War II as the first regional RAAF flying school—No.5 Elementary Flying Training School (No. 5 EFTS)—which was established as part of the Empire Air Training Scheme (EATS), a scheme which sought to train pilots for the United Kingdom's Royal Air Force to be employed in the war in Europe;

- its Hangar No. 1 demonstrates the design and construction of a private aeroplane hangar from the interwar period and is rare as a privately constructed aircraft hangar associated with a once private airfield of the interwar period;

- it contains a remnant Bellman hangar, site layout, landscaping and plantings demonstrating some of the aesthetic character of a mid-twentieth century RAAF base; and,

- it has a long association with the Narromine Aero Club, Australia's oldest regional aero club, which has been an important social institution within the community of Narromine since 1929 and maintains a continuing affinity with aviation as a venue for air shows, aviation reunions and general pilot fly-ins.

GML Heritage

What parts of the aerodrome are most important?

The elements of the aerodrome having high heritage significance include:

- Hangar No. 1 (built in 1937); and,

- the Bellman hangar (c1943).

The elements of the aerodrome having and moderate heritage significance include:

- the former parade ground; and,

- the site layout as established during World War II.

- former lesser Qantas building (relocated)

- Bitumen paved apron and taxiways

Most other elements are relatively recent structures of little heritage significance.

How should the aerodrome and its heritage value be conserved?

The conservation policy in Section 6.0 sets out a management framework in accordance with the *Australia ICOMOS Burra Charter, 2013* (the Burra Charter)—the accepted standard for heritage conservation in Australia. That section recommends conservation policies, which can be summarised in the following six actions:

1. Retain and conserve the earliest structures—No. 1 Hangar (1937) and the last remaining Bellman hangar (c1943).

2. Retain and reinforce the World War II road layout and landscape elements including plantings and the parade ground.

3. Provide for areas previously intensively developed to be redeveloped sensitively.

4. Provide for areas not previously developed to be developed sensitively.

5. Reinforce the entrance from Mitchell Highway.

6. Provide for the heritage interpretation of the place to augment the strong interpretive core of the Narromine Aviation Museum.

1.0 Introduction

1.1 Background

Narromine Shire Council (Council) has commissioned GML Heritage Pty Ltd (GML) to prepare a Conservation Management Plan (CMP) for Narromine Aerodrome.

The aim of the CMP is to provide Council with an overview of the significance of the site and a set of conservation policies to ensure the long-term conservation and presentation of the site. It provides a framework for the ongoing care and management of the property, including decisions about its use and development, and provides a reference for future applications for works to the site.

1.2 Site Identification

The site is located on Mitchell Highway, Narromine, approximately 1.5km northwest of the town centre within the Narromine Shire Local Government Area (LGA) (Figure 1.1 and Figure 1.2).

The site is an aerodrome developed prior to World War II, which was used as a Royal Australian Air Force training school. After World War II, many of the buildings were removed and new ones added to continue its use as an aerodrome. The site contains an airfield with two paved runways and two grassed runways as well as the aerodrome precinct that is the focus of this report.

1.3 Heritage Listings

The site is listed as a heritage item on Schedule 5—Environmental Heritage of the *Narromine Local Environmental Plan 2011* (LEP). The listing is identified as 'Narromine Aerodrome', Mitchell Highway (item number I14). The area listed is identified in Schedule 5 as Lot 33 on DP 1100630; however, there is currently no such lot. The area is shown graphically on the LEP's Heritage Map 4A (Figure 1.3) where it includes the following lots:

- parts of Lot 44 DP1209533 (comprised of three parts: the airfield and apron; Hangar No 1; and, land fronting Mitchell Highway south of the former parade ground);

- Lot 31, 32 and 33 on DP1203864; and,

- part of a road reserve including Tom Perry Drive.

The mapped area of the heritage item excludes:

- Lots 100 and 101 on DP788766 (the two cottages on Mitchell Highway);

- Lot 14 on DP1041297 (the Narromine Aero Club and Narromine Aviation Museum);

- Lot 320 on DP1198226; and,

- part of Lot 44 DP1209533 (the former parade ground).

Due to this anomaly in mapping, a revised curtilage reflecting the significance of the site and its elements is set out at Section 6.0.

The *Narromine Shire Council Development Control Plan 2011* (DCP) also applies to the site.

The site is not listed on the NSW State Heritage Register (SHR). The current State Heritage Inventory database entry for the site is included as Appendix A.

1.4 Methodology

This CMP uses a methodology and terminology consistent with the *NSW Heritage Manual* guidelines for the preparation of conservation management plans;[1] the guidelines of *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013* (the Burra Charter)[2] (Appendix B); and *The Conservation Plan* by JS Kerr, seventh edition 2013.[3]

The revised cultural significance assessment for the property has been undertaken in accordance with the heritage assessment guidelines contained in the *NSW Heritage Manual* (NSW Department of Urban Affairs and Planning and the NSW Heritage Office, as amended July 2001).[4]

This CMP does not assess Aboriginal heritage values, the potential Aboriginal or historical archaeological values of the site, or its natural values.

1.5 Author Identification

This report has been prepared by Don Wallace, Associate at GML. Claire Nunez, Associate and Manager of Heritage Places at GML, has reviewed the report.

1.6 Acknowledgements

GML acknowledges the assistance of the following people in the preparation of this report:

* Marc Barton, Narromine Shire Council;

* Dawn Collins, Narromine Aviation Museum;

* Guy Marchant, Narromine Shire Council;

* Norma Meadley, History Room, Macquarie Regional Library;

* Michael Nelmes, Consulting Curator Narromine Aviation Museum; and,

* Vas Roberts, Narromine Shire Council.

Particular thanks are extended to Michael Nelmes, who provided extracts of his manuscript *Too damned far out west: Narromine's flying century*, which was published by him with the Narromine Aviation Museum in 2017. That book provides a comprehensive history, not only of the aerodrome before and during World War II, but also a history of aviation in Narromine more generally.

1.7 Terminology

The terminology used in this report is consistent with the *NSW Heritage Manual*, prepared by the Heritage Office (now Heritage Division) and the Burra Charter.

> *Place* means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

> *Cultural significance* means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects. Places may have a range of values for different individuals or groups.

Fabric means all the physical material of the place including components, fixtures, contents, and objects.

Conservation means all the processes of looking after a place so to retain its cultural significance.

Maintenance means the continuous protective care of the fabric and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Preservation means maintaining the fabric of a place in its existing state and retarding deterioration.

Restoration means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Reconstruction means returning the place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.

Adaptation means modifying a place to suit the existing use or a proposed use.

Use means the functions of a place, as well as the activities and practices that may occur at the place.

Compatible use means a use which respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.

Curtilage is defined as the area of land surrounding an item that is required to retain its heritage significance. The nature and extent of the curtilage will vary and can include but is not limited to lot boundaries and visual catchments.

Setting means the area around a place, which may include the visual catchment.

Related place means a place that contributes to the cultural significance of another place.[5]

Figure 1.1 Aerial photograph showing the regional location of the site. (Source: SIX Maps <www.six.nsw.gov.au> with GML overlay)

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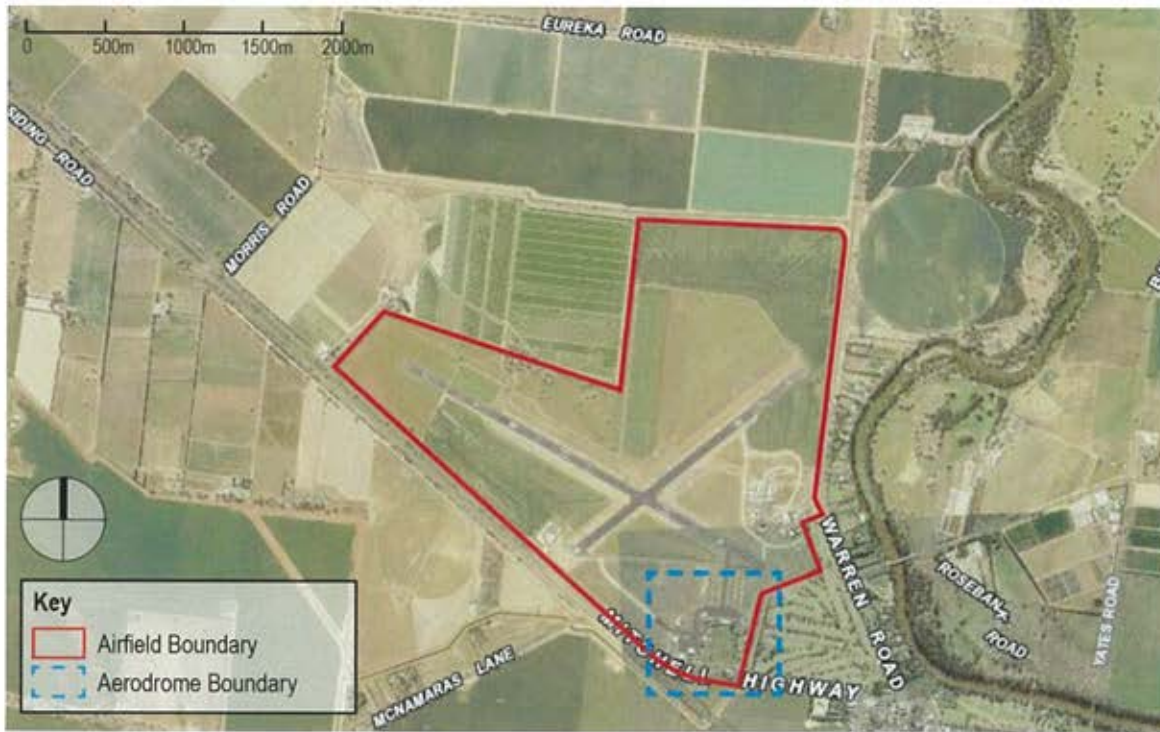
Figure 1.2 Aerial photograph showing the subject site outlined in red with the aerodrome that is the focus of the study outlined in blue. (Source: SIX Maps <www.six.nsw.gov.au> with GML overlay)

Figure 1.3 Extract of Heritage Map of Narromine Local Environmental Plan 2011. There are no other heritage items or conservation areas in the area of map extracted here. Note exclusions of Skypark, parade ground, Mitchell Highway cottages, Narromine Aviation Museum and Narromine Tourist Park. (Source: <www.legislation.nsw.gov.au> with GML overlay)

1.8 Endnotes

1   NSW Heritage Office 2002, 'Preparation of Conservation Management Plans', a *NSW Heritage Manual* update, Department of Urban Affairs and Planning, Sydney.

2   Australia ICOMOS Inc, *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance 2013*, Australia ICOMOS Inc, Burwood, VIC.

3   Kerr, J.S., *The Conservation Plan*, seventh edition 2013.

4   NSW Department of Urban Affairs and Planning and the NSW Heritage Office, *NSW Heritage Manual*, as amended July 2001.

5   Australia ICOMOS Inc, *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance 2013*, Australia ICOMOS Inc, Burwood, VIC.

2.0 Historical Background

2.1 Introduction

The following historical analysis has been prepared to inform the assessment of cultural heritage significance (Section 4.0). This history outlines the historical context of the site as part of the development of aviation in Narromine and provides specific historical information relating to its development.

This section draws on Michael Nelmes' manuscript of the now published *Too damned far out west: Narromine's flying century*,[1] Andrea Brew's thematic study 'World War II Aerodromes and associated structures in New South Wales',[2] and resources held with Narromine Aviation Museum and the Narromine Local History Room, located in the Narromine Library. Nelmes' publication comprehensively describes the people and events associated with the development and use of the aerodrome and should be referred to for a more complete understanding of the history of the place.

2.2 Outline Chronology

The outline chronology below summarises the key contextual events in the history and development of the place. Those events directly associated with and specific to Narromine Aerodrome are shown in bold. Other historical events and periods are given for context.

Table 2.1 Outline Chronology.

Year	Historical Event
	The place lies within Wiradjuri country.
1788	Arrival of First Fleet and first European settlement at Port Jackson.
1813	Wiradjuri territory was first penetrated by European colonists.
1818	John Oxley passes through area tracing the course of the Macquarie River.
1822	George Suttor takes up land north of Bathurst.
1830s	Squatters settle in the Narromine area.
1835	Second expedition of Sir Thomas Mitchell explores the area.
1835	'Narramine Station' taken up and held by William Charles Wentworth.
1882	Main West railway line extended from Dubbo to Narromine and eventually Bourke (1885).
1883	Narromine township gazetted and railway station opened.
1903	First successful heavier-than-air powered aircraft, Orville and Wilbur Wright's Wright Flyer, flies at Kitty Hawk, North Carolina, USA.
1910	Australian Aero Club founded (renamed Queensland Aero Club in 1920).
1912	The forerunner of the Royal Australian Air Force, the Australian Flying Corps, formed at Point Cook, Victoria.
1914–1918	World War I.

Year	Historical Event
1919	Narromine's first recorded aircraft landing, by Captain Gordon Wilson in an Avro 504K on 22 September 1919, was at the polo paddock to the east of the town north of the Dubbo Road.[3]
	Supported by Sergeant AW 'Spud' Murphy, Captain Henry Wrigley's Royal Aircraft Factory B.E.2e landed on Frank Mack's paddock (now the golf course adjacent to the aerodrome). Wrigley and Murphy made the first aerial crossing of the Australian continent, piloting an BE2e trainer from Melbourne to Darwin to survey the route which was to be used by aircraft in the historic England to Australia air race.
	England to Australia flight—'Great Air Race' winners in Vickers Vimy G-EAOU call into Narromine en route to Sydney from the first Australian landing at Darwin.
1920	Sir Ross Smith's Vickers Vimy landed on Mack's paddock.
	The Second Peace Loan fly-in visit in 1920 by Lt Val Rendle was on the showground south of the railway line, during the Highland Games.
1921	The Royal Australian Air Force formed.
1923	Captain Jones' 1923 landing in the Vickers Vulcan was in Mack's paddock.
1926	Narromine on route of Captain (later Sir) Alan Cobham's England–Australia return. Landing at polo paddock.
1928	Charles Kingsford Smith and Charles Ulm cross the Pacific Ocean from the United States to Brisbane and then on to Sydney.
	Mayor Dundas asks if some of TE (Tom) Perry's land could be used as an aerodrome. Perry accedes to this request.
1929	**Australia's first regional aero club is founded at Narromine with Tom Perry and H. Bowden Fletcher as president and secretary respectively.**
	Nelmes states that: "Tom Perry is rightly remembered as the great benefactor, and Bowden Fletcher the great lobbyist, for the cause of aviation in the Narromine region and, indeed, western New South Wales."
	Paddock allocated by Tom Perry officially designated the town aerodrome and further landings elsewhere banned.
	A waiting-room shed with a telephone and lavatories was built at the aerodrome and an airfield identification circle laid in concrete.
1931	**Fuel companies Vacuum and Shell install in-ground fuel tanks, pump and bowser.**
1934	MacRobertson Trophy Air Race (London to Melbourne air race) run.
	Location identifier 'NM' laid in concrete 1934 for the race in which it was an optional stop.
1937	**Tom Perry builds first hangar on site: Hangar No. 1.**
	A two-roomed caretaker's cottage had been built that also provided a hospitality centre for visiting pilots.
1939	World War II commences.
	Empire Air Training Scheme (EATS) agreed by Australian and United Kingdom Government
1940	**First regional RAAF flying school—No. 5 Elementary Flying Training School (No. 5 EFTS)—established at aerodrome.**
	Pre-war structures adjacent to the east of No. 1 Hangar removed.
1941	**Aerodrome land transferred to the Commonwealth.**
	Tom Perry donates a fully equipped fire engine to the EFTS.
1942	The two sealed runways were made.
	RAAF No. 19 Inland Aircraft Fuel Depot established at Narromine on another site.
	RAAF Stores Depot No. 6 established at Dubbo 45km to the east.
1944	**RAAF No. 5 Elementary Flying Training School disbanded 14 August.**
1945	**No. 8 Operational Training Unit formed at Narromine.**
	World War II ends.

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Year	Historical Event
1950s–1960s	Most of the wartime base dismantled and moved off site. Two cottages on Mitchell Highway built. Caravan park established in southeast corner of the site.
1955	Qantas Lockheed Super Constellation aircraft land at the aerodrome.
1963	New clubhouse for Narromine Aero Club.
1971	Narromine-Trangie Irrigation Scheme opened—eastern boundary of aerodrome site excavated for canal.
1975	Ownership of the aerodrome transferred to Narromine Shire Council.
1980s–1990s	New hangars and facilities built at the aerodrome.
Late 1990s	Aviation museum committee formed.
1998	First stage of Skypark residential subdivision.
2002	Narromine Aviation Museum opened.
2006	Narromine Tourist Park established in southeast corner of site. A caravan park had been on this part of the site since the 1960s.
2010	Additional Skypark residential subdivision developed.
2013	Strategic and Master Plan adopted by Narromine Shire Council.
2016	Narromine Aviation Museum expanded.
2016	Revised Strategic and Master Plan adopted by Narromine Shire Council.

2.3 European Exploration of Wiradjuri Country

The place lies within Wiradjuri country. That country was not explored by Europeans until two decades after their settlement at Port Jackson.

Surveyor-General and explorer John Oxley passed through the district in 1818 during his exploration of the Macquarie River. Squatters then entered the area in the 1830s and settled along the river. 'Narramine' station was taken up in 1835 and was, for many years, held by William Charles Wentworth. In 1813, Wentworth had been one of the first party of Europeans to cross the Blue Mountains in search of new pastures and, at one time, acknowledged he held 15 sheep stations.

2.4 Early Aviation and Establishment of the Aerodrome: 1919–1939

Within two decades of the pioneering flights of the Wright brothers in 1903, aviation had advanced such that aircraft were employed in war. The Narromine region's association with aviation began less than a year after World War I when the town's first recorded aircraft landing took place. Captain Gordon Wilson, in an Avro 504K, landed at the polo paddock to the east of the town north of the Dubbo Road on 22 September 1919.

The range of early propeller driven aircraft was limited and required frequent stops for refuelling. Narromine's location both on the route between Darwin—the early first landfall from Europe/South East Asia—and Sydney and equidistant from Brisbane and Melbourne together with its flat land, clear weather and absence of obstacles all supported Narromine becoming an aviation centre in regional New South Wales.

Earlier in 1919, the 'Great Air Race' (also known as the 1919 England to Australia Flight) had been announced by the Australian Government when many aircraft and Australian airmen remained in the United Kingdom after the war. It offered a prize of £10,000 for the first British-Empire-made aeroplane, manned by Australians, to fly from Britain to Australia.

In preparation for the air race, Captain Henry Wrigley, supported by Sergeant AW 'Spud' Murphy, made the first aerial crossing of the Australian continent in a Royal Aircraft Factory B.E.2e. This journey from Melbourne to Darwin surveyed the route which was to be used by aircraft in the 'Great Air Race'. They landed on Frank Mack's paddock (now the golf course adjacent to the aerodrome).

The Race itself was won by the Vickers Vimy bomber (G-EAOU) crewed by Captain Ross Macpherson Smith with his brother Lieutenant Keith Macpherson Smith as co-pilot and mechanics Sergeant WH (Wally) Shiers and JM (Jim) Bennett when they landed at Darwin at 4.10pm on 10 December 1919 four weeks after they had begun. The flight then flew on to Sydney and ultimately the aviators' hometown of Adelaide where the aircraft remains. Along the way it stopped at Narromine on Mack's paddock.

Another early landing was the Second Peace Loan fly-in visit in 1920 by Lt Val Rendle, which was made on the showground south of the railway line. These early landings established and reinforced Narromine's association with aviation but did not take place on the aerodrome site. The aerodrome began with farmer and landowner TE (Tom) Perry acceding to a request by Mayor Dundas to use Perry's flat paddock as an aerodrome. Council leased the aerodrome from Perry for a peppercorn rent and it was officially designated as the town aerodrome in January 1929 with landings elsewhere banned. A waiting-room shed with a telephone and lavatories was built at the aerodrome and an airfield identification circle laid in concrete.

On 14 September 1929, the aero club was formed with Tom Perry as president and H. Bowden Fletcher as secretary.[4] Nelmes states that: "Tom Perry is rightly remembered as the great benefactor, and Bowden Fletcher the great lobbyist, for the cause of aviation in the Narromine region and, indeed, western New South Wales." In 1934, the MacRobertson Air Race was run between London and Melbourne and Narromine was an optional stop.

On 10 March 1937, the Comptroller of Civil Aviation, Captain EC Johnston, opened the first hangar on the site. Tom Perry, who owned the aerodrome, built the hangar himself with some of the finance supplied by the Narromine Aero Club after failing to secure government assistance. The efforts to finance the erection of the hangar had begun eight years earlier at the first meeting of the Aero Club.

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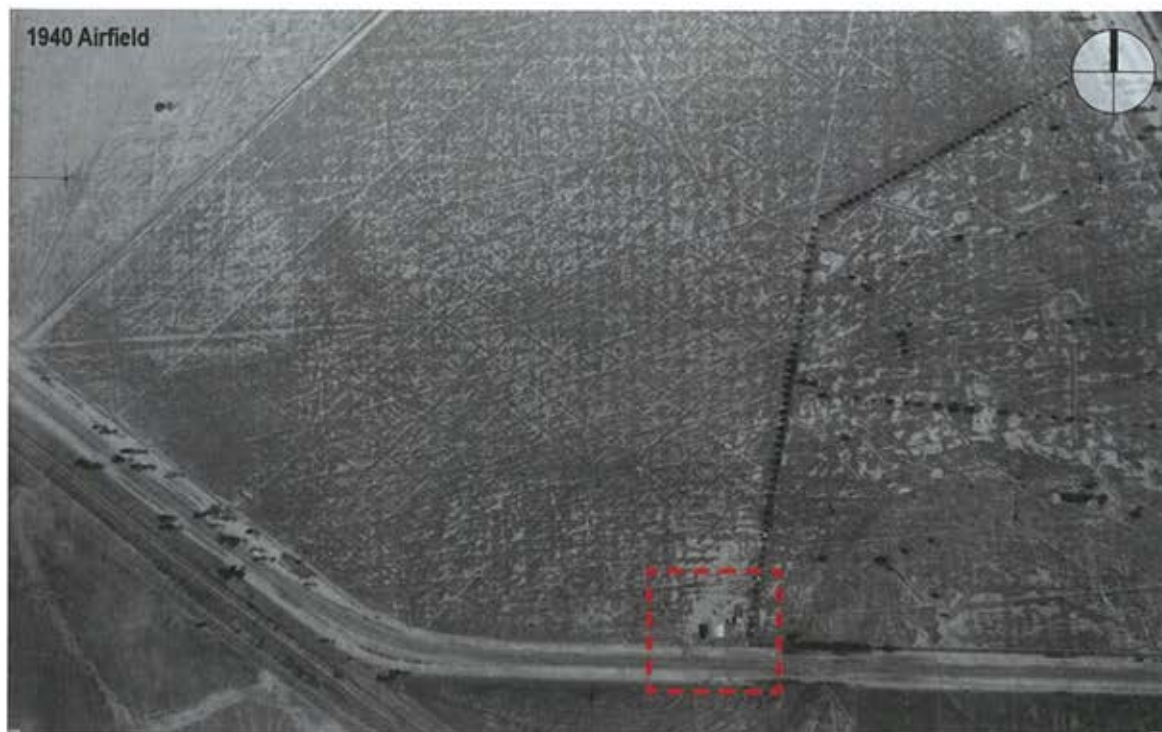
Figure 2.1 Aerial photograph of the site in 1940. (Source: Geoscience Australia)

Figure 2.2 Zoom aerial photograph of the site in 1940 showing aerodrome precinct with Hangar No. 1. (Source: Geoscience Australia)
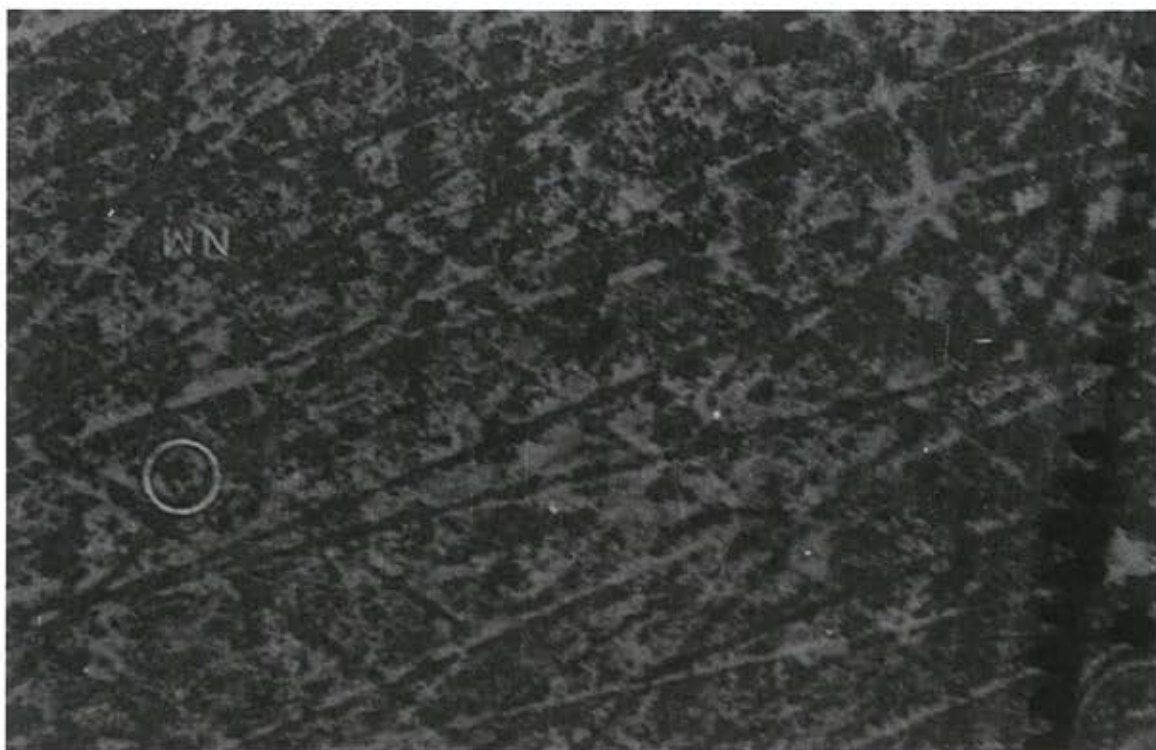
Figure 2.3 Zoom aerial photograph of the site in 1940 showing the Narromine airfield location identifier 'NM' (upside down to be read from northern approach) and the 1929 airfield identification circle. (Source: Geoscience Australia)

Figure 2.4 Photograph showing the laying of the airfield location identifier 'NM' for the MacRobertson Air Race c1934. (Source: Newspaper clipping, courtesy Michael Nelmes)

2.5 World War Two and the Royal Australian Air Force: 1940–1947

The site was developed to its greatest extent during World War II when the key elements of its current configuration were laid out. Attempts to attract the defence use of the aerodrome, including for pilot training and even manufacture of bombers, had been made by the municipal council in the late 1930s before the commencement of war. Ultimately, the site was developed to provide a training establishment as part of what was known in Australia as the Empire Air Training Scheme (EATS). This scheme (also known as the British Commonwealth Air Training Plan) committed the Australian Government to train and provide aircrew for deployment by the United Kingdom in the war in Europe due to a shortfall in numbers able to be trained from within the United Kingdom alone. Canada (along with New Zealand) also took part in the training scheme and it was to that dominion that the trainee Australian aircrew progressed for advanced training prior to deployment in Europe. The scheme was estimated to provide approximately 50,000 trained aircrew (11,000 from Australia) every year for as long as there was need. The RAAF committed to training 923 aircrew in every four weeks of training. This commitment would need 3,061 instructors and the development of the training school establishments.

The RAAF took possession of Narromine's aerodrome in April 1940 and the No. 5 Elementary Flying Training School (No. 5 EFTS) was formed the next month. The development of the school maintained the 1937 hangar and improved the airfield. Of the twelve schools established throughout Australia, in New South Wales five units were formed: No. 4 EFTS at Mascot, No. 5 EFTS at Narromine, No. 6 EFTS at Tamworth, No. 8 EFTS at Narrandera and No. 10 EFTS at Temora.

The Narromine Aviation Museum holds a copy of the master plan for the No. 5 EFTS, showing it provided for training, maintenance, administration and living accommodation for 532 personnel including sleeping quarters as follows:

- 30 officers in three blocks;

- 64 sergeants in four blocks;

- 126 trainees in seven blocks; and

- 312 airmen in 16 blocks.

The plan was typical of air force design and comprised the following precincts:

- a main entry complex off the road with sentry box and guardhouse, armoury, ammunition store, gymnasium and post office;

- a central parade ground;

- the operational and airside precinct to the north and west of the parade ground;

- an officers' quarters precinct at the northeast;

- an airmen and trainees' quarters precinct between the road and the parade ground; and

- a sergeants' quarters precinct between the officers' and airmen's precincts.

Additional specialist and support buildings were located to the east of the sergeants' precinct and in the eastern section of the airmen's precinct. These included sick quarters, a dental clinic and a

chaplain's hut. Within the operational area were the base headquarters, offices, storage and training buildings and four Bellman hangars. Three of these hangars were used as hangars while the fourth one was designated as a workshop adjacent to which was an engine repair workshop. The plan designated the 1937 hangar as a motor transport garage.

A 1943 aerial shows that No. 5 EFTS as built was largely the same as the master plan. One difference was the location of the saluting base and flagpole. This had been proposed to be in a circular garden bed in front of the headquarters between it and the parade ground. As the headquarters building was diagonal to the parade ground this would have been an unconventional relationship in front of troops on parade. What eventuated was the saluting base and flagpole being located re-entrant into the parade ground on the western side away from the headquarters building. What appears to be a vegetable garden to the east of the sergeants' precinct can also be identified on an aerial photograph from this period.

The EATS supplied aircrew to the Royal Air Force (RAF) in the defence of the United Kingdom in Europe. At the same time, it drew defence resources and personnel away from Australia's defence of its home territory which had become more important following Japan's entry into the war. The scheme had achieved beyond its expectations so when Prime Minister John Curtin asked for the return of 'Australian' squadrons, the RAF already had a surplus. In June 1944, Britain ended the agreement as no further aircrew were required and the last courses of No. 5 EFTS departed Narromine. In December of the same year, the RAF's top-secret 618 Squadron was deployed at Narromine. The squadron was intended to carry off a bouncing bomb code-named 'Highball' but due to a range of factors the unit was never in action and was disbanded at Narromine a month before the surrender of Imperial Japan in August 1945.
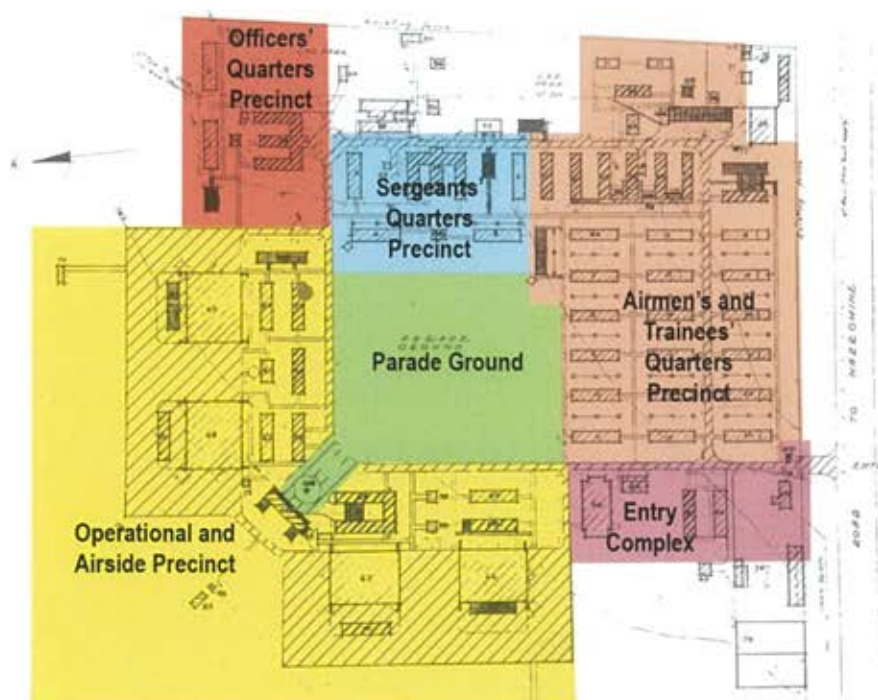
Figure 2.5 Plan for the EATS with principal precincts coloured. (Source: Copy of base drawing held at Narromine Aviation Museum, overlay by GML)

Figure 2.6 View from duty pilot's tower southeast over the base c1940. The headquarters building is in the foreground, the parade ground in the midground with the airmen's and trainees' quarters precinct in the background. (Source: Norma Meadley, Narromine History Room)
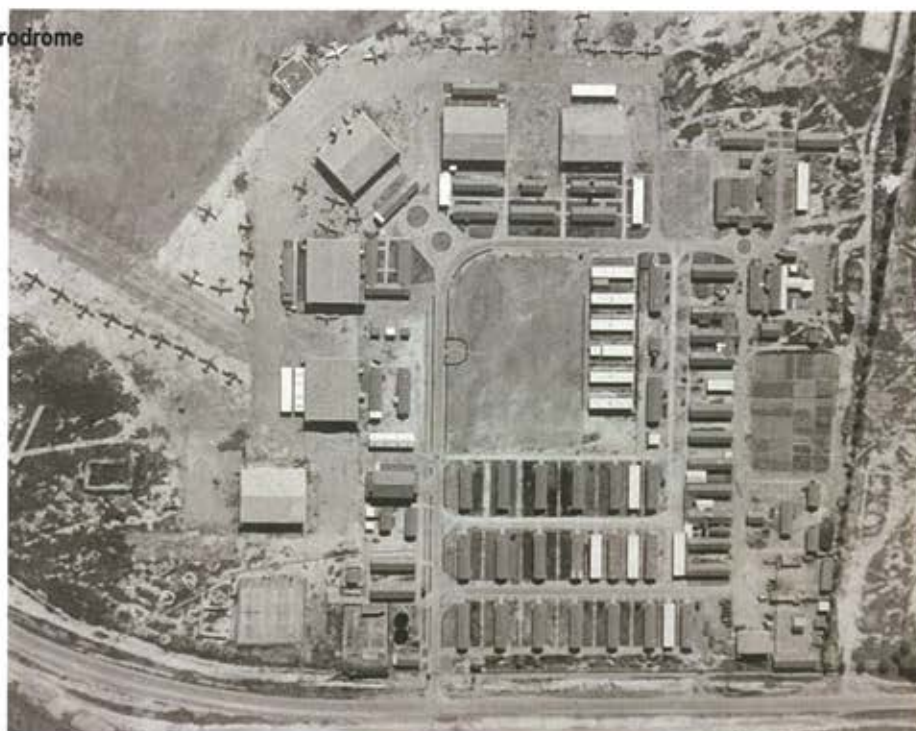
Figure 2.7 Aerial photograph of the site in 1943. (Source: Narromine Aviation Museum)

2.6 Postwar Development and Use of the Aerodrome: 1945–1990s

After the war, much of the aerodrome was dismantled and its structures disposed of. The landing strips were to be retained but not maintained. The disposal included the relocation of some structures to farm properties elsewhere in the district. By 1956, the aerodrome had been cleared of all but two of its six Bellman hangars and its accommodation huts—that once numbered in the dozens—were reduced to one. The officers' mess remained, but had lost its eastern wing. By this time, the two houses on Mitchell Highway had been built.

From 1958, the Australian Government encouraged local authorities to take ownership and operation of community aerodromes; however, the municipal and shire councils refused a proposal to take

ownership of the aerodrome. A new clubhouse of the Narromine Aero Club was opened on 20 April 1963.[5] By the time of the 1967 aerial, only one Bellman remained and the officers' mess had been removed, leaving the site the most sparsely developed since 1940.

In 1971, the Narromine-Trangie Irrigation Scheme was opened.[6] This scheme included the excavation of a canal along the eastern boundary of the site immediately adjacent to the 1937 hangar. After Qantas ceased using the aerodrome in 1974, the Commonwealth Department of Transport saw 'no national value' in Narromine commercially or for defence. The ownership of the aerodrome was eventually transferred to the municipal council in 1975. The original agreement had the Commonwealth continue to pay half the maintenance costs. By 1992, the Commonwealth decided to withdraw from the agreement leaving Council to meet all costs. Ultimately, the Commonwealth gave Council a one-off grant of $95,000, being the costs of remediation works at that time.

By 1989, development at the site had intensified with a new hangar near the Bellman added and additional ancillary buildings evident. In about 1995, the former storage shed for equipment on the western apron was blown down.

Figure 2.8 Aerial photograph of the site in 1956. (Source: Geoscience Australia)

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Figure 2.9 Aerial photograph of the site in 1956. (Source: Geoscience Australia)

Figure 2.10 Aerial photograph of the site in 1967. (Source: Geoscience Australia)

Figure 2.11 Aerial photograph of the site in 1967. (Source: Geoscience Australia)

Figure 2.12 Aerial photograph of the site in 1989. (Source: Geoscience Australia)

Figure 2.13 Aerial photograph of the site in 1989. (Source: Geoscience Australia)

2.7 Narromine Aviation Museum: 2002–2016

In the late 1990s, a committee with the idea of building a museum to tell Narromine's aviation story was formed and a National Tourism Development Program grant secured. The Council provided additional funding, and a public fundraising effort raised nearly $100,000 for materials. Up to 6,000 hours of voluntary labour by Narromine Aero Club members and others was employed in the realisation of the Narromine Aviation Museum, which was officially opened by pioneer aviatrix Nancy Bird Walton in October 2002.

Also in 2002, building contractor Cornerstone had relocated the larger of the two Qantas lounges, crew room and office buildings. However, the building then collapsed when blown off its piers by a strong wind.[7] The smaller of the two buildings (Building 21) was relocated and stands to the north of the ablutions block of the Tourist Park.

In 2003, a $140,000 Regional Assistance Program grant from the Commonwealth Department of Trade and Regional Services enabled the museum committee to employ a curator to develop the displays and to research the collection, the initial substance of which was contributed by Narromine Aero Club.[8]

The Museum was further expanded in 2016 as an initiative of the Narromine Aviation Museum Committee, the Australian Government, Narromine Polo Club, the Council and private donors. The expansion was jointly opened by Air Chief Marshall Sir Angus Houston and the Hon Mark Coulton MP, Federal Member for Parkes, on 11 June 2016.[9]

2.8 Recent Developments: 2006–2018

Narromine Tourist Park was established in the southeastern corner of the site in around 2006 and provides motel-type accommodation and camping sites. Additional development at the site has

included the Skypark subdivision—a suburban residential estate allowing private hangars behind the houses to be built with all lots having direct access to grassed taxiways within the airfield. The Skypark is a staged land release, with its fourth stage now open for sale.

Figure 2.14 Aerial photograph of the site in 2017. (Source: SIX Maps <www.six.nsw.gov.au>)

Figure 2.15 Aerial photograph of the site in 2017. (Source: SIX Maps <www.six.nsw.gov.au>)

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2.9 Endnotes

[1] Nelmes, M 2017, *Too damned far out west: Narromine's flying century*, Narromine Aviation Museum Inc., Narromine.

[2] Brew, A 2001, 'World War II Aerodromes and associated structures in New South Wales' thematic study, Deakin University and the NSW Heritage Office.

[3] Michael Nelmes, pers comm to Don Wallace, April 2018.

[4] 'Narromine Aero Club', *Sydney Morning Herald*, Monday 16 September 1929, p 12.

[5] Narromine History Room Files, Aviation History in Narromine and Narromine Aero Club folder, Row C2/24, 2002.

[6] Meadley, N 2002, 'A History of the Narromine/Trangie Irrigation Scheme'. Copy held at the Narromine History Room.

[7] Narromine History Room Files, Aviation History in Narromine and Narromine Aero Club folder, Row C2/24, 2002.

[8] Narromine Aviation Museum, 'Museum History', viewed 19 March 2018 <http://narromineaviationmuseum.org.au/visitor-information/museum-history/>.

[9] Commemorative plaque within Narromine Aviation Museum, viewed January 2018.

3.0 Physical Evidence and Analysis

3.1 Introduction

The physical analysis of the site is based on site investigations undertaken in January 2018. A key aim of the investigations was to determine the extent and age of the structures and fabric from each of the distinct stages of development. This analysis contributes to an understanding of the heritage significance of the place, and the relative significance of the various component elements (Section 4.0).

Little remains of the aerodrome from the early phases before and during World War II—namely:

* Hangar No. 1;

* a Bellman hangar;

* the slab of a Bellman hangar;

* evidence of the road layout including Tom Perry Drive;

* the open space of the parade ground; and,

* remnant plantings such as some poplar trees.

The present layout and major components of the site are shown in Figure 3.1 and in listed below.

	Element	Date of Construction
1	Hangar No. 1—historical hangar	1937
	Site layout as established during World War II	1940–1945
2	Ablutions block (excluded from study)	Late-twentieth century
3	Office–former Narromine Ultralights	Before 1989
4	Narromine Aviation Museum/Club Complex (Aero and Gliding Clubs), excluding collection	2002, expanded 2016
5	Offices	Before 1989
6	Offices	Before 1967
7	Briefing shed	Before 1989
8	Former power plant—now storage and workshop shed	Before 1989/possibly remnant 1942
9	Hangar—leased to SAAA	Before 1989
10	Office and workshop—leased to SAAA	Before 1989
11	Office site—privately owned	Before 1989
12	Office and briefing room—privately owned on Council land	Before 1989
13	Hangar—privately owned on Council land	Before 1989
14	Historic Bellman hangar	World War II—1943
15	Storage hangar	1980s
16	Private hangar	1987

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	Element	Date of Construction
17	Private hangar	c1990
18	Former parade ground	1940
19	Non-directional beacon group (steel towers and small asbestos shed)	c1950s
20	Concrete slab of demolished Bellman hangar	Hangar c1943; demolished before 1989
21	Former lesser Qantas building.	Before 1956; relocated 2002
22	Bitumen paved apron and taxiways	1940
23	Irrigation channel (excluded from study)	1971
24	Narromine Tourist Park (excluded from study)	From the 1960s
25	Mitchell Highway cottages (excluded from study)	Before 1956
26	Aerodrome entrance to Tom Perry Drive	Part of site layout 1940–1945

Figure 3.1 Building identification map with key features at and adjacent to the aerodrome numbered—refer table above. (Source: SIX Maps <www.six.nsw.gov.au> aerial with GML overlay, 2018)

3.2 Context and Airfield

Narromine Aerodrome is a civil airport owned by Narromine Shire Council (the Council) and is located on the northern side of Mitchell Highway approximately 1.5km from the centre of the town of Narromine. Its International Civil Aviation Organization (ICAO) airport code is YNRM. It is

adjacent to the golf course to the east and farmland to the south, west and north. Its eastern boundary abuts an irrigation channel connected to the Macquarie River, which runs approximately 300m to the east. The site is flat and covers approximately 350ha.

Entrance to the site is from Mitchell Highway where it meets the aerodrome's principal interior road Tom Perry Drive. The airfield is turfed with two sealed runways 1100m and 1521m long running northeast–southwest and northwest–southeast respectively. Both runways have been reduced in length to their present dimensions to reduce maintenance. The unmaintained sections of the runways have been marked with 'X's to indicate them as unusable. There are also three grassed runways for gliders. To the east of the runways is the Skypark—a residential development where individual lots have hangars directly connected via taxiways to the runways.

The aerodrome precinct lies in the southeastern corner of the site. An L-shaped sealed apron connects the hangar buildings with the taxiways and runways. At the corner of this apron, the concrete slab of a now removed Bellman hangar (element 20) is evident.

Figure 3.2 View to the site on Mitchell Highway from the town (east) side with Hangar No. 1 in the midground. (Source: GML 2018)

Figure 3.3 Entrance to the aerodrome at Tom Perry Drive on Mitchell Highway. (Source: GML 2018)

Figure 3.4 Airfield with runway in midground and Aviation Museum and hangars in the background. (Source: GML, 2018)

Figure 3.5 Paved runway in the airfield. (Source: GML, 2018)

3.3 Road Layout, Landscaping and Parade Ground of Aerodrome

The road layout of the aerodrome precinct follows the layout established during World War II, with the earliest of the structures—Hangar No. 1—sited in the extreme southeastern corner. The layout

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is rectangular, with the western and northern sections forming a sealed road now known as Tom Perry Drive. Earlier roads—though not paved—are partly used and are discernible in parts.

The central rectangular area of approximately 3ha of open space, located to the south and east of Tom Perry Drive, contains the area of the former parade ground (approximately 70m by 100m) at its northeastern corner but extends beyond into the area once occupied by the Sergeants' and Airmen's Quarters precincts. This area is turfed but contains a row of pepper trees (*Schinus molle*) that may indicate a north–south axis road adjacent to the former Sergeants' Quarters precinct and has been evident since at least 1956. Along the eastern side of Tom Perry Drive's north–south section, and in areas near the site entrance, are fastigiate poplar trees (*Populus sp.*) among other trees. These poplars appear to be remnant planting from World War II and are shown in a 1945 photograph displayed in the Aviation Museum. That photograph shows poplars at large intervals around the parade ground with a low perimeter hedge. The aerial photograph of 1943 shows the hedge and the spacing of the trees.

At the northern corner where Tom Perry Drive bends is a circular turfed bed with a central tree. The bed is shown on the 1943 aerial as is a central planting; however, it is not known if the present tree is the one pictured. That aerial also showed a second circular bed to the northwest in front of what was then the headquarters building.

The now defunct non-directional beacon group is located within this area between the former parade ground and the row of pepper trees. To the south of the main open space and fronting Mitchell Highway are two cottages on their own lots. In the area between the open space and the irrigation channel is the Narromine Tourist Park.

Figure 3.6 Remnant circular bed. This bed was one of two shown in the 1943 aerial that lay on the diagonal axis between the headquarters building and the parade ground. (Source: GML 2018)

Figure 3.7 View north on Tom Perry Drive showing remnant poplar trees (*Populus* sp.). (Source: GML 2018)

Figure 3.8 View southeast over the former parade ground. (Source: GML 2018)

Figure 3.9 View northeast to Aviation Museum over former parade ground. (Source: GML 2018)

Figure 3.10 Row of pepper trees (*Schinus molle*). (Source: GML 2018

3.4 Hangar No. 1 (Building 1)

This hangar dates from 1937.

Hangar No. 1 is a timber and steel framed aircraft hangar clad in galvanised corrugated steel. Its dimensions in plan are approximately 18m wide and 12m deep. Its curved roof rises from approximately 4m above ground where it springs from the walls to approximately 6.5m at its apex. The structure is based on perimeter posts made of raw timber logs approximately 300–400mm in diameter (4 on each of the side walls and 7 along the long wall). The centre post on the southern wall extends above the wall plate to the apex of the roof with other columns meeting the wall plate. The steel framed roof 'truss' is comprised of curved parallel flange channels tied by flat bars to the bottom chord 'beams' that are made of paired angles.

The four hangar doors on the northern side of the building are designed to slide and stack to provide the maximum clear opening to the whole of the longest side of the building; however, the easternmost 'door' is fixed and does not slide. These doors are fabricated from a tubular steel frame clad in sheet steel. The exterior has timber doors and windows on its eastern, southern and western walls.

Internally, the space is open except for an enclosed area in the southwest corner that includes a toilet.

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An obvious structural defect is the longer, central post in the southern wall which appears rotten above the wall plate. No pest inspection or timber inspection has been carried out.

Figure 3.11 Front (ie openable side) of Hangar No. 1 showing outrigger doors. (Source: GML 2018)

Figure 3.12 Side and rear of Hangar No. 1. (Source: GML 2018)

Figure 3.13 Interior of Hangar No. 1 showing framing structure including raw timber log posts. (Source: GML, 2018)

Figure 3.14 Steel roof framing of Hangar No. 1. (Source: GML, 2018)

Figure 3.15 Interior of Hangar No.1. (Source: GML, 2018)

Figure 3.16 Eastern side of Hangar No. 1 showing timber windows in poor condition. (Source: GML, 2018)

3.5 Bellman Hangar (Building 14)

This hangar dates from between 1942 and 1944. Its dimensions in plan are approximately 35m by 29m.

It is a typical Bellman type hangar constructed using a prefabricated steel structural frame (principally comprised of equal angles) fixed to an in situ poured concrete slab. It has a shallow pitched roof with gable ends. The structure is clad in galvanised, corrugated steel with side clerestory fixed sash windows glazed with wired glass—all sashes appear to be intact with the original glass. The shorter side end doors are stacked to slide to outrigger steel rails—above and below—allowing the end walls to be clear opening for almost the whole of their length. The corrugated steel includes Lysaght Blue Orb (suitable for curving) and Lysaght White Orb marked 'not for curving' which date from the original construction.

Figure 3.17 Bellman Hangar with outrigger stacking panel doors. (Source: GML 2018)

Figure 3.18 Western side of Bellman Hangar. (Source: GML 2018)

Figure 3.19 Interior of Bellman Hangar. (Source: GML, 2018)

Figure 3.20 Typical steel angle framing of Bellman Hangar. (Source: GML, 2018)

Figure 3.21 Lysaght Orb blue stamped galvanised corrugated steel on interior steel framing. (Source: GML, 2018)

Figure 3.22 Clerestory side fixed sash lights glazed with wired glass. (Source: GML, 2018)

3.6 Former Lesser Qantas Building (Building 21)

This framed building was attached to the rear of the Qantas lounge, crew room and offices, and located north of what is now the Aviation Museum. It was relocated to its current site in 2002. It has a composite lapped cladding over underlying timber boards.

Figure 3.23 View east from Tom Perry Drive to former lesser Qantas building and Tourist Park brick ablutions block. (Source: GML 2018)

Figure 3.24 Former lesser Qantas building. (Source: GML 2018)

3.7 Narromine Aviation Museum/Club Complex (Building 4)

The Narromine Aviation Museum/Club Complex (Building 4) is located on the site of the former Qantas building and the former lesser Qantas building (Building 21) now relocated nearby. It was built in 2002 and expanded in 2016. The building accommodates the Aviation Museum and the aero and gliding clubs as well as public toilets. The building houses the museum collection including objects associated with and interpretation related to aviation in Narromine, aviation generally, the aerodrome, the aero club and former polo club. Impressive features of the museum include two aircraft: a flyable replica 1907 Wright Flyer (built in 2005) and an original 1953 Hawkridge-design Venture glider.

Figure 3.25 Aviation Museum viewed from the former parade ground to the southwest. (Source: GML 2018)

Figure 3.26 Interior of the museum showing parts of the collection including the Wright Flyer and the Venture glider. (Source: GML 2018)

3.8 Recent Hangars and Offices

Most structures on the site date from the last quarter of the twentieth century and include hangars (Buildings 9, 13, 15, 16, and 17) and offices (Buildings 3, 5, 6, 7, 10, 11, and 12). All are utilitarian buildings of ordinary design and are generally framed structures clad in corrugated steel or fibre cement products.

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Figure 3.27 Building 9. (Source: GML 2018)

Figure 3.28 Building 9. (Source: GML 2018)

Figure 3.29 Building 13. (Source: GML, 2018)

Figure 3.30 Building 15. (Source: GML, 2018)

Figure 3.31 Building 16. (Source: GML, 2018)

Figure 3.32 Building 17. (Source: GML, 2018)

Figure 3.33 Building 13. (Source: GML, 2018)

Figure 3.34 Building 5 (left) and Building 6 (right). (Source: GML, 2018)

Figure 3.35 Buildings 5, 6 and 7 with the concrete slab of removed Bellman in foreground. (Source: GML, 2018)

Figure 3.36 Building 7. (Source: GML, 2018)

Figure 3.37 Building 8. (Source: GML, 2018)

Figure 3.38 Building 9. (Source: GML, 2018)

Figure 3.39 Building 10. (Source: GML, 2018)

Figure 3.40 Building 12. (Source: GML, 2018)

3.9 Non-Directional Beacon group (Element 19)

The non-directional beacon group is comprised of three steel towers and a small asbestos shed. These are located in the open space to the east of the former parade ground, in the location of former Sergeants' Quarters Precinct. The group is believed to have been erected in the 1950s but is now obsolete due to changing navigational and communications technology. The two taller towers are tetrahedral open steel frames 70 feet (21m) high. The shorter tower is approximately a third as high. The structures were painted in aircraft warning paint (red/orange and white horizontal bands). Structural engineers Barnson investigated the structural condition of the towers in 2017. They found that the although the paint was peeling, there was no evidence of significant corrosion and the underlying galvanised coating was intact and in good condition.

The shed is a small framed pitched-roof hut clad in asbestos fibre cement sheet. It once housed the communication equipment connected with the tower beacons but it is understood this has been removed and is held with the Aviation Museum.

Figure 3.41 The three towers. (Source: GML 2018)

Figure 3.42 One of the two taller towers. (Source: GML 2018)

Figure 3.43 The shed. (Source: GML 2018)

4.0 Analysis of Significance

4.1 New South Wales Heritage Assessment Guidelines

The *NSW Heritage Manual* guidelines, prepared by the NSW Heritage Office and Department of Urban Affairs and Planning (as amended July 2003), provide the framework for the assessment and the Statement of Significance in this report. These guidelines incorporate the five types of cultural heritage value identified in the Burra Charter into a specially structured framework which is the format required by heritage authorities in New South Wales.

Under these guidelines, items (or 'places' in Burra Charter terminology) are assessed in accordance with a specific set of criteria, as set out below. An item is significant in terms of the particular criterion if the kinds of attributes listed in the inclusion guidelines help to describe it. Similarly, the item is not significant in terms of that particular criterion if the kinds of attributes listed in the exclusion guidelines help to describe it. The inclusion and exclusion guidelines are checklists only—they do not cancel each other out. The exclusion guidelines should not be applied in isolation from the inclusion guidelines, but should be used to help review and qualify the conclusions reached about the item's significance.

The criteria for assessment established by the Heritage Council of NSW, in accordance with the *Heritage Act 1977* (NSW) (Heritage Act) are set out below.

Criterion (a)—An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area)

Guidelines for inclusion	Guidelines for exclusion
• shows evidence of a significant human activity. • is associated with a significant activity or historical phase. • maintains or shows the continuity of a historical process or activity.	• has incidental or unsubstantiated connections with historically important activities or processes. • provides evidence of activities or processes that are of dubious historical importance. • has been so altered that it can no longer provide evidence of a particular association.

Criterion (b)—An item has strong or special association with the life or works of a person, or group of persons, of importance in the cultural or natural history of NSW (or the cultural or natural history of the local area)

Guidelines for inclusion	Guidelines for exclusion
• shows evidence of a significant human occupation. • is associated with a significant event, person, or group of persons.	• has incidental or unsubstantiated connections with historically important people or events. • provides evidence of people or events that are of dubious historical importance. • has been so altered that it can no longer provide evidence of a particular association.

Criterion (c)—An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)

Guidelines for inclusion	Guidelines for exclusion
• shows or is associated with creative or technical innovation or achievement.	• is not a major work by an important designer or artist.
• is the inspiration for a creative or technical innovation or achievement.	• has lost its design or technical integrity.
• is aesthetically distinctive.	• its positive visual or sensory appeal or landmark and scenic qualities have been more than temporarily degraded.
• has landmark qualities.	• has only a loose association with a creative or technical achievement.
• exemplifies a particular taste, style or technology.	

Criterion (d)—An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons

Guidelines for inclusion	Guidelines for exclusion
• is important for its associations with an identifiable group.	• is only important to the community for amenity reasons.
• is important to a community's sense of place.	• is retained only in preference to a proposed alternative.

Criterion (e)—An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area)

Guidelines for inclusion	Guidelines for exclusion
• has the potential to yield new or further substantial scientific and/or archaeological information.	• the knowledge gained would be irrelevant to research on science, human history or culture.
• is an important benchmark or reference site or type.	• has little archaeological or research potential.
• provides evidence of past human cultures that is unavailable elsewhere.	• only contains information that is readily available from other resources or archaeological sites.

Criterion (f)—An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area)

Guidelines for inclusion	Guidelines for exclusion
• provides evidence of a defunct custom, way of life or process.	• is not rare.
• demonstrates a process, custom or other human activity that is in danger of being lost.	• is numerous but under threat.
• shows unusually accurate evidence of a significant human activity.	
• is the only example of its type.	
• demonstrates designs or techniques of exceptional interest.	
• shows rare evidence of a significant human activity important to a community.	

Criterion (g)—An item is important in demonstrating the principal characteristics of a class of NSW's (or a class of the local area's) cultural or natural places; or cultural or natural environments

Guidelines for inclusion	Guidelines for exclusion
• is a fine example of its type.	• is a poor example of its type.
• has the principal characteristics of an important class or group of items.	• does not include or has lost the range of characteristics of a type.
• has attributes typical of a particular way of life, philosophy, custom, significant process, design, technique or activity.	• does not represent well the characteristics that make up a significant variation of a type.
• is a significant variation to a class of items.	
• is part of a group which collectively illustrates a representative type.	
• is outstanding because of its setting, condition or size.	
• is outstanding because of its integrity or the esteem in which it is held.	

To apply the assessment criteria, both the nature and degree of significance for the place need to be identified. This is because items vary in the extent to which they embody or reflect key values and in the relative importance of their evidence or associations.

The assessment also needs to relate the item's values to its relevant geographical and social context, usually identified as either local or state contexts. Items may have both local and state significance for similar or different values/criteria.

4.2 State Historical Themes

The *NSW Heritage Manual* identifies a specific set of 'Historical Themes relevant to New South Wales' within which the heritage values of the place can be examined. Relevant local themes for Narromine Aerodrome include:

• Transport—Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements—airfield;

• Communication—Activities relating to the creation and conveyance of information—airmail;

• Defence—Activities associated with defending places from hostile takeover and occupation—Airforce training, world wars;

• Leisure—Activities associated with recreation and relaxation—recreational aviation; and,

• Social institutions—Activities and organisational arrangements for the provision of social activities—Aeroclub.

4.3 Existing Statement of Significance for Narromine Aerodrome

The site is listed as a heritage item on the NLEP 2011. The following summary statement of significance is recorded on the State Heritage Inventory:

A site of great significance in its association with WWII, in the formation of the RAAF and the training of pilots and other RAAF personnel. Narromine is also historically significant with respect to its association with the very earliest of aviators and includes landings by Capt. Wrigley and Serg. Major Murphy, (1919) Smith Bros (1920), C. Kingsford Smith (1920). This aerodrome has strong social significance for the local community being a place where major air shows and community celebrations are held, and where there are many members of the

community associated with the airfield now, and in the past. there is also an extended social importance beyond the limits of the Shire boundaries for such as for reunion of Women Air Pilots, and general pilot Fly-ins.[1]

4.4 Revised Heritage Assessment of Narromine Aerodrome

This section sets out an assessment of the heritage significance of Narromine Aerodrome in accordance with the standard criteria identified in the NSW Heritage Office guidelines. The evaluation includes consideration of the original and subsequent layering of fabric, uses, associations and meanings of the place; as well as its relationship to both the immediate and wider setting.

4.4.1 Criterion A (Historical Significance)

An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area)

The area of Narromine more broadly has a long association with aviation—both powered flight and gliding—from as early as 1919. Before 1929, when Narromine Aerodrome was officially designated as the town aerodrome and landings elsewhere were banned, early landings of significant flights and aviation events were at other sites away from the aerodrome including the polo ground, showground and Mack's paddock (now the golf course). Despite the earliest flights not being directly associated with the Narromine Aerodrome, the place and its aviation museum have come to embody the association of Narromine generally with pioneering aviation including being a stop for the winners of the Great Air Race from England to Australia in 1919.

Narromine Aerodrome is important as evidence of the early days of aviation during the interwar period, including the establishment of a private airfield by amateur aviator Tom Perry. It is also important for the subsequent adoption of the airfield as a municipal airport in regional Australia where aviation brought significant improvements in transport, communications and connectedness to remote areas.

Narromine aerodrome is important for its development and use by the Royal Australian Air Force during World War II as the first regional RAAF flying school—No.5 Elementary Flying Training School (No. 5 EFTS)—which was established as part of the Empire Air Training Scheme (EATS), a scheme which sought to train pilots for the United Kingdom's Royal Air Force to be employed in the war in Europe.

The property is significant at the local level under Criterion A.

4.4.2 Criterion B (Historical Association)

An item has strong or special association with the life or works of a person, or group of persons, of importance in the cultural or natural history of NSW (or the cultural or natural history of the local area)

The place is associated with:

* Tom Perry, an amateur aviator, farmer and benefactor, who established on his own land the Narromine airfield;

* Bowden Fletcher who, with Tom Perry, established the Aero Club at Narromine and was a lobbyist for the cause of aviation in the Narromine region and western New South Wales; and,

* the Narromine Aero Club, which is Australia's oldest regional aero club.

Narromine more broadly has a passing association with famous aviators, however, that association is not a direct and demonstrable association with the aerodrome site.

The property is significant at a local level under Criterion B.

4.4.3 Criterion C (Aesthetic Significance)

An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)

The Aero Club's Hangar No. 1 demonstrates the design and construction of an aeroplane hangar from the interwar period. Characteristics include sufficient width to accommodate the height and width of contemporary aeroplanes with fully openable stacking doors and rough-hewn and utilitarian framed construction clad in corrugated steel.

The Bellman hangar demonstrates the design and construction of the standardised Bellman type aeroplane hangar. Characteristics include a completely open plan free from any interior structure with stackable doors on outriggers at both ends allowing full opening and maximum through access. The design is made of components of a size capable of being transported by motor vehicle and able to be erected with limited hoisting equipment by three people.

The remnant site layout including the Bellman hangar, roads, landscaping and plantings demonstrate some of the aesthetic characteristics of a mid-twentieth century RAAF base, however there is a reduced level of overall intactness of the original site layout.

The property is significant at the local level under Criterion C.

4.4.4 Criterion D (Social Significance)

An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons

A formal assessment to determine the social value of the property was not undertaken for this project. Nevertheless, it is evident the aerodrome has a long association with the Narromine Aero Club, which has been an important social institution within the community of Narromine since 1929, and maintains a continuing affinity with aviation as a venue for air shows, aviation reunions and general pilot fly-ins.

Therefore, the property is likely to be significant at the local level under Criterion D, but this would require further assessment and broad consultation.

4.4.5 Criterion E (Research Potential)

An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area)

Except in parts, Narromine Aerodrome has limited potential to yield information that will contribute to an understanding of NSW's cultural history. The collection held with and presented at the Narromine Aviation Museum does, however, provides information from the site and other sources that contributes to an understanding of aviation in the Narromine region.

Archaeological potential has not been assessed.

The property is not significant at the local level under Criterion E.

4.4.6 Criterion F (Rarity)

An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area)

Hangar No, 1 at Narromine Aerodrome is rare as a privately constructed aircraft hangar associated with a once private airfield of the inter-war period.

The property is significant at a high local level under Criterion F.

4.4.7 Criterion G (Representativeness)

An item is important in demonstrating the principal characteristics of a class of NSW's (or a class of the local area's):

- *cultural or natural places; or*

- *cultural or natural environments*

Prior to substantial site modifications, Narromine Aerodrome would have been representative of a RAAF air training school. However, the dismantling of much of the aerodrome shortly after World War II and its low intactness means that the site has limited ability to demonstrate this type of place.

The property is not significant at the local level under Criterion G.

4.4.8 Integrity

Narromine Aerodrome has a low to moderate degree of integrity overall. This is due to the site modifications over time and the remaining level of low intactness and authenticity.

4.5 Statement of Significance

Narromine Aerodrome has cultural heritage significance at a local level because:

- it and the Narromine Aviation Museum have come to embody the Narromine region's broader associations with aviation—both powered flight and gliding—from as early as 1919 despite early landings (prior to 1929) occurring elsewhere including the polo ground, showground and Mack's paddock (now the golf course);

- it is associated with: Tom Perry, an amateur aviator, farmer and benefactor, who established on his own land the airfield; Bowden Fletcher who, with Tom Perry, established the Aero Club at Narromine and was a lobbyist for the cause of aviation in the Narromine region and western New South Wales; and with the Narromine Aero Club, Australia's oldest regional aero club;

- it is important as evidence of the early phase of aviation during the interwar period, including the establishment of a private airfield by an amateur aviator—Tom Perry—and for its subsequent adoption as a municipal airport in regional Australia where aviation brought significant improvements in transport, communications and connectedness to remote areas;

- of its development and use by the Royal Australian Air Force during World War II as the first regional RAAF flying school—No.5 Elementary Flying Training School (No. 5 EFTS)— which was established as part of the Empire Air Training Scheme (EATS), a scheme

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which sought to train pilots for the United Kingdom's Royal Air Force to be employed in the war in Europe;

- its Hangar No. 1 demonstrates the design and construction of a private aeroplane hangar from the interwar period and is rare as a privately constructed aircraft hangar associated with a once private airfield of the interwar period;

- it contains a remnant Bellman hangar, site layout, landscaping and plantings demonstrating some of the aesthetic character of a mid-twentieth century RAAF base; and,

- it has a long association with the Narromine Aero Club, Australia's oldest regional aero club, which has been an important social institution within the community of Narromine since 1929 and maintains a continuing affinity with aviation as a venue for air shows, aviation reunions and general pilot fly-ins.

4.6 Significance of Components

4.6.1 Grades of Significance

Different components of a place may make a different relative contribution to its heritage value. Loss of integrity or intactness may diminish significance. Specifying the relative contribution of individual components provides a useful framework for decision-making about the conservation of and/or changes to the place. The following table, which sets out terms used to describe the grades of significance for different components of the place, is derived from the NSW Heritage Office's publication *Assessing Heritage Significance* (2001).

Grading	Application to Narromine Aerodrome
High	*Demonstrates a key element of the item's significance. Spaces, elements, and building fabric with a high degree of integrity. Alterations throughout the buildings evolution do not detract from the identified significance.*
Moderate	*Elements with moderate heritage value, but which contribute to the overall significance of the item. Spaces, elements and building fabric may be slightly altered or modified, but still contribute to an understanding of significance.*
Little	*Elements which are not necessary in contributing to an understanding of the significance of the place as a whole. Spaces, elements and building fabric which have a low level of integrity overall.*
Intrusive	*Spaces, elements, and building fabric which are damaging to the item's heritage significance.*

4.6.2 Significance Ranking

The gradings in the table below reflect the relative contributions of each element to the overall heritage significance of the place. The assessment and grading of significance considers the current condition, integrity and intactness of each element.

	Element	Significance Ranking
1	Hangar No. 1—historic hangar	High
	Site layout as established during World War II	Moderate
2	Ablutions block (excluded from study)	—

	Element	Significance Ranking
3	Office—former Narromine Ultralights	Little
4	Narromine Aviation Museum/Club Complex (Aero and Gliding Clubs), excluding collection	Little
5	Offices	Little
6	Offices	Little
7	Briefing shed	Little
8	Former power plant—now storage and workshop shed	Little
9	Hangar—leased to SAAA	Little
10	Office and workshop—leased to SAAA	Little
11	Office site—privately owned	Little
12	Office and briefing room—privately owned on Council land	Little
13	Hangar—privately owned on Council land	Little
14	Historic Bellman hangar	High
15	Storage hangar	Little
16	Private hangar	Little
17	Private hangar	Little
18	Former parade ground	Moderate
19	Non-directional beacon group (steel towers and small asbestos shed)	Moderate
20	Concrete slab of demolished Bellman hangar	Little
21	Former lesser Qantas building (relocated)	Moderate
22	Bitumen paved apron and taxiways	Moderate
23	Irrigation channel (excluded from study)	—
24	Narromine Tourist Park (excluded from study)	—
25	Mitchell Highway cottages (excluded from study)	—

4.7 Endnotes

1 State Heritage Inventory Database number 2160079, accessed 30 January 2018
<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2160079>.

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5.0 Constraints and Opportunities

5.1 Introduction

The purpose of the conservation policies in this CMP is to provide specific guidelines for the conservation, continuing care and development of Narromine Aerodrome, so that its cultural heritage significance is appropriately maintained, enhanced and interpreted as part of its ongoing use.

Development of a useful set of conservation policies requires consideration of the range of constraints and issues which may affect the place including:

- the constraints on and opportunities for use and development of the site arising from the significance of the place;

- the requirements of the client, site users and owners;

- the physical condition and degree of integrity of the fabric of the place; and

- requirements imposed by external factors and agencies, including statutory authorities.

5.2 Constraints and Opportunities Arising from Significance

The place is significant primarily for its early and World War II development and use as an aerodrome not withstanding only a few elements of this period remain. It is also significant for its continuing use as an aerodrome and as a venue for community events. The early and original elements should be retained and conserved and reinforced in new development; its primary use as an aerodrome should be continued; and, community access should be maintained and reinforced.

The curtilage shown on the Heritage Map in the LEP does not properly reflect the significant elements of the site. Redefinition of this curtilage to include significant elements and exclude peripheral elements of little significance would assist in the conservation and management of the place and its heritage values.

5.3 Client and Owner Requirements

In February 2016, Narromine Shire Council adopted the 'Narromine Aerodrome Strategic and Master Plan' (the master plan).[1] An earlier version of the plan had been adopted in September 2013. The aims of the 2016 plan were to:

1. Investigate options for short, medium and long-term development on the Aerodrome.

2. Identify and assess the planning constraints surrounding the development.

3. Provide recommendations on potential development areas, desired development types and development control measures for the area to ensure the long-term viability of the site and to ensure it best serves the community.

4. Provide the nexus between Council's strategic direction and the local Economic Development Group to facilitate economic growth in the Narromine LGA

5. Assist Council in determining the level of service needed to support and grow the site.

The masterplan sets out the objectives of development on the site as:

6. To provide a range of mixed-use development including business, industrial and community and accommodation land uses.

7. To encourage employment and economic development through business opportunities, tourism activities.

8. To encourage development that is innovative while being sympathetic with the character of the area.

The masterplan also recommends precincts across the site depending on primary land use and objectives:

• Precinct 1—Skypark Residential Estate.

• Precinct 2—Active Airside.

• Precinct 3—Community and Commercial.

• Precinct 4—Aviation related commercial uses and Hanger Area.

• Precinct 5—Industrial and Transport.

• Precinct 6—Expansion Reserve.

These precincts have potential to be compatible with the cultural heritage significance of the place, subject to assessment of any proposed developments.

Figure 5.1 Map from the Master Plan showing the six precinct land use zones recommended. (Source: Narromine Shire Council)

5.4 Physical Condition of Fabric

The place was intensively developed during World War II and then largely dismantled in the decade that followed. Consequently, the place has low intactness with only two buildings from the early period remaining: No. 1 Hangar and the Bellman hangar. These buildings retain a high degree of intactness. The open space of the parade ground has been retained and the road layout is still legible in parts and certainly capable of reinforcement and reconstruction or interpretation.

No. 1 Hangar and the Bellman hangar will need detailed study of their condition and remedial works for their long term conservation. The landscape contains some trees from the World War II scheme. Their significance and condition should be assessed by an arboriculturalist.

5.5 Statutory and Non-Statutory Constraints

The place is not entered on the State Heritage Register so the provisions of the Heritage Act with regard to registered heritage places and approval of works is not applicable. The provisions of that Act with regard to archaeology and the discovery of relics do, however, apply.

The key statutory constraint in relation to heritage derives from the LEP controls made under the *Environmental Planning and Assessment Act 1979*. Clause 5.10 of the LEP provides for the requirement for consent for development at heritage items and for the assessment of heritage impacts of proposed development. Clause 5.10(6) provides for the development of conservation management plans such as this.

The LEP provides conservation incentives under 5.10(10) by way of the discretional granting of consent for land uses that would otherwise not be allowed if the conservation of the heritage item is facilitated by the granting of consent among other provisions. The current land use zoning includes four separate zone types:

- R1   General Residential
- RE2   Private Recreation
- SP1   Special Activities—Aviation
- SP2   Infrastructure—Air Transport Facilities

The masterplan recommends five separate zone types:

- R1   General Residential
- RE1   Public Recreation
- SP1   Special Activities—Aviation
- SP2   Infrastructure—Air Transport Facilities
- IN1   General Industrial

Regardless of the actual or proposed land use zones, the conservation incentives provide that consent to any use can be granted in the terms of 5.10(10) if the use facilitates the conservation of the place and would not adversely affect the heritage significance of the heritage item.

5.6 Endnotes

[1]   'Narromine Aerodrome Strategic and Master Plan', February 2016. Narromine Shire Council Resolution No. 2016/29.

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6.0 Conservation Policy and Implementation

6.1 Overview

The conservation policies in this section provide guidance for managing change in a way that retains and conserves the place's cultural significance. A management framework is set out in sections 6.2 to 6.9.

In addition to providing a management framework, this section recommends a strategy to conserve the place, which can be summarised in the following six actions:

1. Retain and conserve the earliest structures—Hangar No. 1(1937) (D on Figure 6.1) and the last remaining Bellman hangar (c1943) (C on Figure 6.1).

2. Retain and reinforce the World War II road layout and landscape elements, including plantings and the parade ground (shown pink and green respectively on Figure 6.1).

3. Provide for areas previously intensively developed to be redeveloped sensitively (E1-E5, F1-F3 on Figure 6.1).

4. Provide for areas not previously developed to be developed sensitively (F4 on Figure 6.1, Skypark and Mitchell Highway).

5. Reinforce the entrance from Mitchell Highway (A on Figure 6.1).

6. Provide for the heritage interpretation of the place to augment the strong interpretive core of the Narromine Aviation Museum (G on Figure 6.1).
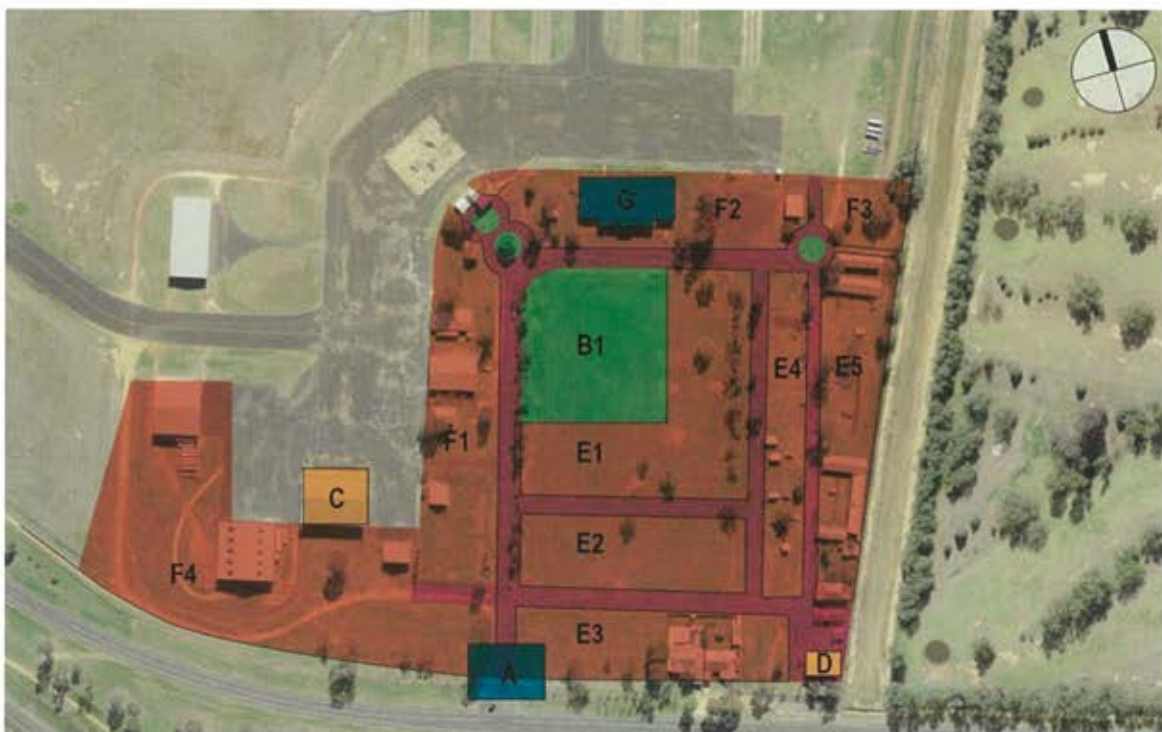
Figure 6.1 Key elements of the aerodrome and the development precincts. (Source: SIX Maps with GML overlay 2018)

6.2 Conserve in Accordance with the Burra Charter

The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance (the Charter), as revised in 2013, is the key document for the management of heritage in Australia. Adopted by Australia's peak body of heritage professionals Australia ICOMOS, it has also been used as a model internationally and its process, terminology and conservation principles have been embodied by governments—Commonwealth, state and local—across Australia. Indeed, Narromine Shire Council includes a summary of its principles in its DCP (refer Section 6.4). Fundamentally, the Charter establishes a 'values-based' approach to conservation and heritage management. That is, it examines and understands the heritage values of a place firstly and then develops management guidelines (conservation policy) to conserve, retain and reveal those values. The Charter has been followed in the development of this CMP which uses terminology defined therein—these include maintenance, conservation, preservation and reconstruction for example.

The Charter is also supported by nine 'practice notes' which provide further detailed guidance on such matters as heritage interpretation, Indigenous cultural heritage management and how new work at heritage places should be carried out.

> **Policy 1** Narromine Shire Council and others involved in the conservation, development and use of Narromine Aerodrome should adopt the Burra Charter (and its practice notes) as a guide to the identification and management of the cultural significance of Narromine Aerodrome.

A copy of the Burra Charter is provided in Appendix B to this CMP. It and the practice notes are available online on Australia ICOMOS' website.

> **Policy 2** The conservation and adaptive re-use of the aerodrome should involve the use of appropriately skilled and experienced professionals and tradespeople so that all assessment, planning and works are carried out in accordance with the Burra Charter.

Professional expertise will include heritage conservation, structural assessment, architecture, landscape architecture and arboriculture among others. Trade skills will include carpentry, joinery, structural steel, metalworking, landscape and horticulture.

6.3 Recognise and Promote the Aerodrome's Heritage Significance

> **Policy 3** The values set out in the Statement of Significance and grades of significance for the component elements of the place, as set out in Section 4.0, should be recognised as defining the cultural significance of Narromine Aerodrome.
>
> **Policy 4** The cultural significance of Narromine Aerodrome should be promoted by those charged with its management for users, visitors and the public at large so that its significance is understood, retained and conserved.
>
> **Policy 5** This conservation management plan should be adopted and used as the principal conservation management document for the retention and conservation of the cultural significance of Narromine Aerodrome.
>
> **Policy 6** Narromine Shire Council should adopt this conservation management plan as a 'heritage conservation management plan' in satisfaction of clause 5.10(6) of the Narromine Local Environmental Plan 2011.

An important aspect in the promotion of heritage significance is 'interpretation'. This is covered in Section 6.10.

6.4 Statutory Planning, Protection and Managing Change

The key statutory planning considerations and protection of the cultural significance and heritage value of Narromine Aerodrome arises from the provisions of the principal environmental planning instrument (EPI) for Narromine—the *Narromine Local Environmental Plan 2011* (LEP). The LEP is an EPI made under the provisions of the *Environmental Planning and Assessment Act 1979* (EP&A Act). Key among its provisions in relation to conservation of the aerodrome is its clause '5.10 Heritage Conservation'. The LEP is supplemented by the *Narromine Shire Council Development Control Plan 2011* (DCP), which provides additional guidance on development within the Shire and whose chapter 5(f) provides specifically for development on land within or near the Aerodrome. The DCP includes controls to manage development, including new buildings and landscape works in a way that maintains the safety and functionality of the aerodrome use and character among other things. It includes heritage objectives for the aerodrome and broad conservation principles (drawn from the Burra Charter) that should be considered before preparing a development application.

These heritage objectives and conservation principles—together with cross references to where further guidance can be found in this conservation management plan—are as follows:

Narromine Aerodrome Heritage Objectives

1. Protect the significance and setting of heritage items within the Narromine Aerodrome through the establishment of heritage guidelines and controls.

2. Integrate heritage conservation into the development application process.

3. Allow sympathetic changes to occur; including where appropriate adaptive re-use and redevelopment of significant buildings within the aerodrome.

4. Provide detailed guidelines which encourage well-designed extensions and infill development.

Conservation Principles

5. Retain what is important about a place (refer statement of significance in Section 4.5 and 4.6).

6. Provide for current and future maintenance (refer Section 6.8).

7. Respect original fabric, past uses, associations and meanings.

8. Understand and retain evidence of changes which are part of the history.

9. Understand the place before making decisions (refer Sections 2.0, 3.0 and 4.0).

10. Use traditional techniques and materials to conserve original materials (refer Sections 6.8 and 6.11).

11. Retain the use of a place if it is important, or ensure a compatible new use (refer Section 6.9).

12. Involve minimal change to allow new uses, respect the original fabric, associations and uses (refer Sections 6.9 and 6.11).

13. Retain an appropriate visual setting for heritage places (refer Sections 6.11 and 6.15).

14. Keep a building, work or other components in their historical location as far as possible. This is because the physical location of a heritage item or place is part of its heritage significance and relocation is a last resort to ensure survival of the building or safety around the building or place.

15. Keep contents, fixtures and objects which are part of a place's heritage significance at that place.

16. Retain related buildings and objects as they are also important.

17. Enable people who have special associations and meanings with a place to be involved in its care and future management (refer Sections 6.3 and 6.7).

As described in Section 5.5 of this CMP, clause 5.10 of the LEP provides for development consent at heritage items and the consideration and assessment of heritage impacts of development arising from development on land comprised of heritage items and land in the vicinity of heritage items. It also provides for exemption from development consent and for conservation incentives. The 'consent authority' under the LEP is generally Narromine Shire Council.

In addition to the EPA Act, the *Heritage Act 1977* (the Heritage Act) provides for the identification, conservation and management of the heritage of New South Wales. This includes heritage that is listed on the State Heritage Register (SHR) and heritage that is not. Due to the loss of integrity of the aerodrome, its level of significance is unlikely to meet the threshold for listing on the SHR. The Heritage Act also provides for the protection of certain relics. The Heritage Division of the Office of Environment and Heritage is the agency currently responsible for administration of the Heritage Act.

The Heritage Act applies in regard to European archaeological resources associated with the place. The *National Parks and Wildlife Act 1974* (NSW) applies in regard to Aboriginal archaeology and significant

> **Policy 7** Narromine Aerodrome should be managed in accordance with the provisions of the Heritage Act 1977. This should be done in consultation with Heritage Division of the Office of Environment and Heritage or the agency responsible for the administration of the Act from time to time.

Policy 8 In accordance with the Narromine Local Environmental Plan 2011, development consent should be sought for development at Narromine Aerodrome that has an acceptable heritage impact including: the alteration, demolition or relocation of buildings or structures; the erection of new buildings or structures; subdivision and other development specified therein. Development that is likely to have an unacceptably adverse heritage impact should not be granted consent.

Policy 9 In principle, in assessing the acceptability of heritage impacts, the more significant an element is, the more care should be taken in actions which may affect its significance.

Policy 10 Proposals for works and development at the place (within the curtilage as recommended in Section 6.5) and on adjacent land within the extent of the original aerodrome should be assessed for heritage impacts. This should be in the form of concise Heritage Impact Statements in accordance with clause 5.10(5) of the LEP, which describe the proposed works, their compliance with the policies of this CMP and their potential impacts on the cultural significance of the aerodrome, its components and setting. The acceptability of potential impacts should be stated. Where the impacts are not acceptable, mitigation measures should be recommended if the proposal is capable of an acceptable impact if modified.

Policy 11 As Narromine Shire Council is both the owner of the aerodrome land and the usual consent authority, with the power to grant or withhold development consent and exemptions, development proposals with potential for conflicting interests should be reviewed by independent external experts.

sites.

6.5 Heritage Curtilage of the Aerodrome

The existing curtilage or boundary of the heritage shown at Figure 1.3 in Section 1.0 excludes elements of significance including the former parade ground and parts of the significant World War II site layout. It also includes the whole of the airfield except for that part of the Skypark developed so far.

The former Heritage Office of the Department of Urban Affairs and Planning published guidelines on heritage curtilages in 1996.[1] It identified four types of curtilage aimed at retaining appropriate areas around heritage items: Lot boundary curtilage, reduced curtilage, expanded curtilage and composite curtilage. The site is a large one with elements of low significance and areas with a high tolerance to change. Therefore, an appropriate minimum curtilage would be a 'reduced curtilage' that:

- includes the significant elements of Hangar No. 1 and the Bellman hangar;

- includes the elements of the significant World War II layout;

- excludes as many elements of little significance as possible;

- retains a taxiway connection from both significant hangars to the airfield and runways so that their functional use is not made more difficult; and

- is as contiguous and simple as is feasible—containing only whole lots/land parcels.

The airfield and runways are also a critical part of the aerodrome and should also be included within the heritage item's curtilage. Such a curtilage would focus the conservation and management of the significant elements and setting of the aerodrome. The LEP also contains 'vicinity controls' by way of its clause 5.10 (5), such that development adjacent to, but not within the heritage item's curtilage, also be assessed for heritage impacts. A reasonable interpretation of what is 'in the vicinity' is land adjacent to the reduced curtilage and within the extent of the original aerodrome.

Policy 12 The minimum heritage curtilage of Narromine Aerodrome should be amended in accordance with this section and Figure 6.2 on page 52. To give this effect, the land description in Schedule 5 of the Narromine Local Environmental Plan 2011 and its Heritage Map should be amended to reflect this minimum curtilage as shown in Figure 6.3. It should include all the following lots:

- Lot 14 DP1041297—Aero Club and Aviation Museum;

- Lot 320 DP1198226—Tourist Park;

- Lots 31-34 DP1203864—Aerodrome;

- Lot 44 DP1209533—Airfield, parade ground and Hangar 1; and

- Road reserve—Tom Perry Drive.

Policy 13 The vicinity controls provided in clause 5.10(5) the Narromine Local Environmental Plan 2011 should be maintained so that the heritage impacts of development on land historically associated with the aerodrome but outside the heritage curtilage can be assessed and mitigated.

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Figure 6.2 Recommended reduced curtilage shown by the red boundary. The curtilage extends to the airfield and runways not shown here. (Source: SIX Maps with GML overlay 2018)

Figure 6.3 Recommended heritage item based on minimum curtilage and current lot boundaries. (Source: SIX Maps with GML overlay 2018)

6.6 Recording of Change

Change at the place is inevitable and in some respects desirable to maintain its compatible use and viability. However, it is not only important to assess impacts and manage change as set out elsewhere in this conservation policy but to record those decisions and the state of the place as it changes over time.

> **Policy 14** A log of development and maintenance decisions and actions should be maintained, with copies held on site and off site with associated documentation such as heritage impact statements and approvals.
>
> **Policy 15** Significant actions, including demolition and alteration, should be preceded by archival recording of structures and settings. This should include photography and, where appropriate, drawings. The detail of recording should be commensurate with the relative significance of the subject area—the more significant an element, the more comprehensive the recording should be.

6.7 Conservation Policy Review

This CMP has been written based both on the available evidence to assess the significance of the place and on the range of factors highlighted in Section 5.0 in order to develop a useful, relevant and effective conservation policy. Over time, additional information is likely to come to light and the state of the place will change. This may impact our understanding of the place and its cultural significance. Additionally, the opportunities, constraints and external factors that have informed the conservation policy will also change. For these reasons it is necessary to review and update this CMP. Such review should be done when

> **Policy 16** This conservation management plan should be reviewed by July 2024 or earlier should circumstances change.

circumstances change but also periodically. A timeframe of five to eight years for review is useful as it is a period in which change is likely to happen and lessons may be learnt to improve heritage management.

Some aspects of the development of the place remain unknown. These include the whereabouts of the various World War II structures that were dispersed in the decade after the war. This remains an area for further research that would inform the CMP's review.

6.8 Repairs and Maintenance—Materials and Physical Conservation

Timely repair and maintenance is a critical part of any conservation program.

> **Policy 17** The Burra Charter's 'cautious approach' of changing as much as necessary but as little as possible should be adopted as the approach to maintenance at the place.

For example, where steel cladding may be dented or 'imperfect' but still performs its function of excluding

weather and protecting the structure (or can if patched), it should be retained rather than replacing it with completely new sheets for presentation purposes.

The materials used to construct the significant structures and hard landscaped setting are generally limited to steel, timber, sheet and corrugated steel (typically galvanised), glass, concrete and bitumen. These materials should be maintained.

Policy 18 A program of remediation and routine maintenance and repair of elements of high significance and retained elements of moderate significance should be established, adequately funded and implemented.

Policy 19 Hangar No. 1 and the Bellman hangar are of high significance and should be retained, repaired and maintained. Their condition and structural integrity should be assessed in detail. Deteriorated fabric and lost original fabric should be reconstructed. Depending on the condition, the least invasive method arresting of deterioration involving the loss of the least amount of original fabric should be adopted.

Policy 20 The original materials of structures and the setting should be retained and similar materials used for their repair. Introduction of new materials and methods such as sealing and patching with flexible sealants instead of lapping and flashing materials should be resisted.

Policy 21 Structures that include galvanised steel products exposed to water should be maintained using traditional galvanised steel rather than more recent steel coatings such as pre-painted Colorbond or Zincalume to avoid creating 'inert catchments', which may lead to the accelerated corrosion of the galvanised steel.

Policy 22 Even materials that are routinely maintained will ultimately come to the end of their serviceable life. Such materials should be salvaged for use on site. Salvage of materials and re-use on site should be considered in maintenance, repair and alteration.

For example, corroded steel sheets may no longer be useful as external cladding but may have interior applications.

6.9 Continuing Compatible Use as an Aerodrome

The site's original and existing use is as an aerodrome and that remains its most compatible use—that is the use which best respects the cultural significance of the place. There is, however, considerable scope for new ancillary or additional compatible uses to be introduced due to the scale of the place and its structures and the nature of significance.

Policy 23 The compatible use of the place as an aerodrome should continue and be the principal use within the heritage curtilage.

Policy 24 Nothing should be done that would make the continuance or reinstatement of the original uses of Hangar No. 1, the Bellman hangar, the airfield, taxiways and runways more difficult.

Policy 25 New uses may be introduced to the aerodrome and its structures if they are compatible with the significance of the place. The potential heritage impact of proposed uses should be assessed.

Policy 26 From a conservation perspective, uses that are compatible and that facilitate conservation of the aerodrome are likely to be acceptable, regardless of planning provisions for land use zoning. Planning impacts of land uses should also be considered.

6.10 Interpretation

The interpretive function of the Narromine Aviation Museum within the context of the operating aerodrome is a compatible use.

Policy 27 The strong interpretive contribution the Narromine Aviation Museum makes to the site is a beneficial heritage impact and should continue to be developed to convey the significance of the site and the significance of aviation within a regional context.

Interpretation of the cultural significance of the site could be enhanced by additional interpretation outside the Museum across the site.

Policy 28 An interpretation strategy—coordinated with the interpretation already presented within the Museum—should be developed and implemented for the site as a whole to present the significance of the place to users and visitors. It should include interpretation of the variety of themes associated with the site and highlight obscure or lost elements whose significance is not clear such as the extent of the peak wartime development at the site.

Policy 29 Interpretive signage and graphic devices should be coordinated with a signage strategy for building and business identification, direction, regulatory and other signage at the place.

6.11 Retention and Reinforcement of Character

The principal character of the site derives from its vast, low and flat airfield, and the scale and materials of the larger buildings such as the Bellman hangar and Museum. This low scale of development is largely controlled by the Narromine Obstacle Limitation Surface Plan, which protects the functionality and safety of the airfield by limiting heights of buildings and other obstacles. Within the aerodrome precinct around the former parade ground, a finer grain of development closer to the huts from the World War II period is more appropriate. Built elements and most landscape elements have followed a simple, rectangular orthogonal pattern.

Policy 30 In general, a simple, rectangular pattern of building and spaces should be followed with height kept to one to two storeys (and below the required obstacle limitation surface). Roof forms should be low-pitched or shallow-curved. Within the aerodrome precinct, the scale of buildings should be comparable with the variety of scale evident in Hangar No. 1, the Bellman hangar, the Museum, the former lesser Qantas building and the lost World War II huts.

Policy 31 The early and original limited palette of materials used at the place including steel, timber, weatherboards, galvanised sheet and corrugated steel, glass, concrete and bitumen should be continued in new work. Care should be taken in the introduction of additional new materials so that new work reinforces, rather than diminishes, the early and original character. New colours for large areas of materials ,rather than accents, should be mid to light toned, like the light grey of aged galvanising for example.

Policy 32 The architectural character of new work should follow the generally utilitarian character of the existing buildings and, in principle, be devoid of unnecessary decorative elements or architectural 'features'

6.12 Historic Hangar No. 1 (Building 1)

The condition of this hangar should be assessed and defects remedied as the first step in its conservation.

Policy 33 Hangar No. 1 should be retained and conserved in its original and current location.

Policy 34 Hangar No. 1 should be inspected and treated for pests.

Policy 35 Hangar No. 1 should be inspected by an expert in timber structures and a structural engineer to assess the structural integrity of the building.

Policy 36 Once the structural integrity of Hangar No. 1 has been assessed, a built heritage consultant or conservation architect should prepare a prioritised schedule of conservation works to arrest deterioration and remedy defects. This is likely to include reconstruction of original elements beyond repair.

In addition to the immediate material conservation of Hangar No. 1, its functionality and use should be considered.

> **Policy 37** Hangar No. 1's existing use for storage may be continued as long as useful.
>
> **Policy 38** The original use of Hangar No. 1 as an aircraft hangar should be reinstated if useful. In any case, the physical connection between the hangar and the airfield should not be lost so far as to make the reinstatement of the original use more difficult.
>
> **Policy 39** The interior of Hangar No. 1 may be adapted to compatible new uses. This should not involve the loss of the generally open interior character.

6.13 Bellman Hangar (Building 14)

> **Policy 40** The Bellman hangar should be retained and conserved in its original and current location.
>
> **Policy 41** The Bellman hangar should be inspected by a structural engineer to assess the structural integrity of the building.
>
> **Policy 42** Once the structural integrity of the Bellman hangar has been assessed, a built heritage consultant or conservation architect should prepare a prioritised schedule of conservation works to arrest deterioration and remedy defects.

The Bellman hangar is the only remnant of the six Bellman hangars that were located at the site during World War II. Although this type of structure is now relatively rare, proposals to relocate existing examples at other sites are mooted from time to time.

> **Policy 43** In principle, although the existing Bellman hangar should be retained in situ, Bellmans from other sites may be relocated to the aerodrome to restore its earlier form if useful and if their removal to the aerodrome does not have major adverse heritage impacts on the places from which they are sourced.

The Bellman hangar is used as a hangar in a way that is entirely compatible with its significance.

> **Policy 44** The use of the Bellman hangar is significant and compatible and should be continued.
>
> **Policy 45** The existing direct access from both open ends of the Bellman hangar to the airfield should be retained whatever the use.
>
> **Policy 46** The interior of the Bellman hangar may be adapted to compatible new uses. This should not involve the loss of the open interior character. Any necessary interior partitioning should be reversible and be read as 'objects in space' rather than as divisions of space.

6.14 Former Lesser Qantas Building (Building 21)

Policy 47 The former lesser Qantas building should be retained and conserved but may be relocated within the aerodrome if useful.

Policy 48 The former lesser Qantas building should be inspected and treated for pests.

Policy 49 The former lesser Qantas building should be inspected by an expert in timber structures and a structural engineer to assess the structural integrity of the building.

Policy 50 Once the structural integrity of the former lesser Qantas building has been assessed, a built heritage consultant or conservation architect should prepare a prioritised schedule of conservation works to arrest deterioration and remedy defects. The building may be preserved (i.e. maintained in its existing state and retarding deterioration) until a future use is found for it at which time remedial works (which might include reconstruction of lost elements) should be undertaken.

6.15 Parade Ground (Element 18), Road Layout and Landscape Scheme

The World War II parade ground, much of the road layout and the landscape scheme have been lost but as they are retained as open space they may be recovered and protected to interpret the scale and significance of the place during its most intensive phase of development.

Policy 51 The road layout established in World War II should be retained as open space and used as the principal vehicular and pedestrian network. New built form should be used to reinforce the edges of this network.

Policy 52 An arboriculturalist should inspect the existing plantings—including the poplars and pepper trees and the tree in the circular bed—to determine their age, significance, health and longevity and to recommend succession planting where necessary.

Policy 53 The former parade ground should be retained as a turfed open space. Its original extent should be reinforced and made apparent by the reconstruction of the perimeter hedge and poplar tree plantings, the saluting base, flagpole and associated landscape elements.

Built form introduced to the south and east of the former parade ground, of the scale established in World War II, would strongly reinforce the lost character of the parade ground and would be a beneficial impact.

6.16 Lost Structures

> **Policy 54** Where World War II structures originally at the aerodrome are found off-site, these may be restored to their position at the aerodrome if useful.
>
> **Policy 55** Lost structures may be reconstructed if useful.

Most World War II structures on the site were dismantled or relocated off site in the decade following the war. If found, there restoration to their original site at the aerodrome if useful.

Reconstruction should not generally involve the introduction of new material that comprises the greater part of a depleted entity. However, given the scale of the place and that significance derives not only from built form but the extensive open spaces, reconstruction of lost built form is acceptable as it would also reinforce the character of the place as a whole. However, it should be stressed that returning the place to its World War II form—although a valid conservation option—is neither a priority nor the only option for the continuing compatible use of the aerodrome.

6.17 Elements of Little Significance

There are many elements of little significance at the aerodrome.

> **Policy 56** Generally, elements of lesser significance may be altered or removed. They should be recorded before removal or alteration.

6.18 Non-Directional Beacon Group

The non-directional beacon group is of moderate significance as it demonstrates navigational and communications technology. It is, however, redundant, requires maintenance and is not such high significance that its components must be retained on site in its present form and location.

> **Policy 57** The non-directional beacon group may be retained or removed. If removed, the group should be recorded and interpreted on site. Retention and display of the apparatus in sample in the Aviation Museum is an acceptable conservation approach.

The towers of the non-directional beacon group could not be relocated within the museum due to their height. Sections of the towers together with the communications apparatus once housed in the asbestos shed could be salvaged for display and interpretation within the museum. This should only be considered as part of a coordinated interpretation strategy.

6.19 Development Zones

Due to the area the aerodrome covers, the minimal development which now exists and the former intensive use of the aerodrome precinct during World War II in areas now vacant, there are significant

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opportunities for additional development and intensification of use that are also compatible with the place's significance. Development zones in the aerodrome precinct are shown at Figure 6.1 on page 47.

Policy 58 Zone A should remain the principal entrance to the aerodrome precinct and be developed to emphasise its prominence and gateway character as developed during World War II.

Policy 59 Development zones F1, F2, F3 and E4 may be developed to a scale consistent with the Bellman hangar.

Policy 60 Development zones E1, E2 and E4 may be developed to a scale, form and materiality consistent with the quarters huts of World War II that once stood there (similar to the former lesser Qantas building). Development should reinforce the earlier road layout and space of the parade ground. If aggregated into larger buildings, the form should be articulated to conform to the scale of the lost huts.

Policy 61 Development zone E3 on Mitchell Highway may be developed to a scale consistent with the existing cottages.

6.20 Endnotes

[1] Heritage Office of the Department of Urban Affairs and Planning, *Heritage Curtilages*, October 1996. Text originally prepared by Warwick Mayne-Wilson in 1992.

7.0 Appendices

Appendix A

Heritage Listing—State Heritage Inventory

Appendix B

Australia ICOMOS Burra Charter, 2013

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Appendix A

Heritage Listing—State Heritage Inventory— Narromine Aerodrome

NSW GOVERNMENT | Office of Environment & Heritage

Narromine Aerodrome and RAAF Base

Item details

Name of item:	Narromine Aerodrome and RAAF Base
Other name/s:	Narromine Aerodrome; RAAF Training Base
Type of item:	Built
Group/Collection:	Defence
Category:	Defence Base Air Force
Primary address:	Mitchell Highway, Narromine, NSW 2821
Parish:	Wentworth
County:	Narromine
Local govt. area:	Narromine

All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
Mitchell Highway	Narromine	Narromine	Wentworth	Narromine	Primary Address

Statement of significance:

A site of great significance in its association with WW11, in the formation of the RAAF and the training of pilots and other RAAF personnel. Narromine is also historically significant with respect to its association with the very earliest of aviators and includes landings by Capt. Wrigley and Serg. Major Murphy, (1919) Smith Bros (1920), C.Kingsford Smith (1920). This aerodrome has strong social significance for the local community being a place where major air shows and community celebrations are held , and where there are many members of the community associated with the airfield now, and in the past . there is also an extended social importance beyond the limits of the Shire boundaries for such as for reunion of Women Air Pilots, and general pilot Fly-ins.

Note: There are incomplete details for a number of items listed in NSW. The Heritage Division intends to develop or upgrade statements of significance and other information for these items as resources become available.

Description

Construction years:	1919-
Physical description:	The air field building is now longer used and is to be relocated on another part of the Airport site. It appears to date from the training days of World War II.

A thin, long and rectangular building, it is set on brick piers with a gabled end roof,

corrugated iron clad and originally clad in timber weatherboards. However many walls are now clad in a plastic style weatherboard.

The windows are simple casement windows in pairs of sashes with cathedral glazing with two lites per sash.

There is another similar remnant WWII building on the site, although the vast majority of those buildings have long been sold off. Many of them going to properties including the property of 'Willydah'.

Inside the building there is a room which was once the Qantas lounge.

On the Aerodrome side of the building there are larger viewing windows, looking out at the airfield and an entry porch, which leads into the Qantas lounge. This small porch has a flat roof supported on tubular steel posts.

Nearby the building is a plaque on a large rock commemorating an WWII reunion held here in 1984, and those that served in that War. It is positioned beside a Eucalyptus Tree, and the plaque reads:

'This tree was planted by the Governor of N.S.W. Sir James Roland A.C., K.B.C., D.G.C., A.F.C,. on 30th September 1904.

In Appreciation of those who served at Narromine During the World War 2. At a re-union in their honour'.

Physical condition and/or Archaeological potential:	Poor.
Date condition updated:	06 Dec 02
Modifications and dates:	The building has since been relocated to accommodate for the new Aeroclub and Museum building. The building was still being used as the Aeroclub (licensed premises) up until it was relocated in September 2002.
Current use:	Aeroclub and Museum building
Former use:	Aerodrome and RAAF Base

History

Historical notes:

The Narromine aerodrome has gone through many phases over the year, these categories can be best explained as follows -

EARLY AVIATORS

The first entry in the local Narromine aerodrome log book was RAAF B.E. 2E., 20th November, 1919. This plane was enroute to Darwin to meet Ross & Keith Smith, winners of the England to Australia air race. The pilot was Captain Wrigley, D.F.C. and Serg. Major A. Murphy, A.F.C., D.F.C. On Friday, 13 February, 1920, after lengthy delays because of problems to their plane, the Smith brothers, Serg. W. Shiers and Serg. Bennett departed from Bourke at 8 a.m., arriving at Narromine at 10.30 a.m. and landing on a paddock provided by Mr. F. Mack. There was a large number of visitors to the town (mostly by train), from Dubbo, Peak Hill, Trangie, Nevertire, Warren and Nyngan. In May, 1920 Charles Kingsford Smith landed in Narromine. On 11 August, 1926 Sir Alan Cobham and Serg. Ward landed in the polo ground on an England to Australia flight. Lester Brain landed in a paddock on Collyburlon 21 April, 1929. From this we can see there were 3 different sites used as landing sites. AERO CLUB

In 1928 Mr. T. Perry offered a paddock to be used for an aerodrome, it was offered to Civil Aviation and received approval. An aero club was formed in Narromine in September, 1929.

President - T.E. Perry; Secretary-Treasurer - H. Bowden Fletcher; Vice Presidents - G.B. Irvine, G.H.R. Barlow, R.H. Barnett; Committee - H. Thrall, H.W. Kierath, R.D. Barnett, W. Stockham, R.T. Perry, F. Balhausen, V.C.S. Hall, W. Downey, A.E. McWilliam

AIR PAGEANTS

The first air pageant was held on Saturday and Sunday 5 & 6th April, 1930. 21 planes attended. Admission charge was 2/- (20c) for adults and 6d (6c) for children and 6d (6c) for motor cars. Over 5,000 people attended on the Sunday and there were more than a thousand cars present. Gate takings £420. The second air pageant was held on Easter Monday, 6th April, 1931. This event was not as successful as the first. Air pageants were also held in 1935, 1938, 1958, 1959, 1986 and 1997.

MODEL AEROPLANES

The air pageant held in 1931 had on its programme for the first time a competition for model aeroplane flying. Model aeroplanes are still flown at the airport in 2003.

ASTRAEA' AIR LINER

On 5 July, 1933 more than a thousand people saw this huge aeroplane land at Narromine. It was at that time the largest aeroplane that had landed in Australia. It carried 17 passengers as well as the crew. It had been flown from England to Australia for the purpose of establishing an air-mail service between both countries.

LADY PILOTS

The first lady pilot arrived in Narromine on 24 April, 1931 Miss Nancy Lyle, followed by Miss Freda Thompson on 18 November, 1933. Miss Jean Batten flew into Narromine from Charleville on 29 May, 1934, after her record breaking flight from London to Darwin for a woman, in 15 days. On 23 May, 1935 Miss Nancy Bird flew into Narromine. on 28 September, 1938 Miss Edwards and on 23 August, 1938 Miss Chellingworth flew in. Miss Lyle and Miss Bird were frequent visitors to Narromine aerodrome. Mrs. Nancy Bird Walton opened the new Aviation Museum at the Narromine Air Show in October, 2002. She made a wonderful speech on the history of the airport, and mentioned that in the early years people on the ground had to clear the paddock of stock and wild life so planes could land safely.

FIRST AIR MAIL LEAVES NARROMINE

On Monday, 10 December, 1934 the first air mail plane piloted by Mr. Arthur Butler, arrived in Narromine from Cootamundra. After a stay of 22 minutes, the plane left to complete the stage to Charleville via Bourke. This service continued until 7 November, 1938.

NEW AIR SERVICE

A new air service between Narromine and Sydney commenced on 25 March, 1935 using Wasp Air Lines. Mr. J. Lyons, Chairman of Directors, responded and requested Mr. T.E. Perry, as President of the Narromine Aero Club to christen the new machine, the company's first, 'The Narromine Wasp. The first passengers were Mr. John Thoms, aged 88, Mr. R.C. Tancred, G.H.R. Barlow, and J. Lovegrove. On his return journey Mr. Thoms said Well you can tell Mr. Hartigan (The Railway Commissioner) to wipe me out as a train passenger in future, I have been over the mountains by bullock waggon in 1948, by Cobb & Co. coach in 1870, and by the old trains that had open windows. I have been looking forward to this trip by plane, and I enjoyed it, even though I did hit my head on the roof once. All that is left now is to be shot up in the air by a rocket, and if I get the change, I'll try that too.

In 1849 aged two years he went over the mountains to Bathurst by bullock team from Sydney. The trip took six weeks. (Note Mr. Thoms died in Narromine in 1938 aged 91 years).

NEW HANGAR

On 3rd March, 1937 the new hangar was officially opened by the Comptroller of Civil Aviation Captain E.C. Johnston, M.C. When it was found impossible to secure assistance from Governments, Mr. T.e. Perry, who owns the aerodrome, built the hangar himself, the Narromine Aerodrome supplying some of the finance.

NARROMINE AEROPLANE

After thirteen months of patient effort Mr. J.B. Coomber, young Narromine mechanic, will see the culmination of his work on Sunday afternoon, 2nd August, 1938, at the Narromine aerodrome when Captain George Mendham will give the machine actual flying tests in the air. The room at the rear of McCutcheon's Garage in Dandaloo Street, has been the scene of Mr. Coomber's labour for over a year.

He was assisted in the construction by other Narromine citizens - Mrs. Coomber did the sewing, when the frame work was ready for covering. Intricate woodwork for the wings was carried out by Mr. Wal Treseder. Mr. J. Stiller also assisted. The machine is a single seater, high winged monoplane with steel fuselage and wood wings. Captain Mendham took the machine for its first flight, he said afterwards that the plane flew better than any light plane he had ever flown. It was very sensitive on the controls and performs admirably. History of the RAAF Narromine compiled by Murray Moore - September, 199. At the commencement

of W.W. II expansion of the RAAF required the establishment of new airfields around Australia. Foremost of the RAAF's requirements was flying training, and it was proposed to set up a number of elementary flying training schools at selected inland areas. Narromine was one of the areas considered suitable to locate a flying training area and the aerodrome at Narromine was first surveyed on 17 November, 1939 to ascertain whether it would meet the RAAF's needs. At the time of the survey the then aerodrome consisted of a large cleared paddock 1,100 metres (1200 yards) by 660 metres (720 yards), having a good loam surface, and a single 18m x 14m wooden framed hanger with a bare earth floor. There were also two fuelling sheds, 1000 and 500 gallon underground tanks and a small two roomed cottage used by the caretaker. The aerodrome was owned by T.E. Perry, who leased it to the Municipal Council for $120 per year. One of the perceived advantages of establishing a RAAF airfield at Narromine was that the climate was considered healthy, and weather conditions were such that flying operations would seldom be interrupted. The town in 1939 had a population of 1800 and had good infrastructure support. To adopt the airfield to the RAAF's requirements, two fences and a cross fence were removed, which then gave a one mile run from the north west corner of the golf course to the north west. Initially it was envisaged that the showgrounds buildings would be hired to accommodate personnel pending construction of a full camp site at the airfield.

Satellite airfields to serve Narromine were located at Burroway (16km magnetic north), Woodlands (11km 100 degrees magnetic), Milford (19km 180 degrees magnetic) and Willydah (18km 270 degrees magnetic). Construction of the camp was rapidly carried out, and on 24 May, 1940 No. 5 Elementary Flying Training School was formed at Narromine. The initial strength of the school was 28 officers, 147 airmen and 46 trainees. However, the camp was still a long way from being completely finished, as only one Bellman hanger was up and only one stores hut was erected. There were also no petrol tanks or refuelling facilities, not were there any aircraft spares. There was not even a fire truck, nor parachutes. 15 parachutes were obtained when training commenced.) While sleeping huts had been built there was no furniture whatsoever to place in them, this made living in conditions rather bleak and depressing. Because personnel were required to sleep on the floors, colds and flu were rampant during this first winter. However, the situation gradually improved, and the camp site was slowly brought into shape. During November, 1941 badminton courts, two tennis courts and a cricket pitch were opened on the base. By June, 1942 the two sealed cross strips were in operation.

No. 5 EFTS's first aircraft were twenty Tiger Moth aircraft ferried in from Laverton on 24 June, 1940. Arrival of these aircraft allowed the first flying training courses to commence on 27 June, 1940. By the end of October, 1940 summer was approaching, and with it came heavy dust, flies and mosquitoes. Because all the huts were unlined, and the timber used in the construction had shrunk causing gaps in the walls it was impossible to keep all three of these nuisances out and this tended to make life rather unpleasant for those living there. During the summer months of 1941/42 the dust was causing numerous cases of antritis, sinusitis and conjunctivitis. The lack of green also caused sunglare which irritated the eyes of the pilots and ground crew. By mid 1944 the RAAF's pilot training requirements had undergone a change and it was decided to progressively disband all of the EFTS units. The No. 5 Elementary Flying Training School at Narromine was officially disbanded on 14 August, 1944. On 25 June, 1955 No. 8 Operational Training Unit was formed at Narromine. A considerable part of this unit's personnel were posted direct from No. 5EFTS to this new unit. The first training course to commence was No. 34 fighter Operational Training Course on 25 July, 1944. This course had 40 officers and 28 airmen pilots divided between three separate courses - Operational Training Course, Tactical Reconnaissance Course and Spitfire Refresher Course.

No. 8OtU's stay at Narromine was less than three months as they moved to RAAF Parkes on 25 September, 1944. With the departure of this unit RAAF Station Narromine was formed on 29 September, 1944 taking over from the temporary Care and Maintenance Unit. The new units mission was to provide administrative facilities for a yet to arrive twin engine aircraft squadron, and to prepare for the unit's new role all stores aircraft were despatched to RAAF Narrandera. The new Squadron turned out to be the Royal Air Force No. 618 Squadron, which moved to Narromine immediately after their arrival in Australia. 618SQN's first equipment began arriving on 4 January, 1945, followed by the first RAF Personnel on 24 January. The squadron's first 8 Mosquito aircraft arrived on 3 February, 1945, followed by 25 others over the next several days. The Fairy Barracuda aircraft flown by this unit also arrived, with the first two on 22 February. No. 618SQN's Mosquito aircraft had been modified to operate from aircraft carriers, while the Fairy Barracudas were used for aircraft carrier deck landing training. It had been hoped that after training, this squadron would move north to fly off aircraft carriers and attch shipping around the main Japanese islands using a special bomb developed from the dambusters bomb. However, this did not eventuate and the main party of the squadron eventually left Narromine on 24 July, 1945. Possibly as an expression of their frustration at not being able to take part in the war, they used another way of leaving their mark in the form of badly damaged buildings and fittings. From what little is known about No. 618 SQN, it appears that they literally abandoned their Mosquito aircraft at Narromine. Some were taken over by the RAAF, some destroyed, while others were left out in the open to be vandalised and rot away. The reluctance of the RAAF to take over these aircraft was probably due to the fact they they seemed to suffer a lot of crashes. Several days after the RAF departed, a delegation of Royal Navy members visited Narromine on 27 July, 1945 with the view of taking it over as a Royal Navy Air Station. Possibly only the end of the war less than a

month after that prevented the airfield from becoming a His Majesty's Ship. A small detachment of No. 86 (Attack) Wing comprising of one officer and five airmen arrived on 5 December, 1945 to co-ordinate the arrival of No. 93 Squadron. The first ground staff elements of this squadron arrived by three Dakotas on 23 December, followed by their Beaufighters aircraft, the first two being A8-164 and A8-133 arriving on 26 December, after leaving Labuan on 24th. The rest of the Squadron's Beaufighters arrived over the next two months. No sooner had all of No. 93SQN's aircraft arrived at Narromine than the squadron was tasked with providing escort and weather recconnaisance services for the ferry of No. 76 and 77 Squadrons' Mustangs from Labuan to Japan as the RAAF;'s contingent for the British Commonwealth Occupation Forces. Accordingly, nine Bautighters left Narromint to return to labuan on 21 February, 1946, followed by ten more on the next day. After completing this very difficult mission (long distance navigation over open sea and through very adverse weather conditions) the first Beaufighters returned back to Narromine on 19 Apri, 1946. While No. 93SQN's Beaufighters were away, RAAF Station Narromine disbanded on 15 March, 1946 by being reformed into Care and Maintenance unit, Narromine. Almost immediately following the return of No. 93SQN's Beaufighters they were all allotted away for disposal. The last two Beaufighters to leave Narromine were A8-325 and A8-324 which left for Essendon on 14 May, 1946. With their aircraft gone, the squadron began the tak of disbanding. On 22 August, 1946 No. 93 Squadron formally disbanded at RAAF Narromine. The airfield and camp site were listed for disposal in Commonwealth Gazette No. 195 dated 17 October, 1946. After cleaing all surplus assets and buildings, Care and Maintenance Unit was disbanded on or shortly after 28 February, 1947. This brought to a close the RAAF's role at Narromine.

To-day a caravan park occupies the site where the old RAAF camp was located. All of the Bellman hangers are still there, as well as one or two of the original RAAF camp buildings. The sealed cross strips are still used today for gliding and powered aircraft traffic. Another reminder of the RAAF's presence at Narromine during the war years is the area set aside in the town's cemetery for war graves. Buried there are a number of RAAF members (and at least one RAF) who died while training or serving at RAAF Narromine. (This report was part of Narromine Shire Council Heritage Advisory Report July 2001 - May, 2002 prepared by Arnold Wolthers). (Phil King mentions in The History of Narromine & District that the cost of two runways, taxiways, aprons, hangars and other buildings at the airport cost £180,000. Over 2,000 pilots were trained between 1940-1944) (Note - The Girl Guides buildings in Meringo Street, Narromine and Derribong Street, Trangie, came from the airport, as did the Sunday School Hall at St. Andrew's Presbyterian Church, Trangie.)

Narromine Aero Club

The aero club resumed in September, 1947. Use of the ground by the Aero Club was granted in 1948 when a Tiger Moth was used and the Honorary Instructor was the late Neil Johnston.

ORANA SOARING CLUB

The Orana Soaring Club formed in 1950 in Dubbo by Jack Coomber, Noel Soane, Phil Doyle and the late Ron Cullen and the Marks and Shibble Brothers. It was then called the Dubbo Gliding Club. The Orana Soaring Club made Narromine its headquarters in 1975, and hosted the N.S.W. State Championships in February, 1976.

1954 - Qantas

1955 Flood

Members of the Narromine Aero Club under the leadership of the late Neil Johnston, did a tremendous job of rescuing people and dropping food and medical supplies to flood bound residents, as well as delivering fodder to thousands of head of stock stranded by floodwaters.

50th Anniversary of landing 1920-1970

A plaque was unveiled at Narromine Golf Club to commemorate the 50th anniversary of the landing in Narromine of Sir Ross and Sir Keith Smith with Serg. J.M. Bennett and Serg. W.H. Shiers on 13 February, 1920.

The plaque was unveiled on the exact spot where the plane landed in 1920.

1975 - N.S.W. AIR RACE

About 5000 people packed onto the Narromine airport on Saturday, 22 March, 1975 to see 209 contestants in the NSW Air Race land safely

ULTRA-LIGHT AIRCRAFT

During the Easter week-end an Ultra-light airshow is held in Narromine

Historic themes

Australian theme (abbrev)	New South Wales theme	Local theme
3. Economy-Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Airfield-
7. Governing-Governing	Defence-Activities associated with defending places from hostile takeover and occupation	Airforce training, world wars-

Recommended management:

Record, photograph, research any changes.

Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan	Narromine LEP 2011	I14	09 Dec 11		
Local Environmental Plan - Lapsed		13	20 Dec 88		

Study details

Title	Year	Number	Author	Inspected by	Guidelines used
Narromine Community Based Heritage Study	2002	128/216 0079	Barbara Hickson in association with Narromine Local History Group	B.J. Hickson	Yes

References, internet links & images

Type	Author	Year	Title	Internet Links
Photograph	B.J. Hickson	2002	Narromine Aerodrome and RAAF base - site visit	

| Written | Narromine Local History Group report | 2002 |

Note: internet links may be to web pages, documents or images.

(Click on thumbnail for full size image and image details)

Data source

The information for this entry comes from the following source:

Name: Local Government

Database number: 2160079

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Appendix B

Australia ICOMOS Burra Charter, 2013

THE BURRA CHARTER

The Australia ICOMOS Charter for
Places of Cultural Significance

2013

ICOMOS

ICOMOS (International Council on Monuments and Sites) is a non-governmental professional organisation formed in 1965, with headquarters in Paris. ICOMOS is primarily concerned with the philosophy, terminology, methodology and techniques of cultural heritage conservation. It is closely linked to UNESCO, particularly in its role under the World Heritage Convention 1972 as UNESCO's principal adviser on cultural matters related to World Heritage. The 11,000 members of ICOMOS include architects, town planners, demographers, archaeologists, geographers, historians, conservators, anthropologists, scientists, engineers and heritage administrators. Members in the 103 countries belonging to ICOMOS are formed into National Committees and participate in a range of conservation projects, research work, intercultural exchanges and cooperative activities. ICOMOS also has 27 International Scientific Committees that focus on particular aspects of the conservation field. ICOMOS members meet triennially in a General Assembly.

Australia ICOMOS

The Australian National Committee of ICOMOS (Australia ICOMOS) was formed in 1976. It elects an Executive Committee of 15 members, which is responsible for carrying out national programs and participating in decisions of ICOMOS as an international organisation. It provides expert advice as required by ICOMOS, especially in its relationship with the World Heritage Committee. Australia ICOMOS acts as a national and international link between public authorities, institutions and individuals involved in the study and conservation of all places of cultural significance. Australia ICOMOS members participate in a range of conservation activities including site visits, training, conferences and meetings.

Revision of the Burra Charter

The Burra Charter was first adopted in 1979 at the historic South Australian mining town of Burra. Minor revisions were made in 1981 and 1988, with more substantial changes in 1999.

Following a review this version was adopted by Australia ICOMOS in October 2013.

The review process included replacement of the 1988 Guidelines to the Burra Charter with Practice Notes which are available at: australia.icomos.org

Australia ICOMOS documents are periodically reviewed and we welcome any comments.

Citing the Burra Charter

The full reference is *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013*. Initial textual references should be in the form of the *Australia ICOMOS Burra Charter, 2013* and later references in the short form (*Burra Charter*).

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The Burra Charter consists of the Preamble, Articles, Explanatory Notes and the flow chart.

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Cover photograph by Ian Stapleton.

The Burra Charter

(The Australia ICOMOS Charter for Places of Cultural Significance, 2013)

Preamble

Considering the International Charter for the Conservation and Restoration of Monuments and Sites (Venice 1964), and the Resolutions of the 5th General Assembly of the International Council on Monuments and Sites (ICOMOS) (Moscow 1978), the Burra Charter was adopted by Australia ICOMOS (the Australian National Committee of ICOMOS) on 19 August 1979 at Burra, South Australia. Revisions were adopted on 23 February 1981, 23 April 1988, 26 November 1999 and 31 October 2013.

The Burra Charter provides guidance for the conservation and management of places of cultural significance (cultural heritage places), and is based on the knowledge and experience of Australia ICOMOS members.

Conservation is an integral part of the management of places of cultural significance and is an ongoing responsibility.

Who is the Charter for?

The Charter sets a standard of practice for those who provide advice, make decisions about, or undertake works to places of cultural significance, including owners, managers and custodians.

Using the Charter

The Charter should be read as a whole. Many articles are interdependent.

The Charter consists of:

- Definitions   Article 1
- Conservation Principles   Articles 2–13
- Conservation Processes   Articles 14–25
- Conservation Practices   Articles 26–34
- The Burra Charter Process flow chart.

The key concepts are included in the Conservation Principles section and these are further developed in the Conservation Processes and Conservation Practice sections. The flow chart explains the Burra Charter Process (Article 6) and is an integral part of the Charter. Explanatory Notes also form part of the Charter.

The Charter is self-contained, but aspects of its use and application are further explained, in a series of Australia ICOMOS Practice Notes, in *The Illustrated Burra Charter*, and in other guiding documents available from the Australia ICOMOS web site: australia.icomos.org.

What places does the Charter apply to?

The Charter can be applied to all types of places of cultural significance including natural, Indigenous and historic places with cultural values.

The standards of other organisations may also be relevant. These include the *Australian Natural Heritage Charter, Ask First: a guide to respecting Indigenous heritage places and values* and *Significance 2.0: a guide to assessing the significance of collections.*

National and international charters and other doctrine may be relevant. See australia.icomos.org.

Why conserve?

Places of cultural significance enrich people's lives, often providing a deep and inspirational sense of connection to community and landscape, to the past and to lived experiences. They are historical records, that are important expressions of Australian identity and experience. Places of cultural significance reflect the diversity of our communities, telling us about who we are and the past that has formed us and the Australian landscape. They are irreplaceable and precious.

These places of cultural significance must be conserved for present and future generations in accordance with the principle of inter-generational equity.

The Burra Charter advocates a cautious approach to change: do as much as necessary to care for the place and to make it useable, but otherwise change it as little as possible so that its cultural significance is retained.

Articles

Article 1. Definitions

For the purposes of this Charter:

1.1 *Place* means a geographically defined area. It may include elements, objects, spaces and views. Place may have tangible and intangible dimensions.

1.2 *Cultural significance* means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Cultural significance is embodied in the *place* itself, its *fabric, setting, use, associations, meanings*, records, *related places* and *related objects*.

Places may have a range of values for different individuals or groups.

1.3 *Fabric* means all the physical material of the *place* including elements, fixtures, contents and objects.

1.4 *Conservation* means all the processes of looking after a *place* so as to retain its *cultural significance*.

1.5 *Maintenance* means the continuous protective care of a *place*, and its *setting*.

Maintenance is to be distinguished from repair which involves *restoration* or *reconstruction*.

1.6 *Preservation* means maintaining a *place* in its existing state and retarding deterioration.

1.7 *Restoration* means returning a *place* to a known earlier state by removing accretions or by reassembling existing elements without the introduction of new material.

1.8 *Reconstruction* means returning a *place* to a known earlier state and is distinguished from *restoration* by the introduction of new material.

1.9 *Adaptation* means changing a *place* to suit the existing *use* or a proposed use.

1.10 *Use* means the functions of a *place*, including the activities and traditional and customary practices that may occur at the place or are dependent on the place.

Explanatory Notes

Place has a broad scope and includes natural and cultural features. Place can be large or small: for example, a memorial, a tree, an individual building or group of buildings, the location of an historical event, an urban area or town, a cultural landscape, a garden, an industrial plant, a shipwreck, a site with in situ remains, a stone arrangement, a road or travel route, a community meeting place, a site with spiritual or religious connections.

The term cultural significance is synonymous with cultural heritage significance and cultural heritage value.

Cultural significance may change over time and with use.

Understanding of cultural significance may change as a result of new information.

Fabric includes building interiors and sub-surface remains, as well as excavated material.

Natural elements of a place may also constitute fabric. For example the rocks that signify a Dreaming place.

Fabric may define spaces and views and these may be part of the significance of the place.

See also Article 14.

Examples of protective care include:
• maintenance — regular inspection and cleaning of a place, e.g. mowing and pruning in a garden;
• repair involving restoration — returning dislodged or relocated fabric to its original location e.g. loose roof gutters on a building or displaced rocks in a stone bora ring;
• repair involving reconstruction — replacing decayed fabric with new fabric

It is recognised that all places and their elements change over time at varying rates.

New material may include recycled material salvaged from other places. This should not be to the detriment of any place of cultural significance.

Use includes for example cultural practices commonly associated with Indigenous peoples such as ceremonies, hunting and fishing, and fulfillment of traditional obligations. Exercising a right of access may be a use.

Articles

1.11 *Compatible use* means a *use* which respects the *cultural significance* of a *place*. Such a use involves no, or minimal, impact on cultural significance.

1.12 *Setting* means the immediate and extended environment of a *place* that is part of or contributes to its *cultural significance* and distinctive character.

1.13 *Related place* means a *place* that contributes to the *cultural significance* of another place.

1.14 *Related object* means an object that contributes to the *cultural significance* of a *place* but is not at the place.

1.15 *Associations* mean the connections that exist between people and a *place*.

1.16 *Meanings* denote what a *place* signifies, indicates, evokes or expresses to people.

1.17 *Interpretation* means all the ways of presenting the *cultural significance* of a *place*.

Explanatory Notes

Setting may include: structures, spaces, land, water and sky; the visual setting including views to and from the place, and along a cultural route; and other sensory aspects of the setting such as smells and sounds. Setting may also include historical and contemporary relationships, such as use and activities, social and spiritual practices, and relationships with other places, both tangible and intangible.

Objects at a place are encompassed by the definition of place, and may or may not contribute to its cultural significance.

Associations may include social or spiritual values and cultural responsibilities for a place.

Meanings generally relate to intangible dimensions such as symbolic qualities and memories.

Interpretation may be a combination of the treatment of the fabric (e.g. maintenance, restoration, reconstruction); the use of and activities at the place; and the use of introduced explanatory material.

Conservation Principles

Article 2. Conservation and management

2.1 *Places* of *cultural significance* should be conserved.

2.2 The aim of *conservation* is to retain the *cultural significance* of a *place*.

2.3 *Conservation* is an integral part of good management of *places* of *cultural significance*.

2.4 *Places* of *cultural significance* should be safeguarded and not put at risk or left in a vulnerable state.

Article 3. Cautious approach

3.1 *Conservation* is based on a respect for the existing *fabric, use, associations* and *meanings*. It requires a cautious approach of changing as much as necessary but as little as possible.

3.2 Changes to a *place* should not distort the physical or other evidence it provides, nor be based on conjecture.

The traces of additions, alterations and earlier treatments to the fabric of a place are evidence of its history and uses which may be part of its significance. Conservation action should assist and not impede their understanding.

Article 4. Knowledge, skills and techniques

4.1 *Conservation* should make use of all the knowledge, skills and disciplines which can contribute to the study and care of the place.

Articles

4.2 Traditional techniques and materials are preferred for the *conservation* of significant *fabric*. In some circumstances modern techniques and materials which offer substantial conservation benefits may be appropriate.

Article 5. Values

5.1 *Conservation* of a *place* should identify and take into consideration all aspects of cultural and natural significance without unwarranted emphasis on any one value at the expense of others.

5.2 Relative degrees of *cultural significance* may lead to different *conservation* actions at a place.

Article 6. Burra Charter Process

6.1 The *cultural significance* of a *place* and other issues affecting its future are best understood by a sequence of collecting and analysing information before making decisions. Understanding cultural significance comes first, then development of policy and finally management of the place in accordance with the policy. This is the Burra Charter Process.

6.2 Policy for managing a *place* must be based on an understanding of its *cultural significance*.

6.3 Policy development should also include consideration of other factors affecting the future of a *place* such as the owner's needs, resources, external constraints and its physical condition.

6.4 In developing an effective policy, different ways to retain *cultural significance* and address other factors may need to be explored.

6.5 Changes in circumstances, or new information or perspectives, may require reiteration of part or all of the Burra Charter Process.

Article 7. Use

7.1 Where the *use* of a *place* is of *cultural significance* it should be retained.

7.2 A *place* should have a *compatible use*.

Explanatory Notes

The use of modern materials and techniques must be supported by firm scientific evidence or by a body of experience.

Conservation of places with natural significance is explained in the Australian Natural Heritage Charter. This Charter defines natural significance to mean the importance of ecosystems, biodiversity and geodiversity for their existence value or for present or future generations, in terms of their scientific, social, aesthetic and life-support value.

In some cultures, natural and cultural values are indivisible.

A cautious approach is needed, as understanding of cultural significance may change. This article should not be used to justify actions which do not retain cultural significance.

The Burra Charter Process, or sequence of investigations, decisions and actions, is illustrated below and in more detail in the accompanying flow chart which forms part of the Charter.

Understand Significance

↓

Develop Policy

↓

Manage in Accordance with Policy
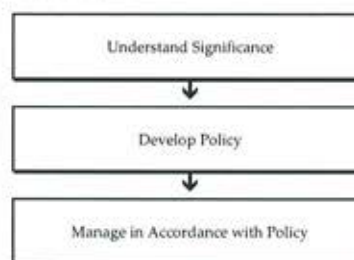
Options considered may include a range of uses and changes (e.g. adaptation) to a place.

The policy should identify a use or combination of uses or constraints on uses that retain the cultural significance of the place. New use of a place should involve minimal change to significant fabric and use; should respect associations and meanings; and where appropriate should provide for continuation of activities and practices which contribute to the cultural significance of the place.

Articles

Article 8. Setting

Conservation requires the retention of an appropriate *setting*. This includes retention of the visual and sensory setting, as well as the retention of spiritual and other cultural relationships that contribute to the *cultural significance* of the *place*.

New construction, demolition, intrusions or other changes which would adversely affect the setting or relationships are not appropriate.

Article 9. Location

9.1 The physical location of a *place* is part of its *cultural significance*. A building, work or other element of a place should remain in its historical location. Relocation is generally unacceptable unless this is the sole practical means of ensuring its survival.

9.2 Some buildings, works or other elements of *places* were designed to be readily removable or already have a history of relocation. Provided such buildings, works or other elements do not have significant links with their present location, removal may be appropriate.

9.3 If any building, work or other element is moved, it should be moved to an appropriate location and given an appropriate *use*. Such action should not be to the detriment of any *place* of *cultural significance*.

Article 10. Contents

Contents, fixtures and objects which contribute to the *cultural significance* of a *place* should be retained at that place. Their removal is unacceptable unless it is: the sole means of ensuring their security and *preservation*; on a temporary basis for treatment or exhibition; for cultural reasons; for health and safety; or to protect the place. Such contents, fixtures and objects should be returned where circumstances permit and it is culturally appropriate.

Article 11. Related places and objects

The contribution which *related places* and *related objects* make to the *cultural significance* of the *place* should be retained.

Article 12. Participation

Conservation, interpretation and management of a *place* should provide for the participation of people for whom the place has significant *associations* and *meanings*, or who have social, spiritual or other cultural responsibilities for the place.

Article 13. Co-existence of cultural values

Co-existence of cultural values should always be recognised, respected and encouraged. This is especially important in cases where they conflict.

Explanatory Notes

Setting is explained in Article 1.12.

For example, the repatriation (returning) of an object or element to a place may be important to Indigenous cultures, and may be essential to the retention of its cultural significance.

Article 28 covers the circumstances where significant fabric might be disturbed, for example, during archaeological excavation.

Article 33 deals with significant fabric that has been removed from a place.

For some places, conflicting cultural values may affect policy development and management decisions. In Article 13, the term cultural values refers to those beliefs which are important to a cultural group, including but not limited to political, religious, spiritual and moral beliefs. This is broader than values associated with cultural significance.

Explanatory Notes

Conservation Processes

Article 14. Conservation processes

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. Conservation may also include retention of the contribution that *related places* and *related objects* make to the *cultural significance* of a *place*.

Conservation normally seeks to slow deterioration unless the significance of the place dictates otherwise. There may be circumstances where no action is required to achieve conservation.

Article 15. Change

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

When change is being considered, including for a temporary use, a range of options should be explored to seek the option which minimises any reduction to its cultural significance.

It may be appropriate to change a place where this reflects a change in cultural meanings or practices at the place, but the significance of the place should always be respected.

15.2 Changes which reduce *cultural significance* should be reversible, and be reversed when circumstances permit.

Reversible changes should be considered temporary. Non-reversible change should only be used as a last resort and should not prevent future conservation action.

15.3 Demolition of significant *fabric* of a *place* is generally not acceptable. However, in some cases minor demolition may be appropriate as part of *conservation*. Removed significant fabric should be reinstated when circumstances permit.

15.4 The contributions of all aspects of *cultural significance* of a *place* should be respected. If a place includes *fabric, uses, associations* or *meanings* of different periods, or different aspects of cultural significance, emphasising or interpreting one period or aspect at the expense of another can only be justified when what is left out, removed or diminished is of slight cultural significance and that which is emphasised or interpreted is of much greater cultural significance.

Article 16. Maintenance

Maintenance is fundamental to *conservation*. Maintenance should be undertaken where *fabric* is of *cultural significance* and its maintenance is necessary to retain that *cultural significance*.

Maintaining a place may be important to the fulfilment of traditional laws and customs in some Indigenous communities and other cultural groups.

Article 17. Preservation

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.

Preservation protects fabric without obscuring evidence of its construction and use. The process should always be applied:

- where the evidence of the fabric is of such significance that it should not be altered; or
- where insufficient investigation has been carried out to permit policy decisions to be taken in accord with Articles 26 to 28.

New work (e.g. stabilisation) may be carried out in association with preservation when its purpose is the physical protection of the fabric and when it is consistent with Article 22.

Articles

Article 18. Restoration and reconstruction

Restoration and *reconstruction* should reveal culturally significant aspects of the *place*.

Article 19. Restoration

Restoration is appropriate only if there is sufficient evidence of an earlier state of the *fabric*.

Article 20. Reconstruction

20.1 *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 some cases, reconstruction may also be appropriate as part of a *use* or practice that retains the *cultural significance* of the place.

20.2 *Reconstruction* should be identifiable on close inspection or through additional *interpretation*.

Article 21. Adaptation

21.1 *Adaptation* is acceptable only where the adaptation has minimal impact on the *cultural significance* of the *place*.

21.2 *Adaptation* should involve minimal change to significant *fabric*, achieved only after considering alternatives.

Article 22. New work

22.1 New work such as additions or other changes to the *place* may be acceptable where it respects and does not distort or obscure the *cultural significance* of the place, or detract from its *interpretation* and appreciation.

22.2 New work should be readily identifiable as such, but must respect and have minimal impact on the *cultural significance* of the *place*.

Article 23. Retaining or reintroducing use

Retaining, modifying or reintroducing a significant *use* may be appropriate and preferred forms of *conservation*.

Article 24. Retaining associations and meanings

24.1 Significant *associations* between people and a *place* should be respected, retained and not obscured. Opportunities for the *interpretation*, commemoration and celebration of these associations should be investigated and implemented.

24.2 Significant *meanings*, including spiritual values, of a *place* should be respected. Opportunities for the continuation or revival of these meanings should be investigated and implemented.

Explanatory Notes

Places with social or spiritual value may warrant reconstruction, even though very little may remain (e.g. only building footings or tree stumps following fire, flood or storm). The requirement for sufficient evidence to reproduce an earlier state still applies.

Adaptation may involve additions to the place, the introduction of new services, or a new use, or changes to safeguard the place. Adaptation of a place for a new use is often referred to as 'adaptive re-use' and should be consistent with Article 7.2.

New work should respect the significance of a place through consideration of its siting, bulk, form, scale, character, colour, texture and material. Imitation should generally be avoided.

New work should be consistent with Articles 3, 5, 8, 15, 21 and 22.1.

These may require changes to significant fabric but they should be minimised. In some cases, continuing a significant use, activity or practice may involve substantial new work.

For many places associations will be linked to aspects of use, including activities and practices.

Some associations and meanings may not be apparent and will require research.

Articles	Explanatory Notes

Articles

Article 25. Interpretation

The *cultural significance* of many *places* is not readily apparent, and should be explained by *interpretation*. Interpretation should enhance understanding and engagement, and be culturally appropriate.

In some circumstances any form of interpretation may be culturally inappropriate.

Conservation Practice

Article 26. Applying the Burra Charter Process

26.1 Work on a *place* should be preceded by studies to understand the place which should include analysis of physical, documentary, oral and other evidence, drawing on appropriate knowledge, skills and disciplines.

The results of studies should be kept up to date, regularly reviewed and revised as necessary.

26.2 Written statements of *cultural significance* and policy for the *place* should be prepared, justified and accompanied by supporting evidence. The statements of significance and policy should be incorporated into a management plan for the place.

Policy should address all relevant issues, e.g. use, interpretation, management and change.

A management plan is a useful document for recording the Burra Charter Process, i.e. the steps in planning for and managing a place of cultural significance (Article 6.1 and flow chart). Such plans are often called conservation management plans and sometimes have other names.

The management plan may deal with other matters related to the management of the place.

26.3 Groups and individuals with *associations* with the *place* as well as those involved in its management should be provided with opportunities to contribute to and participate in identifying and understanding the *cultural significance* of the place. Where appropriate they should also have opportunities to participate in its *conservation* and management.

26.4 Statements of *cultural significance* and policy for the *place* should be periodically reviewed, and actions and their consequences monitored to ensure continuing appropriateness and effectiveness.

Monitor actions taken in case there are also unintended consequences.

Article 27. Managing change

27.1 The impact of proposed changes, including incremental changes, on the *cultural significance* of a *place* should be assessed with reference to the statement of significance and the policy for managing the place. It may be necessary to modify proposed changes to better retain cultural significance.

27.2 Existing *fabric, use, associations* and *meanings* should be adequately recorded before and after any changes are made to the *place*.

Article 28. Disturbance of fabric

28.1 Disturbance of significant *fabric* for study, or to obtain evidence, should be minimised. Study of a *place* by any disturbance of the fabric, including archaeological excavation, should only be undertaken to provide data essential for decisions on the *conservation* of the place, or to obtain important evidence about to be lost or made inaccessible.

Articles	Explanatory Notes

28.2 Investigation of a *place* which requires disturbance of the *fabric*, apart from that necessary to make decisions, may be appropriate provided that it is consistent with the policy for the place. Such investigation should be based on important research questions which have potential to substantially add to knowledge, which cannot be answered in other ways and which minimises disturbance of significant fabric.

Article 29. Responsibility

The organisations and individuals responsible for management and decisions should be named and specific responsibility taken for each decision.

Article 30. Direction, supervision and implementation

Competent direction and supervision should be maintained at all stages, and any changes should be implemented by people with appropriate knowledge and skills.

Article 31. Keeping a log

New evidence may come to light while implementing policy or a plan for a *place*. Other factors may arise and require new decisions. A log of new evidence and additional decisions should be kept.

New decisions should respect and have minimal impact on the cultural significance of the place.

Article 32. Records

32.1 The records associated with the *conservation* of a *place* should be placed in a permanent archive and made publicly available, subject to requirements of security and privacy, and where this is culturally appropriate.

32.2 Records about the history of a *place* should be protected and made publicly available, subject to requirements of security and privacy, and where this is culturally appropriate.

Article 33. Removed fabric

Significant *fabric* which has been removed from a *place* including contents, fixtures and objects, should be catalogued, and protected in accordance with its *cultural significance*.

Where possible and culturally appropriate, removed significant fabric including contents, fixtures and objects, should be kept at the place.

Article 34. Resources

Adequate resources should be provided for *conservation*.

The best conservation often involves the least work and can be inexpensive.

Words in italics are defined in Article 1.

The Burra Charter Process

Steps in planning for and managing a place of cultural significance

The Burra Charter should be read as a whole.

Key articles relevant to each step are shown in the boxes. Article 6 summarises the Burra Charter Process.

UNDERSTAND SIGNIFICANCE

1 UNDERSTAND THE PLACE

Define the place and its extent
Investigate the place: its history, use, associations, fabric
Articles 5–7, 12, 26

2 ASSESS CULTURAL SIGNIFICANCE

Assess all values using relevant criteria
Develop a statement of significance
Article 26

DEVELOP POLICY

3 IDENTIFY ALL FACTORS AND ISSUES

Identify obligations arising from significance
Identify future needs, resources, opportunities and constraints, and condition
Articles 6, 12

4 DEVELOP POLICY

Articles 6–13, 26

5 PREPARE A MANAGEMENT PLAN

Define priorities, resources, responsibilities and timing
Develop implementation actions
Articles 14–28

MANAGE IN ACCORDANCE WITH POLICY

6 IMPLEMENT THE MANAGEMENT PLAN

Articles 26–34

7 MONITOR THE RESULTS & REVIEW THE PLAN

Article 26

Community and stakeholder engagement should occur throughout the process