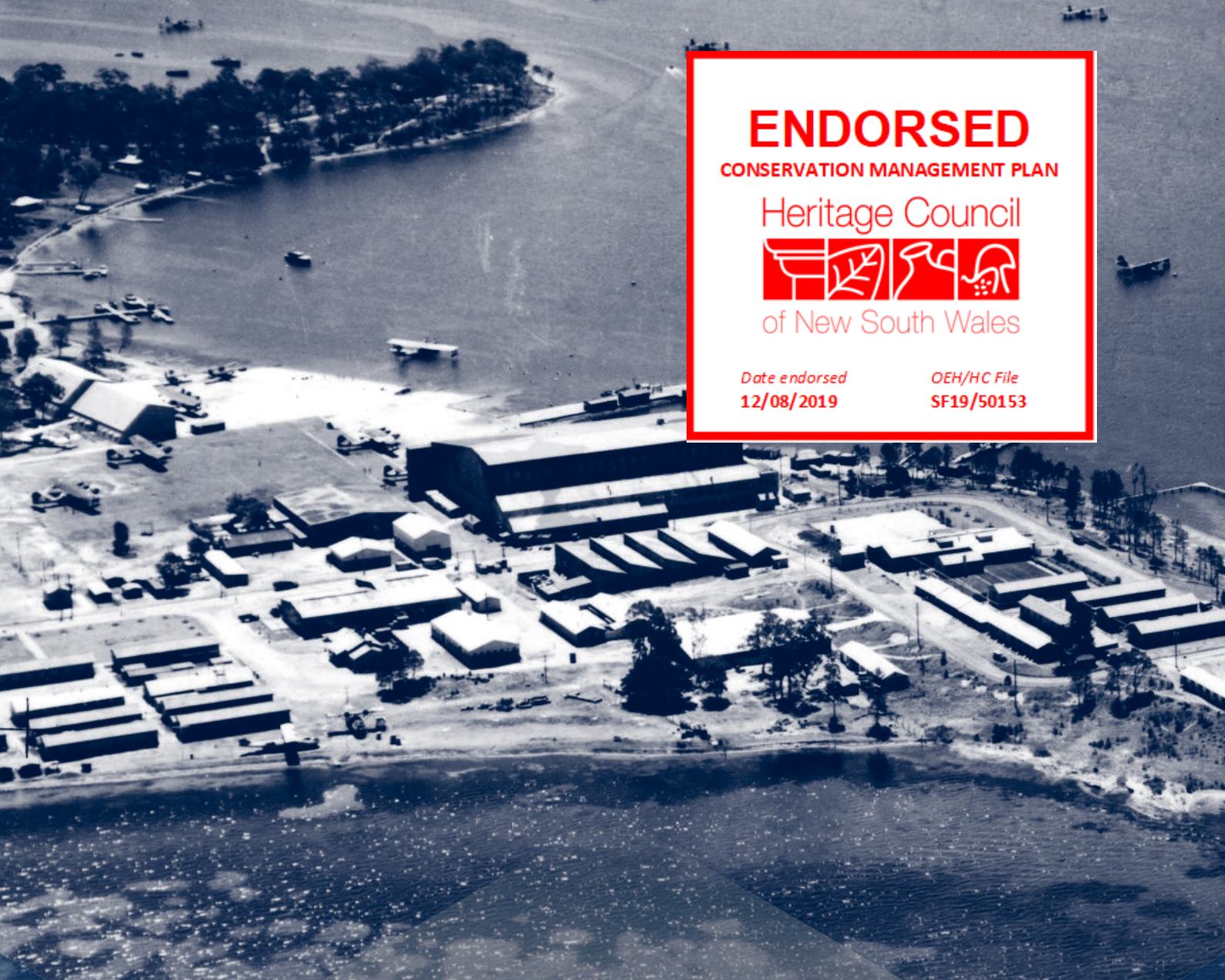


ENDORSED
CONSERVATION MANAGEMENT PLAN
Heritage Council of New South Wales

Date endorsed **12/08/2019**
OEH/HC File **SF19/50153**

Rathmines Park

(SHR 01740)

CONSERVATION MANAGEMENT PLAN

JULY 2019

Lake Macquarie City Council

umwelt
Environmental & Social Consultants

RATHMINES PARK (SHR 01740)

Conservation Management Plan

FINAL

Prepared by
Umwelt (Australia) Pty Limited
on behalf of
Lake Macquarie City Council

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Report No. 4206/R01/V5 FINAL
Date: July 2019

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Document Status

Rev No.	Reviewer		Approved for Issue	
	Name	**Date**	**Name**	**Date**
V1	Tim Adams	31/05/2018	Tim Adams	31/05/2018
V2	Nicola Roche	31/07/2018	Tim Adams	31/07/2018
V3-Final	Karyn Virgin	24/10/2018	Tim Adams	24/10/2018
V4-Final	Karyn Virgin	8/07/2019	Tim Adams	08/07/2019
V5-Final	Karyn Virgin	19/07/2019	Tim Adams	19/07/2019

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Appendix B	List of 'items not to be touched/damaged' within the former Picture Theatre and Gymnasium building, prepared by EJE Heritage, 2017
Appendix C	Results of the Extensive AHIMS Search
Appendix D	The Burra Charter 2013, The Australia ICOMOS Charter for Places of Cultural Significance

1.0 Introduction

1.1 Brief

Umwelt Environmental and Social Consultants (Umwelt) has been engaged by Lake Macquarie City Council (LMCC) to prepare a Conservation Management Plan (CMP) for Rathmines Park, also known as the former Rathmines Royal Australian Air Force (RAAF) Seaplane Base (herein referred to as 'Rathmines Park' or 'the Park').

Rathmines Park as a whole is a State listed heritage item on the State heritage register (SHR) (SHR ID 01740). Various component elements of the Park are also individually listed on Schedule 5 of the Lake Macquarie Local Environmental Plan (LEP) 2014.

The purpose of the CMP is to provide LMCC with a suitable guiding document that:

- assesses and considers the significance of Rathmines Park both as a whole and with regard to its individual component elements;
- provides current information regarding statutory obligations, assessment and permit requirements, and the responsibilities of various stakeholders associated with the Park;
- provides appropriate management strategies and policies to guide the future development and use of Rathmines Park, whilst also conserving and celebrating its identified heritage significance; and
- provides conservation strategies that balance heritage significance with the long-term viability of the former Base as a public and commercial space.

1.2 Site Location

Rathmines Park is located on the western shores of Lake Macquarie and within the suburb of Rathmines in New South Wales (NSW). It falls within the Lake Macquarie Local Government Area (LGA).

The Park covers 62.6 hectares (ha) of land, and is bounded by Overhill Road to the west, the suburb of Rathmines to the south, Stilling Road to the southeast and Lake Macquarie to the north and east. It comprises a number of individual allotments, including:

- Lots 37 – 50 DP 11537
- Part of Lot 51 DP 11537
- Lot 1 DP 226530
- Lot 2 DP 226531
- Lot 3 DP 226532
- Lot 4 DP 226533
- Lot 5 DP 226534
- Lot 7 DP 516152
- Lot 60 DP 584602
- Lots 62-64 DP 596913
- Lot 4 DP 704472
- Lots 648 and 654 DP 806611

It is noted that the SHR curtilage map prepared for the Park by the Heritage Council of NSW (which is contained within the SHR listing citation for the Park) extends 100 metres (m) into Lake Macquarie from the mean high-water mark of the shoreline. The location of Rathmines Park, including the aforementioned foreshore area, is shown in **Figure 1.1**.

1.3 Ownership and Current Uses

The majority of Rathmines Park is owned by LMCC. The exceptions to this are the following lots, which are privately owned:

- Lot 2 DP 226531. This lot comprises the former Hospital, as well as a number of later additions. It is currently privately owned and operated as the 'Catalina Conference Centre';
- Lot 5 DP 226534. This lot comprises part of the former Main Hangar/Workshop/Offices Complex. It is now privately owned and operated as the 'Christadelphian Bible School'.

The current uses of all tenanted or leased buildings within the Park that are owned by LMCC are summarised in **Table 1.1**, below.

Table 1.1 Buildings within Rathmines Park and their current uses/tenancies

RAAF Phase Building Use	Current Use
Officer's Mess	'Club Catalina' or 'Rathmines Memorial Bowling Club'
Small Brick Boiler House	Used as a storage space associated with 'Club Catalina' or 'Rathmines Memorial Bowling Club'
Inflammable Liquids Store	'Scout Hall', used by the Rathmines Scout Group
Substation No. 2	Used as a storage space by the Rathmines Scout Group
Airmen's Ablution Building	Used as a workshop by the Lake Macquarie Classic Boat Association
Picture Theatre and Gymnasium Building	'Rathmines Community Hall'
Central Boiler House	Used as a storage space in association with the 'Community Hall'
Sergeant's Mess	Used as the 'Westlakes Music Centre'
Emergency Power House	Used as a storage space and workshop by the Lake Macquarie Classic Boat Association



Image Source: Nearmap (April 2018), Google Earth (2016)
Data Source: NSW LPI (2017)

0 2.0 4.0 6.0km
1:120 000

Legend

- Rathmines Park
- State Heritage Register (SHR) curtilage including Foreshore Buffer

FIGURE 1.1

Location of Rathmines Park

1.4 Methodology

This CMP has been prepared in accordance with the *NSW Heritage Manual* (1996), the *Australia ICOMOS Burra Charter* (2013) and *The Conservation Plan* by James Semple Kerr (2000), and with reference to the *Conservation Management Plan (CMP) Assessment Checklist* prepared by the Heritage Council of NSW (2003).

This CMP revises and supersedes the *Rathmines Park Conservation Plan,* prepared by Christopher Pratten and Robert Irving in September 1997.

This report follows on-site inspections undertaken in March 2017 by Umwelt Senior Consultants - Karyn Virgin and Joshua Madden. Site inspections undertaken are outlined below:

- Initial site inspection undertaken by Karyn Virgin on 8 March 2018 with Alec Howard of Friends of Rathmines present;
- Supplementary site inspection of the former Picture Theatre and Gymnasium (now the Rathmines Community Hall) undertaken by Karyn Virgin on 9 March 2018 in the presence of Chris Carter of LMCC;
- Supplementary site inspection of the former Officer's Mess (now the 'Club Catalina'/ 'Rathmines Memorial Bowling Club') and former Sub-Station No. 2 (now used as storage) undertaken by Karyn Virgin on 14 April 2018;
- Supplementary site inspection of the Park undertaken by Karyn Virgin on 29 April 2018;
- Supplementary site inspection of the Park undertaken by Karyn Virgin and Tim Adams on 8 May 2018;
- Supplementary site inspection of the Park undertaken by Karyn Virgin on 12 May 2018;
- Aboriginal cultural heritage and archaeological survey (including both Aboriginal and historical archaeology) undertaken by Joshua Madden on 29 March 2018. Aboriginal stakeholders who attended the survey were Kyle Howie of the Awabakal Traditional Owners Aboriginal Corporation and Peter Leven and Tory Level of the Awabakal Descendants Traditional Owners Aboriginal Corporation. Biraban Local Aboriginal Land Council were invited to attend this survey, but did not respond to correspondence attempts.

1.5 Author Identification

The following report has been prepared by Karyn Virgin (Senior Heritage Consultant) and Joshua Madden (Senior Heritage Consultant). Tim Adams (Principal Historical Archaeologist) and Nicola Roche (Manager – Cultural Heritage) have reviewed and endorsed its content.

All authors support the Statement of Significance at **Section 9.5** and the Conservation Policies at **Section 10.10**.

This report revises the following CMP:

- *Rathmines Park Conservation Plan*, prepared by Christopher Pratten and Robert Irving in September 1997.

Unless otherwise stated, all drawings, illustrations and photographs are the work of Umwelt.

1.6 Acknowledgements

The authors would like to thank the following people for their assistance with the compilation of this CMP:

- Alec Howard, Joy Howard and Christine Cordingley of Friends of Rathmines, who have contributed significantly to the preparation of this document;
- Peter Brown of the 'Catalina Conference Centre' (former Hospital);
- Bill Cootes of the Lake Macquarie Classic Boat Association;
- Bill Anderson of the Rathmines Catalina Memorial Park Association;
- Ross Wylde-Browne of the 'Catalina Club' or 'Rathmines Memorial Bowling Club' (former Officer's Mess);
- Grace Curry of the Rathmines Scouts Group;
- Kerrie Bauer and Kyle Howie of the Awabakal Traditional Owners Aboriginal Corporation;
- Peter Leven and Tory Leven of the Awabakal Descendants Traditional Owners Aboriginal Corporation;
- Paul Parker, Timothy Daley, Stephen Prince, Caroline Cook and Sherrie-Lee Evans of LMCC;
- The Directorate of Environment & Heritage Policy Development, Australian Government Department of Defence.

1.7 Limitations

The following limitations to the preparation of this report are acknowledged by the CMP authors:

- The 'Christadelphian Bible School', located within Lot 5 DP 226534, is a privately owned and operated portion of the overall Park. Correspondence was attempted with the Bible School by both LMCC and Umwelt on a number of occasions between October 2017 and April 2018. This correspondence was not successful, with the Bible School opting not to participate in the preparation of this CMP.

  As such, a detailed inspection of the Bible School, which comprises part of the former Main Hangar Complex, a number of relocated accommodation huts and the former airmen's mess building, was not able to be undertaken. Assessment of this portion of the Park has therefore involved preliminary, external inspection only.

- It is noted that, due to limited ground surface visibility, an archaeological sample survey was undertaken within those western and south western portions of the Park that are heavily vegetated (refer to **Section 7.0**, **Figure 7.1**).

- It is noted that this CMP has been prepared to guide the management of the Park has a whole, with regard to its SHR listing and associated statement of heritage significance being for an individual heritage item ('Rathmines Park, former RAAF Seaplane Base', SHR 01740). As such, this CMP includes consideration and assessment of the Park's component elements within the context of the Park; detailed assessment of each individual element is outside the scope of this CMP, and is not included in this document. In recognition of this, conservation policies that indicate more detailed assessments of individual buildings and/or elements are required have been included at **Section 11.7.1**.

- The mapping prepared for this CMP is based on survey data provided by LMCC. The recording of this survey data was, in some instances, inhibited by accessibility, vegetation cover (which has an impact on the accuracy of GPS and survey equipment recordings), and the visibility of structures and elements within the Park (and particularly within undeveloped bushland). Whilst the survey data compiled is as accurate as was feasible at the time or recording, it may contain minor errors or omissions in some instances.

- It is noted that this CMP does not fully address the natural heritage values or ecological properties of the Park in detail; it is a recommendation of this CMP that such studies be undertaken as part of and to inform any major works program or master plan proposal (refer to **Section 10.3.6** and **Section 11.12**).

- A complete assessment and inventory of moveable heritage items was outside the scope of this CMP. The need to undertake an assessment and inventory of moveable heritage items associated with the former Base is acknowledged, and relevant policies have been provided at **Section 11.14**.

- A complete assessment of the Park's national and international heritage significance is outside of the scope of this CMP. Recommendations for research and assessment of the Park's potential national and international heritage significance are included at **Section 10.10**.

- This CMP does not include a complete assessment of the maritime archaeological potential of the portion of Lake Macquarie that falls within the SHR curtilage or Rathmines Park, or the maritime archaeological potential of Lake Macquarie as it relates to the former Base more generally. Maritime archaeology, as it relates to the RAAF phase of occupation and use, is considered in conjunction with the historical archaeological potential associated with the former RAAF phase more broadly at **Section 8.0,** but has not been subject to separate or more detailed research.

1.8 Intellectual Property

This CMP has been prepared by Umwelt for LMCC. To the extent applicable, the content of this CMP is the intellectual property of LMCC.

2.0 Heritage Listings and Statutory Obligations

2.1 Heritage Listings

Rathmines Park is subject to the heritage listings outlined in **Table 2.1**. The curtilages of these listings are shown in **Figure 2.1**.

It is noted that the SHR curtilage map prepared for the Park by the Heritage Council of NSW (which is contained within the SHR listing citation for the Park) extends 100 metres (m) into Lake Macquarie from the Mean high-water mark of the shoreline. This affords statutory protection under the *Heritage Act* to both the foreshore area and to the marine infrastructure elements of the Park such as extant jetties, slipways, and wharfs. This SHR curtilage figure is included for reference at **Plate 3.13**, below, and is also conveyed in **Figure 2.1**.

For the purposes of this report, 'Rathmines Park' as shown in the majority of figures refers to the land predominately owned and managed by LMCC, and excludes the state listed foreshore buffer zone (as this is managed by other government bodies). For clarity, the foreshore buffer included in the SHR listing for the Park is only shown in figures where relevant. It is noted, however, that the ownership of the built structures that extend into the lake (such as wharves, jetties, and the like), remain the responsibility of LMCC.

Table 2.1 Relevant heritage listings

Type of Listing	Name of Item	Assessed Level of Significance
Statutory Listings		
World Heritage List	Not listed.	N/A
National Heritage List	Not listed. Status of 'Nomination now ineligible for PPAL'.[1]	N/A
Commonwealth Heritage List	Not listed.	N/A
State Heritage Register	Listed. Item ID 01740	State
State Government Agency Section 170 Heritage and Conservation Register	Not listed.	N/A
Lake Macquarie LEP 2014 **(Schedule 5 – Items of Environmental Heritage)**	Listed. Multiple listings of the Park and its component elements. Local heritage listings are outlined at **Section 2.1.1**.	Local State
Non-Statutory Listings		
Register of the National Estate	Not registered. Status of 'indicative place'[2]	N/A
National Trust of Australia	Not registered.	N/A
Australian Institute of Architects Register of Significant Architecture in NSW	Not listed.	N/A

[1] Under the EPBC Act, the Australian Heritage Council (AHC) can only assess places for the National Heritage List if the places are on the AHC's assessment work plan (known as the "priority assessment list"). The Minister sets this work plan each financial year. A nomination becomes ineligible if it has been considered for two consecutive work plans but not included. However a nominated place ruled ineligible in this way can be re-nominated, thereupon becoming eligible again for consideration.

[2] Status of 'indicative place' means that data provided to or obtained by the Australian Heritage Council or the former Australian Heritage Commission was entered into the RNE database. However, a decision on whether the place should be entered in the RNE itself was not made before the RNE was closed in 2007.



Image Source: Nearmap (April 2018)
Data Source: NSW LPI (2017)

0 100 250 500m
1:10 000

Legend

- Rathmines Park
- State Heritage Register (SHR) curtilage including Foreshore Buffer
- Local Environment Plan (LEP) Curtilage

FIGURE 2.1

Relevant Heritage Listings and their Curtilages

2.1.1 Local Heritage Listings

As noted above, the Park in its entirety is a locally listed heritage item under the Lake Macquarie LEP 2014. In addition to this, a number of the Park's component elements are also individually listed as local heritage items on the LEP 2014, as detailed in **Table 2.2**.

Table 2.2 Relevant local heritage listings under the Lake Macquarie LEP 2014

Item Name (as it appears on the LEP)	Address/Property Description	Item No.	Significance
'Rathmines Park, former RAAF Seaplane Base'* *Also known as Rathmines Park	Area bounded by Lake Macquarie, The Circlet, Rosemary Row and Overhill Road Lots 37–49, Part Lot 50 and Part Lot 51, DP 11537; Lot 4, DP 704472; Lot 1, DP 226530; Lot 2, DP 226531; Lot 3, DP 226532; Lot 4, DP 226533; Lot 5, DP 226534; Lot 7, DP 516152; Lot 60, DP 584602; Lots 62–64, DP 596913; Lots 648 and 654, DP 806611	ID 244	State
'Catalina Memorial Nursing Home'* *Also known as Former Hospital or 'Catalina Conference Centre'	171 Dorrington Road Lot 2, DP 226531	ID 124	Local
'Community Hall'* *Also known as Former Picture Theatre and Gymnasium	1 Overhill Road Lot 64, DP 596913	ID 125	Local
'Catamaran Club'* *Also known as Former Airmen's Ablution Building or workshop of the Lake Macquarie Classic Boat Association	1 Overhill Road Lot 64, DP 596913	ID 126	Local
'Flying boat ramps'* *Also known as Concrete Apron	1 Overhill Road Lot 64, DP 596913	ID 127	Local
'Catalina War Memorial'	1 Overhill Road Lot 64, DP 596913	ID 128	Local
'Brick store'* *Also known as Emergency Power House or workshop of the Lake Macquarie Classic Boat Association	1 Overhill Road Lot 64, DP 596913	ID 129	Local
'Boat slip'* *Also known as Jetty and Slipway Complex (Marine Section)	1 Overhill Road Lot 64, DP 596913	ID 130	Local
'Rathmines Bowling Club'* *Also known as Former Officer's Mess or 'Club Catalina'	1 Stilling Street Lot 4, DP 226533	ID 131	Local
'Christadelphian School'* *Also known as Former Main Hangar Complex	2 Stilling Street Lot 5, DP 226534	ID 132	Local
'Rathmines Holiday Camp'* *Also known as Former Sergeant's Mess or 'Westlakes Music Centre'	3 Stilling Street Lot 1, DP 226530	ID 133	Local

2.2 Statutory Obligations

Works to Rathmines Park and its component elements may require particular approvals depending on the nature and scope of proposed works. Key legislation, plans, policies and other documents that affect the management of the place are described below. This section should be referred to in addition to the Opportunities and Constraints presented at **Section 10.0** and the Conservation Policies presented at **Section 11.0**.

2.2.1 Commonwealth Legislation and Policies

2.2.1.1 Environmental Protection and Biodiversity Conservation Act 1999

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) is the Australian Government's environment and heritage legislation. This act is triggered by developments or actions that will have a significant impact on matters of National environmental significance, including world heritage areas, Commonwealth marine areas, nationally threatened species and communities and migratory birds. The EPBC Act includes a process for assessment of proposed actions that have, or are likely to have, a significant impact on matters of national environmental significance. These actions require approval from the Commonwealth Minister, Environment and Heritage.

A new national heritage system was established in January 2004 under the EPBC Act. This led to the introduction of the National Heritage List, which recognises and protects places of outstanding heritage to the Nation, and the Commonwealth Heritage List, which includes Commonwealth owned or leased places of significant heritage value. Rathmines Park is not listed on the National and/or Commonwealth Heritage Lists, but has been assessed in this CMP as having national significance against several assessment criteria.

It is noted, however, that a complete assessment of the Park's national and international heritage significance is outside of the scope of this CMP. Recommendations for research and assessment of the Park's potential national and international heritage significance are included at **Section 10.10**.

2.2.1.2 Building Code of Australia 1996/ National Construction Code 2011

The Building Code of Australia guides all construction work in Australia. Under the Local Government (Approvals) Regulation 1993 the consent authority has the discretionary power to require that existing buildings comply with current building standards, as a condition of approval for proposed works to the building. The BCA provisions relate to fire safety, access and egress, and services and equipment. Where works are proposed that affect more than 50% of the volume of the building, a full BCA upgrade under Clause 94 of the *Environmental Planning and Assessment Regulation 2000* will be required.

Any strategies or solutions to ensure that components of Rathmines Park comply with the BCA should be driven by the cultural significance of the place. Where necessary, alternative solutions and performance based outcomes should be pursed to ensure the intent of the code is met without adversely impacting on significant fabric. Professional advice should always be obtained by suitably qualified consultants with experience working with State heritage listed heritage items.

2.2.2 State Legislation

2.2.2.1 Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EPA Act) governs strategic planning and development assessment processes undertaken by State and Local Government in NSW. The Act requires that Local Governments prepare planning instruments (such as Local Environmental Plans [LEPs] and Development Control Plans [DCPs]) in accordance with the Act to provide guidance on the level of environmental assessment required. Development approval for works may be required under Part 3A, Part 4 or Part 5 of the Act.

Rathmines Park is located within the Lake Macquarie LGA and is therefore subject to the provisions contained within the Lake Macquarie LEP 2014.

Approval is required under this Act for works to or within Rathmines Park. Heritage and/or archaeological advice or assessment may be required if works are likely to impact on the overall heritage significance of the place or elements identified in this report as being of heritage and/or archaeological significance.

2.2.2.2 Heritage Act 1977

The *Heritage Act 1977* (*Heritage Act*) is administered by the Office of Environment and Heritage (OEH). The purpose of the *Heritage Act* is to ensure cultural heritage in NSW is adequately identified and conserved. The *Heritage Act* is the primary item of state legislation affording protection to items of environmental heritage (natural and cultural) in NSW. Under the *Heritage Act* 'items of environmental heritage' include places, buildings, works, relics, moveable objects and precincts identified as significant based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. State significant items are listed on the NSW SHR, and are given automatic protection against any activities that may damage an item or place or affect its heritage and/or archaeological significance.

The Heritage Council of NSW, appointed by the Minister, is responsible for heritage in NSW, as constituted under the *Heritage Act*. The Council is a cross-section of heritage experts, with the NSW Heritage Division being the operational arm of the Council.

Buildings on the SHR are also required to be maintained in accordance with the *Minimum Standards of Maintenance and Repair* found under Section 1.6 of the *Heritage Regulation 2012* under the *Heritage Act.*

Rathmines Park is listed on the SHR as an item/place of state heritage significance (SHR ID 01740).

Section 60 Applications

When a place is listed on the SHR or affected by an interim heritage order (IHO), the approval of the Heritage Council of NSW (via the Heritage Division of NSW) is required for any major work under Section 60 of the *Heritage Act*. The Heritage Council works to ensure that any changes, additions or new buildings within a state listed heritage item's curtilage do not detract from the heritage significance of the place. A Section 60 Application will usually require the involvement of a suitably qualified heritage professional.

The following components are required to be submitted as part of a Section 60 Application:

- two copies of all drawings (one set full size and one set A3 size) describing the proposal. The drawings should clearly show what is proposed to be demolished, removed, destroyed or excavated, what will remain without change, and what is proposed to be constructed, created, planted or altered. The relationship between the proposal and the SHR item's curtilage boundaries and existing site features should also be shown;

- one copy of a Heritage Impact Statement (HIS) and any other supporting documentation. A HIS should be prepared by a suitably qualified heritage professional. In many instances, the nominated heritage professional will also provide design advice during the development of proposal concepts to ensure a suitable outcome for the heritage item or place;

- photographs of the heritage item and surrounding area should be included with captions explaining the likely impact of the proposal;

The following may also be required, depending on the nature of the proposal:

- one copy of a CMP, if available. The Heritage Council of NSW will refer to an available CMP for an item or place when assessing a proposal and making a determination regarding the approval of that proposal.

Section 57 Exemptions

If the works are only minor in nature, and will have minimal impact on the heritage significance of the place, they may be exempted from the requirement to submit a Section 60. In these instances, the *Heritage Act* allows the Minister for Planning, on the recommendation of the Heritage Council, to grant exemptions for certain activities which would otherwise require approval under the *Heritage Act*. Exemptions are granted under Section 57(2) of the *Heritage Act*.

There are two types of exemptions which can apply to a heritage item listed on the SHR:

1. standard exemptions for all items on the SHR. Typical activities that are exempted include building maintenance, minor repairs, alterations to certain interiors or areas and change of use.

2. site specific exemptions for a particular heritage item can be approved by the Minister on the recommendation of the Heritage Council.

The requirement to provide the Heritage Council of NSW with notice of a proposal (i.e. submitting a Section 57 Exemption application) is dependent upon the nature and scope of the works proposed, and the specific exemption that applies to the works. Of the 17 standard exemptions, six do not require notification to be provided to the Heritage Council of NSW.

The remaining 11 standard exemptions do require notification in the form of a Section 57(2) Exemption application. Section 57(2) applications must be accompanied by drawings and photographs demonstrating the proposal, a brief statement outlining the proposed works and their potential impacts, and a completed Section 57(2) Exemption Notification Form.

It is noted that the standard exemptions under Section 57 do not apply to anything affecting objects, places, items or sites of heritage significance to Aboriginal people or which affect traditional access by Aboriginal people.

Section 33(3) Nominations

Items or places can be nominated to the SHR under Section 33(3) of the *Heritage Act*.

To modify the curtilage or listing information for an existing SHR item or place, a Section 33(3) nomination is required to be submitted with relevant, updated information. Modifications to the listing (including curtilage) are achieved through this re-nomination process.

Relics Provision of the *Heritage Act 1977*

The *Heritage Act* affords automatic statutory protection to 'relics' which form part of archaeological deposits (except where these provisions are suspended by other prevailing legislation). The *Heritage Act* defines a 'relic' as any deposit, object or material evidence that:

- relates to the settlement of the area that comprises NSW, not being Aboriginal settlement; and
- is of state or local heritage significance.

Sections 139-145 of the *Heritage Act* prevent the excavation or disturbance of land known or likely to contain relics, unless in accordance with an excavation permit. Section 60 excavation permits are required to disturb relics within SHR items/places, while Section 140 permits are required for items/places that are not listed on the SHR.

As part of a Section 60 Application that involves the disturbance and/or archaeological investigation of 'relics', an Archaeological Research Design and Methodology, as well as the nomination of a suitably qualified Excavation Director, will be required.

Section 57(2) Exemptions and Section 139 Exceptions may also apply if it can be demonstrated that the proposed works will result in no or only minor impact to a potential archaeological resource. An assessment of impacts, prepared by a suitably qualified archaeologist, is required to demonstrate this.

In 2001 the Heritage Council issued the *Revised Assessing Significance* guidelines and in 2009 the *Assessing Significance for Historical Archaeological Sites and 'Relics'* which outline specific criteria for addressing the significance of an item or archaeological site.

2.2.2.3 National Parks and Wildlife Act 1974

The OEH is primarily responsible for regulating the management of Aboriginal cultural heritage in NSW under the *National Parks and Wildlife Act 1974* (the NPW Act). The NPW Act is accompanied by the *National Parks and Wildlife Regulation* 2009 (the Regulation), the *Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales* (DECCW 2010a) and other codes and guides.

The NPW Act defines an Aboriginal object as:

> *..any deposit, object or material evidence (not being a handicraft made for sale) relating to the Aboriginal habitation of the area that comprises New South Wales.*

Under Section 84 of the NPW Act, an Aboriginal place must be declared by the Minister as a place that, in the opinion of the Minister, is or was of special significance with respect to Aboriginal culture. Section 86(4) of the NPW Act states that a person must not harm or desecrate an Aboriginal place.

In accordance with Section 86(1) of the NPW Act, it is an offence to harm or desecrate a known Aboriginal object, whilst it is also an offence to harm an Aboriginal object under Section 86(2). Harm to an object or place is defined as any act or omission that:

- destroys, defaces or damages an object or place; or
- in relation to an object – moves the object from the land on which it had been situated; or
- is specified by the regulations; or
- causes or permits the object or place to be harmed in a manner referred to in paragraph (a), (b) or (c);

- but does not include any act or omission that:
    - desecrates the object or place (noting that desecration constitutes a separate offence to harm); or
    - is trivial or negligible; or
    - is excluded from this definition by the regulations.

Section 87(1) of the NPW Act specifies that it is a defence to prosecution under Section 86(1) and Section 86(2) if the harm or desecration of an Aboriginal object was authorised by an Aboriginal Heritage Impact Permit (AHIP) and the activities were carried out in accordance with that AHIP.

Section 87(2, 4) also establishes that it is a defence to prosecution under Section 86(2) (the strict liability offence) if due diligence was exercised to reasonably determine that the activity or omission would not result in harm to an Aboriginal object or if the activity or omission constituting the offence is a low impact act or omission (in accordance with Section 80B of the Regulation). The Regulation identifies that compliance with the *Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales* is taken to constitute due diligence in determining whether a proposed activity will harm an Aboriginal object.

2.2.3 State Environmental Planning Policies

State Environmental Planning Policies (SEPPs) deal with issues significant to the state and people of NSW. There are a number of active SEPPs for the state of NSW, which deal with a range of development types including infrastructure, exempt and complying development, housing, and coastal management.

In most instances, SEPP provisions do not apply to land that is listed on the SHR; appropriate planning advice should be sought for any future development works proposed at the Park to ensure that the interaction between the various pieces of state legislation are understood and accounted for.

2.2.4 Local Government Policies

2.2.4.1 Lake Macquarie LEP 2014

An LEP is the principal legal document for controlling development and guiding planning decisions made by a local Council. As it is located within the Lake Macquarie LGA, Rathmines Park is subject to the provisions of the Lake Macquarie LEP 2014.

Clause 5.10 of the LEP 2014 provides objectives and controls for the use, development and conservation of heritage items listed on the LEP. The contents of this clause are provided below.

(1) Objectives

The objectives of this clause are as follows:

a) to conserve the environmental heritage of Lake Macquarie City,

b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,

c) to conserve archaeological sites,

d) to conserve Aboriginal objects and Aboriginal places of heritage significance.

(2) Requirement for consent

Development consent is required for any of the following:

a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):

   (i) a heritage item,

   (ii) an Aboriginal object,

   (iii) a building, work, relic or tree within a heritage conservation area,

b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,

c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,

d) disturbing or excavating an Aboriginal place of heritage significance,

e) erecting a building on land:

   (i) on which a heritage item is located or that is within a heritage conservation area, or

   (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,

f) subdividing land:

   (i) on which a heritage item is located or that is within a heritage conservation area, or

   (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.

(3) When consent not required

However, development consent under this clause is not required if:

a) the applicant has notified the consent authority of the proposed development and the consent authority has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development:

   (i) is of a minor nature or is for the maintenance of the heritage item, Aboriginal object, Aboriginal place of heritage significance or archaeological site or a building, work, relic, tree or place within the heritage conservation area, and

   (ii) (would not adversely affect the heritage significance of the heritage item, Aboriginal object, Aboriginal place, archaeological site or heritage conservation area, or

b) the development is in a cemetery or burial ground and the proposed development:

   (i) is the creation of a new grave or monument, or excavation or disturbance of land for the purpose of conserving or repairing monuments or grave markers, and

   (ii) would not cause disturbance to human remains, relics, Aboriginal objects in the form of grave goods, or to an Aboriginal place of heritage significance, or

c) the development is limited to the removal of a tree or other vegetation that the Council is satisfied is a risk to human life or property, or

d) the development is exempt development.

(4) Effect of proposed development on heritage significance.

The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).

(5) Heritage assessment

The consent authority may, before granting consent to any development:

a) on land on which a heritage item is located, or

b) on land that is within a heritage conservation area, or

c) on land that is within the vicinity of land referred to in paragraph (a) or (b),

require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.

(6) Heritage conservation management plans

The consent authority may require, after considering the heritage significance of a heritage item and the extent of change proposed to it, the submission of a heritage conservation management plan before granting consent under this clause.

(7) Archaeological sites

The consent authority must, before granting consent under this clause to the carrying out of development on an archaeological site (other than land listed on the State Heritage Register or to which an interim heritage order under the *Heritage Act* applies):

a) notify the Heritage Council of its intention to grant consent, and

b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.

(8) Aboriginal places of heritage significance

The consent authority must, before granting consent under this clause to the carrying out of development in an Aboriginal place of heritage significance:

a) consider the effect of the proposed development on the heritage significance of the place and any Aboriginal object known or reasonably likely to be located at the place by means of an adequate investigation and assessment (which may involve consideration of a heritage impact statement), and

b) notify the local Aboriginal communities, in writing or in such other manner as may be appropriate, about the application and take into consideration any response received within 28 days after the notice is sent.

(9) Demolition of nominated State heritage items

The consent authority must, before granting consent under this clause for the demolition of a nominated State heritage item:

a) notify the Heritage Council about the application, and

b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.

(10) Conservation incentives

The consent authority may grant consent to development for any purpose of a building that is a heritage item or of the land on which such a building is erected, or for any purpose on an Aboriginal place of heritage significance, even though development for that purpose would otherwise not be allowed by this Plan, if the consent authority is satisfied that:

a) the conservation of the heritage item or Aboriginal place of heritage significance is facilitated by the granting of consent, and

b) the proposed development is in accordance with a heritage management document that has been approved by the consent authority, and

c) the consent to the proposed development would require that all necessary conservation work identified in the heritage management document is carried out, and

d) the proposed development would not adversely affect the heritage significance of the heritage item, including its setting, or the heritage significance of the Aboriginal place of heritage significance, and

e) the proposed development would not have any significant adverse effect on the amenity of the surrounding area.

These incentive provisions enable the property to be used for any purpose (regardless of the zoning of the site) if the authority is satisfied that the above criteria are met. To be eligible, a tender for a commercial long-term lease and the relevant development approvals (both from local council and the NSW Heritage Council) are required. These incentives encourage public/private partnerships, which can be financially beneficial for a heritage listed item or place in terms of conservation works, ongoing maintenance, and viable, continuing use.

2.2.4.2 Lake Macquarie DCP 2014

A development control plan is a non-legal document that supports the LEP with more detailed planning and design guidelines. The Lake Macquarie DCP incorporates provisions for works to heritage items, development in the vicinity of heritage items, and within designated 'Heritage Areas' or precincts, as defined by the DCP.

Heritage item provisions are included throughout the DCP. Section 11.5 ('Rathmines RAAF Base Heritage Precinct') of the DCP is specific to Rathmines Park, and provides a limited number of objectives and controls for development within the Park.

2.2.4.3 Aboriginal Heritage Management Strategy (AHMS), 2011

In 2011 LMCC prepared an Aboriginal Heritage Management Strategy (AHMS) which sets out how LMCC and the local Aboriginal community would work together in order to implement the signed Statement of Commitment. In consultation with the local Awabakal Aboriginal community, culturally sensitive Aboriginal landscapes within the LGA were identified and mapped. The mapping of the Aboriginal cultural heritage places incorporated:

- previously archaeologically recorded Aboriginal places
- the predicted extent of the previously recorded archaeologically significant areas
- places associated with traditional Awabakal stories and practices
- places that conserve important traditional resources and
- important places of shared Aboriginal and European settlement histories.

Rathmines Park, due to its foreshore location, is identified as an area of Aboriginal archaeological sensitivity in the AHMS. It is noted that the AHMS mapping is indicative only, with the archaeological potential of the Park clarified through further assessment and visual inspection at **Section 7.0** of this CMP.

2.3 Management Plans and Guidelines

The following documents are currently available for Rathmines Park:

- EJE Landscape, 1994, Rathmines Park Plan of Management, prepared for LMCC;
- Pratten, C & Irving, R, 1997, Rathmines Park Conservation Plan, prepared for LMCC;
- LMCC, 1997, (revised) Rathmines Park Plan of Management, prepared for LMCC and adopted in 2002.

These documents were prepared prior to Rathmines Park being listed on the SHR, and as such do not reflect the current planning context. The documents also do not provide up to date information regarding Aboriginal cultural heritage and archaeology or historical archaeology, and do not reflect the current condition of component elements of the Park, or works that have been undertaken to them in the intervening 20 years. This CMP will therefore revise, replace and supersede the 1997 CMP.

It is understood the LMCC intent to develop a master plan for the Park in the future, which will be accompanied by a revised and superseding Plan of Management (POM). This CMP should be referred to as part of the preparation of any future master plan or POM.

3.0 Physical Evidence

3.1 Overall Site Description

Rathmines Park is located on the western shoreline of Lake Macquarie, and occupies 62.6 ha of parkland and remnant bushland with a total water frontage to Kilaben Bay and Catalina Bay of 2,600 m. The land is situated on Kilaben Bay and adjoins the Bayswater subdivision to the west and the Fishing Point residential area to south.

The Park, as spatially defined by its SHR listing, comprises a mixture of privately owned land, undeveloped natural bushland, recreational open space (parks and sportsgrounds), and community use areas and buildings. The components of the Park in relation to the categories listed above are outlined in **Table 3.1**.

Table 3.1 Categories of land within the Park

Land Category	Description	Location
Natural Bushland	Land that contains primarily native vegetation, and the vegetation is natural or a remainder of the natural vegetation, or still representative of the structure and/or floristics of the natural vegetation of the locality.	Part of Lot 64 DP 596913, being land to the north and south of Dorrington Road, and generally to the west of Lot 2 DP 226531. Lot 3 DP 226532 Lots 60, 62 and 63 DP 584602 Lot 7 DP 516152
Parkland	Land which is improved by landscaping, gardens, or the provision of non-sporting equipment and facilities, for use mainly for passive recreational, social, educational and cultural pursuits that do not unduly intrude on the peaceful enjoyment of land by others.	Part of Lot 64 DP 596913, being all land to the east of Stilling Street, and land along the northern boundary of the Park (including Styles Point). Also included as small portions of land (not formal sportsgrounds) in the southwest corner of Dorrington Road and Stilling Street.
Sportsground	Land used primarily for active recreation involving organised sports or the playing of outdoor games.	Land in the southwest corner of Dorrington Road and Stilling Street, comprising tennis courts, playing fields, Rathmines Oval and the skate park.
General Community Use	Land which may be available for use for any purpose which community land may be used, whether by the public at large or by specific sections of the public. May overlap with other land categories.	General community use land extends across the entirety of the Park with the exception of: • Privately owned and operated property; • The LMCC Depot on the southern side of Dorrington Road. It includes all Council owned buildings within the Park (except the Depot), which are currently leased out to various community groups/organisations.
Privately Owned and Operated Property	Land which is privately owned (not owned by Council) and operated separately to the wider Rathmines Park.	Within the Park, this is limited to: • Lot 5 DP 226534. This lot comprises part of the former Main Hangar/Workshop/Offices Complex. It is now privately owned and operated as the 'Christadelphian Bible School'. • Lot 2 DP 226531 (former Hospital, now the Catalina Conference Centre).

The location of these land categories is also shown in **Figure 3.1**.

3.1.1 Setting

The topography of the Park is generally flat, with relatively level ground in proximity to the foreshore, and a gentle slope up towards the north-west. The setting of the Park is strongly defined by its foreshore location and outlook, with a 2,600 m long frontage to Kilaben Bay and Catalina Bay.

The character and setting of the Park is also strongly characterised by undeveloped, native bushland. To the west of the former hospital (now the 'Catalina Conference Centre'), both to the north and south of Dorrington Road, is undeveloped, native bushland used predominately for low-impact public recreation (including walking tracks, bicycle tracks, picnic areas, marinas, etc).

Roughly to the east of the former hospital (now the 'Catalina Conference Centre'), the majority of native vegetation has been cleared. This area is now used predominately as open parkland, and also contains community use buildings and spaces, car parking facilities and sportsgrounds. Isolated trees and discrete clumps or rows of trees are present in this general area.

General examples of the setting of the place are provided within **Plate 3.1** to **Plate 3.6**. Significant views within the Park are discussed at **Section 3.5**.



Plate 3.1 View facing east from northern end of 'Gurney Road' (refer **Figure 3.3**) towards the foreshore
Source: Umwelt, 2018



Plate 3.2 View northeast toward Community Hall from northern side of 'Coventry Road'

Source: Umwelt, 2018



Plate 3.3 Facing east at Catalina Point, taken from northern side of 'Rathmines Memorial Bowling Club' green

Source: Umwelt, 2018



Plate 3.4 Facing north from contemporary playground area, towards former Officer's Mess building

Source: Umwelt, 2018



Plate 3.5 Facing north from former Sergeant's Mess building towards Community Hall Foreshore is visible at right of frame

Source: Umwelt, 2018



Plate 3.6 Facing south within bushland area on southern side of Dorrington Road

Source: Umwelt, 2018



Image Source: Nearmap (Apr. 2017)
Data Source: City of Lake Macquarie (2002)

0 100 200 400m
1:7 500

Legend

- Natural (Bushland)
- General Community Use
- Park
- Sportsground

FIGURE 3.1

Land Categories within the Park

3.1.2 Layout

The layout of the Park is largely a result of the RAAF phase of occupation and use. Prior to the establishment of the former RAAF Base, the Park comprised several large land holdings that were subject to only minimal development. The 1928 map of Rathmines prepared by the Great Britain War Office (refer to **Figure 5.3**) shows that at that time, only part of the current alignment of Dorrington Road had been established, being the western arm; during the active years of the former Base, this section of the road was known as 'Rathmines Road', with the eastern arm being known as 'Higgins Avenue'. The main road into the suburb of Rathmines prior to the establishment of the Base was located further to the south, and led roughly to the location of the present day local shops on Fishing Point Road.

The current layout of roads and paths within the Park was not established until the land was resumed for the purposes of establishing the RAAF Base in 1939.

Roads established during the RAAF phase of occupation and use includes:

- Coventry Road;
- Stilling Street (formerly Stilling Road);
- Chapman Drive;
- Gurney Road;
- Hemsworth Crescent;
- Dorrington Road (formerly Higgins Avenue [eastern portion].

Additionally, the former gravel landing strip, established during the RAAF phase of occupation and use, has been maintained in its original alignment, and is now used, in part, as an access road to Styles Point.

The layout of the Park, as established during the RAAF phase of occupation and use, has largely been maintained; the current layout of the Park is shown in **Figure 3.2**, and a comparison between the historical and current layout is provided at (**Figure 3.3**). A limited number of changes have been made to the layout of the Park since the closure of the Base, including:

- During the RAAF phase of occupation and use, a gravel road that extended west from the former guard house location was abolished to make way for a further residential subdivision between 1950 and 1954, based on historical aerials (refer to **Figure 5.8** to **Figure 5.13**);
- The slight narrowing and realignment of Dorrington Road (formerly Higgins Avenue) at the site of the former guard house;
- The introduction of a contemporary, shared pathway along the northern and eastern foreshore of the Park;
- A gravel carpark area has been established at the eastern end of 'Gurney Road'.

The majority of the roadways and paths within the Park are therefore a direct reflection of the RAAF phase of occupation and use. By extension, the layout of the Park, as defined by these roadways and paths, is also a direct reflection of this phase of occupation and use. The absence of infill development within the Park has effectively maintained a strong sense of its original configuration, scale and aesthetic presentation.

Further information about the historical (rather than current) layout of the former RAAF Base is provided at **Section 5.6.1**. Reference should also be made to the historical survey plans at **Figure 5.5** and **Figure 5.6**. Examples of elements of the layout are provided at **Plate 3.7** to **Plate 3.12**.



Plate 3.7 View east along 'Higgins Avenue' (now the eastern arm of Dorrington Road)

Source: Umwelt, 2018



Plate 3.8 View of 'Hemsworth Crescent', facing northwest

Source: Umwelt, 2018



Plate 3.9 Formed road between the 'Christadelphian Bible School' and bitumen hardstand area

Source: Umwelt, 2018



Plate 3.10 'Chapman Drive' facing northwest from the principal (northern) façade of former Officer's Mess (now 'Club Catalina'/'Rathmines Memorial Bowling Club')

Source: Umwelt, 2018



Plate 3.11 'Coventry Road', facing east toward Stilling Street (formerly 'Stilling Road')
Source: Umwelt, 2018



Plate 3.12 Unformed gravel roads at Styles Point, facing north
Source: Umwelt, 2018

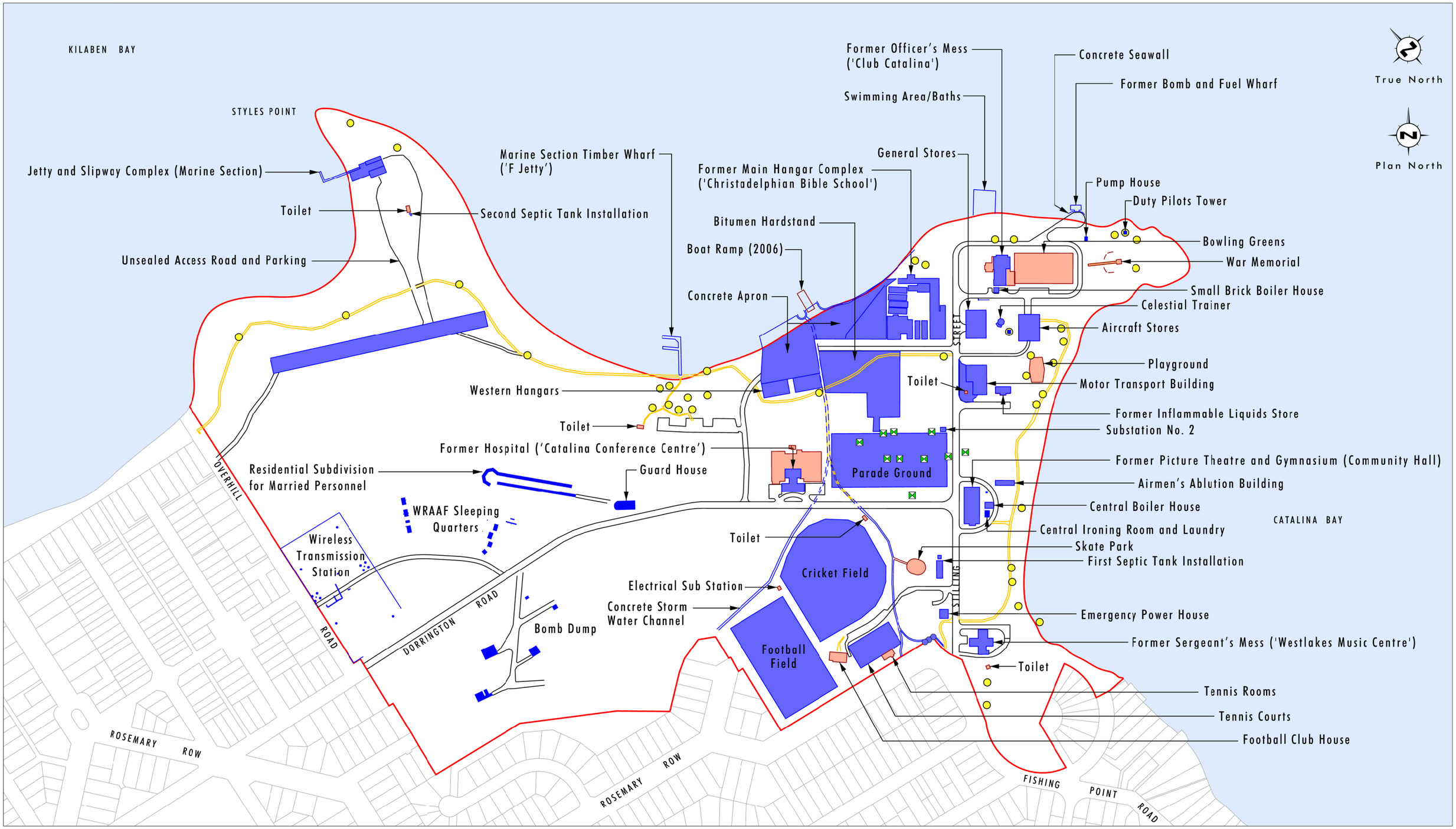


Image Source: Nearmap (April 2018)
Data Source: Lake Macquarie LGA (2018)

0 50 100 200m
1:5 000

Legend

- Rathmines Park
- Buildings, Structures or Elements from RAAF Phase of Occupation
- Post 1962 Buildings or Structures
- Roads
- Pathways/Walking Trails
- Picnic Tables/Benches/BBQs (Post 1962)
- Electrical Terminals (Post 1962)

FIGURE 3.2

Current Layout of Park

File Name (A3): R01/4206_033.dgn
20180731 8.33

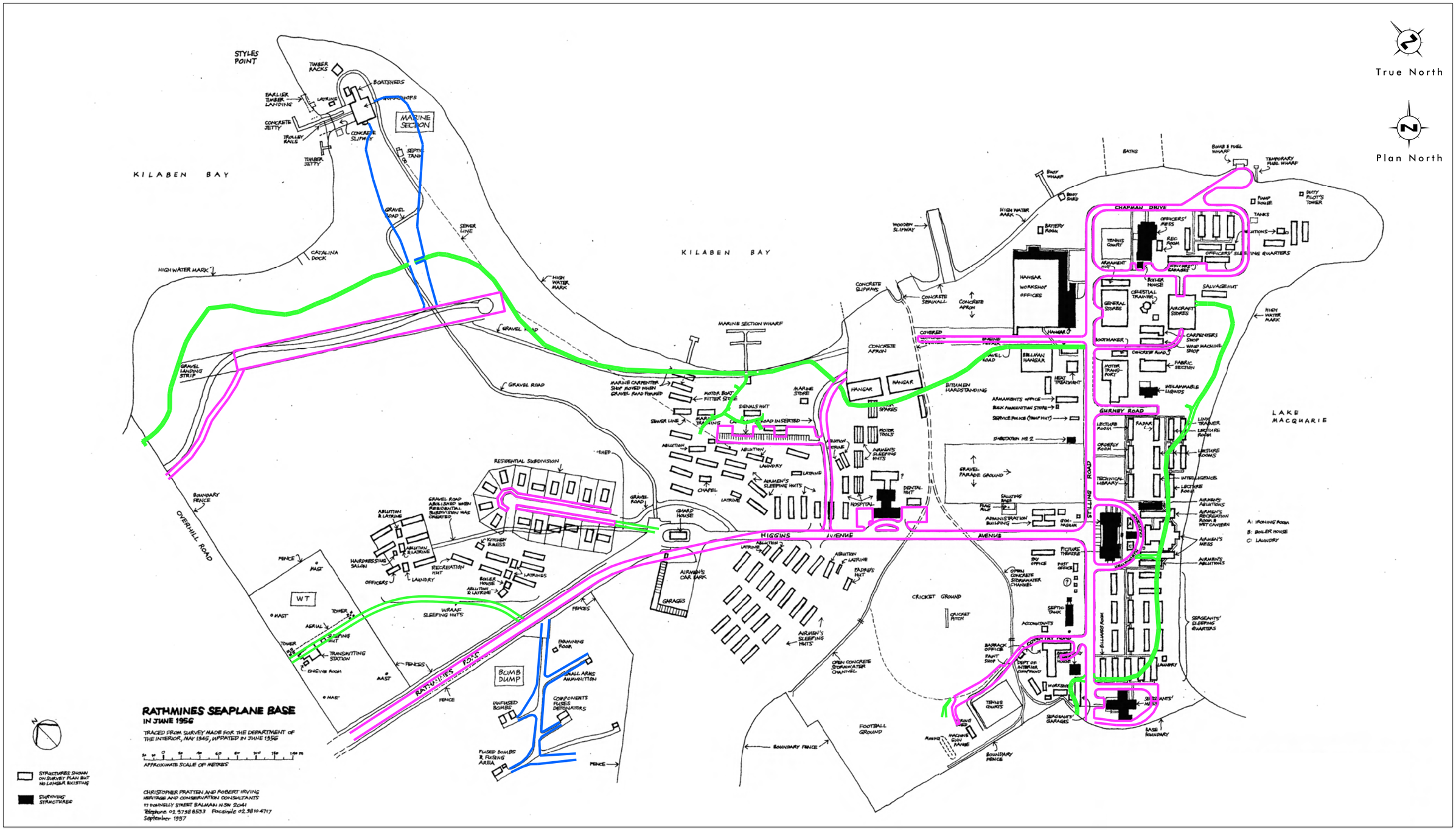


Image Source: Christopher Pratten and Robert Irving Heritage and Conservation Consultants (1997), Department of the Interior (1945, Updated 1956)

0 50 100 200m
1:4 000

Legend

- Surviving structures
- Structures shown on survey but no longer existing
- Existing Roads
- Existing Unsealed Roads
- Existing Paths / Walking Trails

FIGURE 3.3

Current layout of the Park overlaid with the Historical (1945-1956) layout of the Park

3.1.3 Curtilage

The curtilage of Rathmines Park comprises 62.6 ha of land, and encompasses the legal allotments listed in **Section 1.2**. Relevant heritage listing curtilages are shown in **Figure 2.1**, and the SHR curtilage figure within the citation for the Park is included at **Plate 3.13.** Though not conveyed in text in the SHR listing citation for the Park, the SHR curtilage map prepared for the Park by the Heritage Council of NSW extends 100 m into Lake Macquarie from the high-water mark of the shoreline. This affords statutory protection under the *Heritage Act* to both the foreshore area and to the marine infrastructure elements of the Park such as extant jetties, slipways, and wharfs.



Plate 3.13 SHR curtilage of the Park, as sourced from the SHR citation (SHR 01740, Plan 1985)

Source: http://www.environment.nsw.gov.au/heritageapp/HeritageItemImage.aspx?ID=5054666#ad-image-26

Given the historical development and existing physical configuration of the Park, this curtilage is generally considered appropriate. The exception to this is the south-eastern tip of the Park, being Lot 4 DP 704472, and Lots 37 – 50 DP 11537.

This portion of the curtilage does not, based on the historical record, comprise land that formed part of the former RAAF Base. Historical aerial imagery and mapping of the former RAAF Base during its operation does not indicate that any structures or uses associated with the former RAAF Base occurred on this land; historical records show that the former Base extended as far south as Rosemary Row and the former sergeant's mess (now the 'Westlakes Music Centre').

Within the *Proposed Listing of Rathmines Park and Associated Sites on the State Heritage Register* (23 February 2005) the reason for including this area within the curtilage is described as follows:

> *'The proposed curtilage also includes additional land parcels in the south eastern tip of the site to incorporate the full extent of Rathmines Park.'*

This statement suggests that the inclusion of this area within the curtilage is more reflective of the spatial extent of the contemporary parkland, rather than the spatial extent of the former RAAF Base, to which the state heritage register listing relates.

Photographs of this area are provided below at for reference.



Plate 3.14 View of parkland area at south-eastern tip of Park boundaries, facing north towards local shops
Source: Umwelt, 2018



Plate 3.15 Facing south within parkland area. Local shops visible at left

Source: Umwelt, 2018



Plate 3.16 Toilet block and picnic table within parkland, with former Sergeant's Mess building visible in the background

Source: Umwelt, 2018

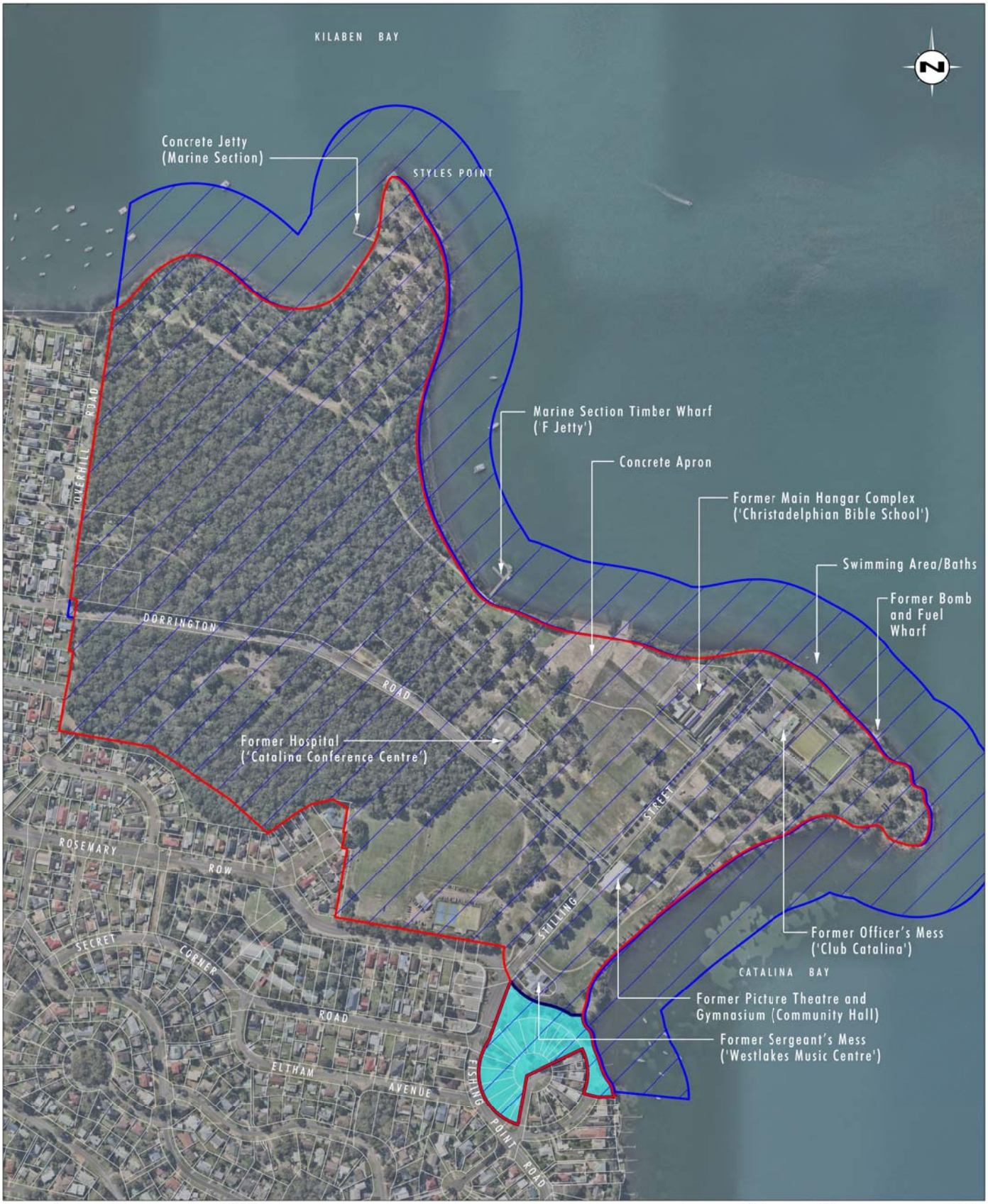


Image Source: Nearmap (Apr. 2018)
Data Source: NSW LPI (2017)

0 100 200 400m
1:7 500

Legend

- Rathmines Park
- State Heritage Register (SHR) curtilage including Foreshore Buffer
- Lot 4 DP 704472, and Lots 37 - 50 DP 11537

FIGURE 3.4

Map showing location of Lot 4 DP 704472, and Lots 37 - 50 DP 11537 in relation to the SHR Curtilage

3.2 Buildings and Structures

The Park was used and operated as the former RAAF Seaplane Base from 1939 until 1961. Of the 230 buildings erected during this phase of use, only a limited number (10) have been retained intact, and continue to be used. These buildings, which are now used for various community and recreational activities, are described in detail at **Section 3.2.1** below.

In addition to these intact buildings, a number of other structures or built elements (such as jetties, wharves, services) that date from the RAAF phase of occupation and use are also present within the Park (refer to **Section 3.2.2**). Further, a number of partial structures, ruins or remnants (such as concrete slabs, remnant fence posts, and remnant fixings) are also present throughout the Park, and these too date to the RAAF phase of occupation and use (refer to **Section 3.2.3**).

Only a limited number of elements or structures have been introduced to the Park since the closure of the Base. These elements are generally limited to street furniture, recreational facilities, and the Catalina Memorial. Such elements are described at **Section 3.2.4**.

All buildings, structures and elements that date from the RAAF phase of occupation and use are shown, combined, in **Figure 3.5**. The descriptions provided below are based on those originally authored by Pratten & Irving (1997), and have been revised and updated as necessary to reflect changes that have occurred to the buildings, structures or elements since the 1997 CMP was prepared, as well as to reflect the current uses and condition of the buildings, structures or elements.

Inspection and analysis of the built fabric of the Park involved non-intrusive visual inspection.

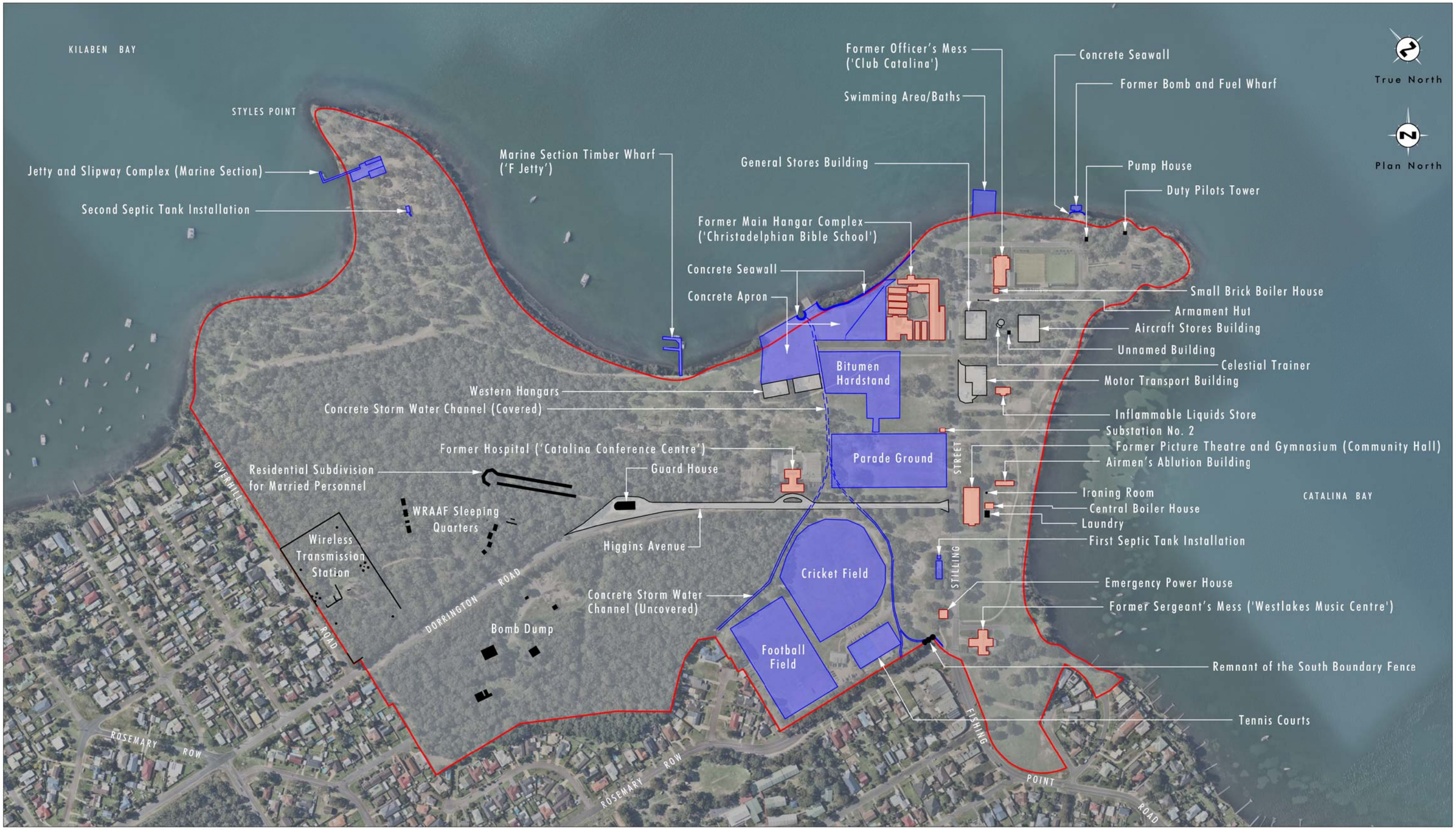


Image Source: Nearmap (April 2018)
Data Source: Lake Macquarie LGA (2018)

0 50 100 200m
1:5 000

Legend

- Rathmines Park
- Buildings from RAAF Phase of Occupation
- Other Structures or Elements from RAAF Phase of Occupation
- Ruins and / or Remnant Buildings or Structures from RAAF Phase of Occupation

FIGURE 3.5

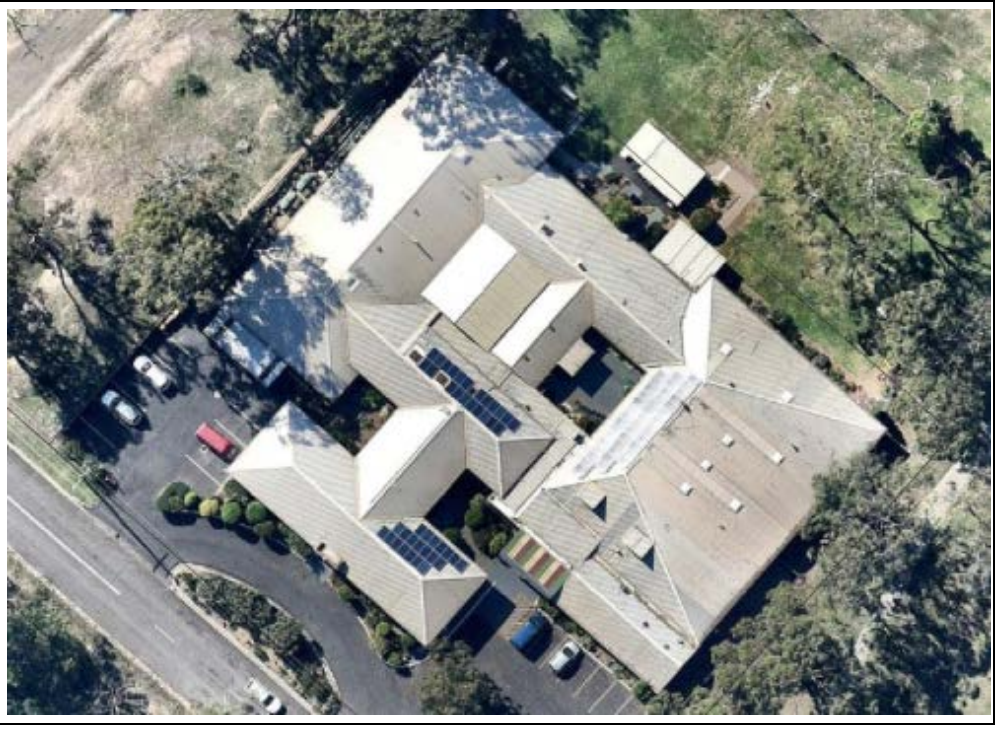
Rathmines Park, with RAAF Phase Buildings Elements and Structures Identified

3.2.1 Buildings - RAAF Phase of Occupation and Use

Extant buildings that date from the RAAF phase of occupation and use are shown in **Figure 3.6**, summarised in **Table 3.2** and described in further detail below. These buildings are all currently in use, and all but two are owned by LMCC; both part of the former Main Hangar Complex (now the 'Christadelphian Bible School') and the former Hospital (now the 'Catalina Conference Centre') are privately owned and operated.

These buildings have generally been maintained in their original configuration and appearance, despite having been subject to alterations and additions over time.

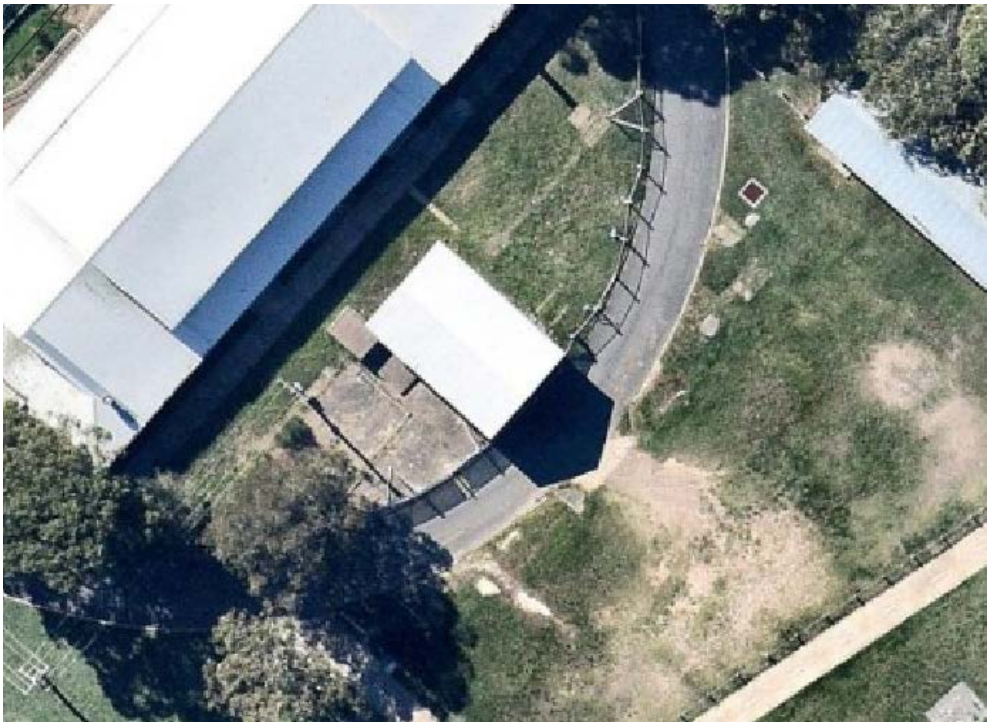
Table 3.2 Summary list of extant buildings from the RAAF phase of occupation and use

Building	Aerial View (Nearmap 2018)
The Hospital Now the 'Catalina Conference Centre'	

Building	Aerial View (Nearmap 2018)
Officer's Mess Now 'Club Catalina' or 'Rathmines Memorial Bowling Club'	
Part of the Main Hangar Complex Now the 'Christadelphian Bible School'	

Building	Aerial View (Nearmap 2018)
The Inflammable Liquids Store Now the 'Scout Hall'	
Substation No. 2 Now used as a storage space by the Rathmines Scout Group	

Building	Aerial View (Nearmap 2018)
Airmen's Ablution Building Now used as a workshop by the Lake Macquarie Classic Boat Association	
The Picture Theatre and Gymnasium Building Now the 'Rathmines Community Hall'	

Building	Aerial View (Nearmap 2018)
The Central Boiler House Now used as a storage space in association with the 'Community Hall'	
The Sergeant's Mess Now the 'Westlakes Music Centre'	

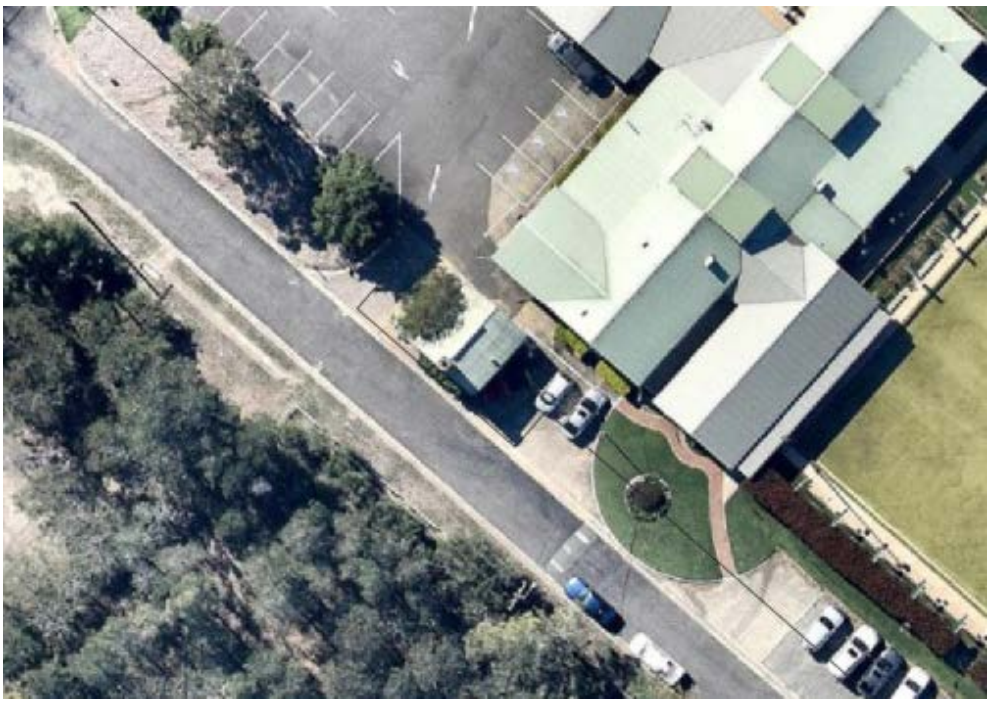
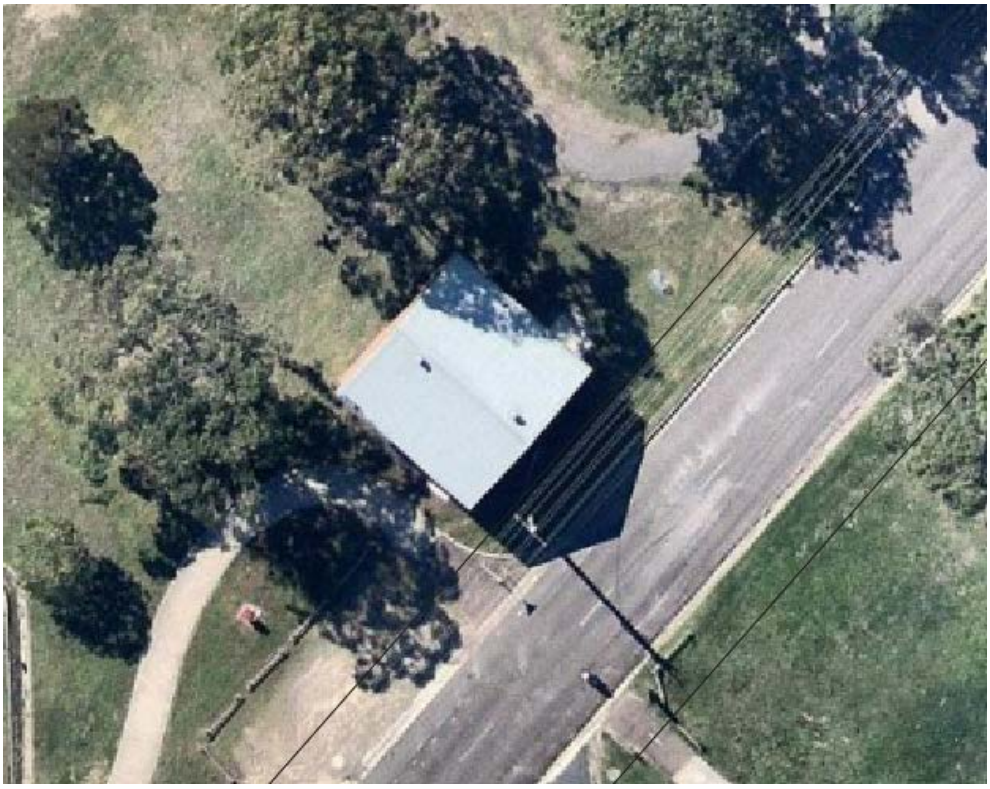
Building	Aerial View (Nearmap 2018)
Small Brick Boiler House Now used as a storage space in association with the 'Rathmines Memorial Bowling Club'	
Emergency Power House Now used as storage space and as a workshop by the Lake Macquarie Classic Boat Association	



Image Source: Nearmap (April 2018)
Data Source: Lake Macquarie LGA (2018)

0 50 100 200m
1:5 000

Legend

- Rathmines Park
- Buildings from RAAF Phase of Occupation

FIGURE 3.6

Extant Buildings from the RAAF Phase of Occupation / Use

The Hospital (now the 'Catalina Conference Centre')

Original Use

Originally used as the Base hospital. Originally, the building comprised a 'H' shaped building, which was constructed to a standardised RAAF design (refer to **Section 5.6.1.7**).

The location of the former Hospital is shown in **Figure 3.6**.

Description

The former Hospital has been subject to extensive change since the closure of the Base, including internal renovations and multiple extensions/additions. This is reflective of its changes in use over time, first as private hospital, then an aged care facility/nursing home, and now as the 'Catalina Conference Centre'.



Plate 3.17 Aerial view of the former Hospital, showing the original wing (blue) and later additions
Source: Nearmap, 2018

The remaining original wing of the former Hospital is the shape of a 'H', and faces south to Dorrington Road. Extensions have been made to the rear of this original wing. Both the original wing and all later extensions/additions are single storey and of brick construction, with hipped metal-deck roofs. Newer sections of the building predominately feature dark red brickwork, though some sections have been painted light cream to match the original wing. The majority of the original wing has been painted light cream, except for the western elevation of the central arm.

The original entrance driveway survives as a small elliptical diversion off Dorrington Road.



Plate 3.18 **P**rincipal elevation of the former Hospital (left of frame) with later addition visible behind
Source: Umwelt, 2018



Plate 3.19 View of original wing (cream colour) and later extensions (unpainted brick), being the eastern elevation of the former Hospital
Source: Umwelt, 2018



Plate 3.20 Spatial relationship between the original wing and later additions
Source: Umwelt, 2018

The original wing has a symmetrical design, with a parapeted entry frontispiece in the Art Deco style flanked by ranges of tall window openings. The entry features a stepped parapet coping of chamfer bricks, a projecting stepped central fin motif above the soldier-course lintel, and distinctive brickwork in which double courses of heelers alternate with single courses of plain stretchers.

Above the recessed entrance doors is a decorative Art Deco style metal grille. Bracket wall lights (replaced) and planter boxes flank the entry. The piers between the windows also feature heeler-stretcher brickwork, with a sub-sill course of double heeler brickwork to the windows as well. Windows are predominately timber framed and double hung, with sashes (to single-width windows) divided into three panes by horizontal glazing bars to the front façade.

To the other façades of the original wing, various combinations of windows are present. In some instances, windows are double, triple or quadruple width. In other areas, timber framed hopper windows are present, configured in sets of six. All guttering, roof sheeting and rainwater drainage has been replaced. The current colour scheme of the majority of the original wing and principal façade is light cream brickwork with dark blue highlights (guttering, downpipes, window frames, architraves, etc). Some of the original wing, particularly to the rear, remains unpainted.

A retaining wall has been installed to the western side of the former Hospital to account for the slope down towards the east and the foreshore. Fencing is not original, nor are any of the garden plantings to the front elevation and driveway. The driveway itself is in poor condition, with evidence of cracking and failure of the macadam surface.



Plate 3.21 Principal entryway of the building, showing later paintwork

Source: Umwelt, 2018



Plate 3.22 The frontispiece of the former Hospital in 1994, and prior to building being painted

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'



Plate 3.23 Art Deco parapet detail to the frontispiece of the building

Source: Umwelt, 2018



Plate 3.24 Decorative Art Deco style metal grille above the principal entry doors

Source: Umwelt, 2018



Plate 3.25 Original windows to the front façade of the original wing

Source: Umwelt, 2018



Plate 3.26 Original windows to the eastern façade of the original wing

Source: Umwelt, 2018



Plate 3.27 Asphalt parking area and retaining wall to west of the 'Catalina Conference Centre' site

Source: Umwelt, 2018



Plate 3.28 The western elevation of the building

Source: Umwelt, 2018

The junction between the original wing and later additions is indicated by red dashed line. Note also the unpainted façade of the original wing, beneath the solar panels.



Plate 3.29 Rear elevation of the building (being later additions), facing north

Source: Umwelt, 2018



Plate 3.30 Contemporary plantings to the front elevation of the building

Source: Umwelt, 2018

The interior of the original wing retains a number of original elements, including joinery, sections of timber flooring, sections of tiled flooring, and plaster detailing to the principal hall; however, it appears that a substantial amount of original, internal detailing has been removed or replaced over time.

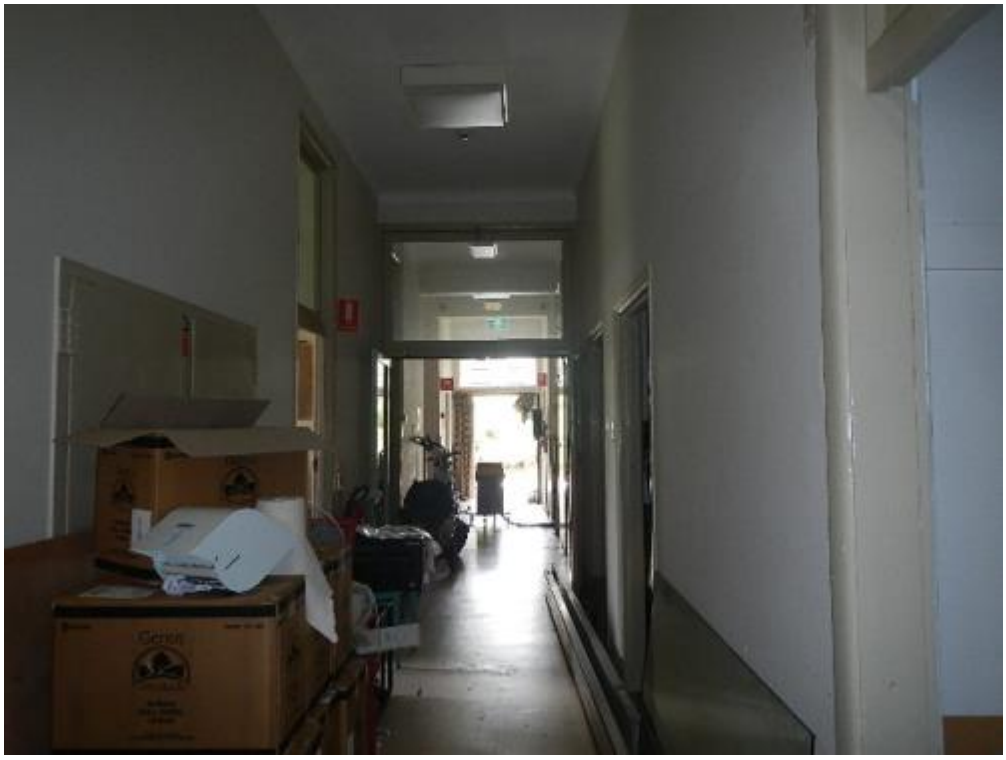


Plate 3.31 Hallway within the original wing of the building, facing south to the principal entry way Ceilings in this area appear to have been replaced, though the majority of joinery appears original

Source: Umwelt, 2018



Plate 3.32 Original joinery (being French doors with highlight) retained within the original wing

Source: Umwelt, 2018



Plate 3.33 Typical condition of rooms within original wing, showing contemporary ceiling and light/fan fitting

Source: Umwelt, 2018



Plate 3.34 Original plaster detailing within the main hallway of the original wing

Note, principal entry doors with Art Deco grille over visible

Source: Umwelt, 2018



Plate 3.35 Typical, patched flooring material within original wing
Source: Umwelt, 2018



Plate 3.36 Original window joinery with contemporary modifications (at centre) within the original wing
Source: Umwelt, 2018



Plate 3.37 Evidence of damp and condition issues within an ancillary room of the original wing
Source: Umwelt, 2018



Plate 3.38 Original tiling and door joinery within an ancillary space of the original wing
Source: Umwelt, 2018

Visual inspection of the interior spaces of the building was limited due to the amount of furniture and other goods present within the original wing, the majority of which is currently used as storage. The western courtyard space has recently been infilled with a colourbond roof to provide an additional, weatherproof dining area. Evidence of damage caused by damp was observed throughout the original wing.



Plate 3.39 Indicative interior view within the later additions

Source: Umwelt, 2018



Plate 3.40 Indicative interior view within the later additions

Source: Umwelt, 2018



Plate 3.41 Recently enclosed courtyard space. The wall at left of frame is the rear wall of the original wing, with original joinery intact

Source: Umwelt, 2018



Plate 3.42 External courtyard of the building, facing northeast

Source: Umwelt, 2018

Officer's Mess (now 'Club Catalina' or 'Rathmines Memorial Bowling Club')

Original Use

This building was originally used as an Officer's Mess. Refer to **Section 5.6.1.6** for a detailed discussion of the design and construction of this building as it relates to standardised design and construction across RAAF bases during World War II.

The location of the former Officer's Mess is shown in **Figure 3.6**.

Description

During the RAAF phase of occupation and use, this building was surrounded by other structures and recreational areas, including a tennis court to the west (now a car park), and a small recreation room, officer's sleeping quarters, ablution huts and garages to the east (now part of the bowling green area).

The original building was a timber framed and gable-roofed single-storey structure, erected in the same materials and in similar form to the other mess buildings on the Base and the former Picture Theatre and Gymnasium building. Similar features include stud walls sheeted in weatherboards up to window sill level and flat asbestos cement sheeting above, roofing of corrugated asbestos cement with timber batten eaves and verge soffits, timber flooring, internal wall lining of wallboard and asbestos cement, and timber windows. The roof sheeting of the building has been replaced with corrugated metal sheeting.

Prior to 1997, the building had already been subject to substantial alterations and additions. This includes:

- The addition of a lean-to structure with fireplace to the north eastern corner of the building in 1940;
- Multiple additions in 1983 including a lean-to structure to the northwest side of the building (later demolished) and a brick extension comprising a kitchen, women's bathroom and administration offices, which remains extant at the northwest corner of the original building;
- Construction of an awning and smoking area over the western building entry in 1987;
- Alterations to enable the installation of toilets within the original kitchen, replacement of original timber windows, conversion of toilet area to gaming lounge, and internal alterations of bar area and back of house storage, all undertaken in 1991;
- Substantial renovations in 2011-2012, including:
    - A new entry and administration extension to the western façade;
    - A new member's lounge, smoking area and verandah to the eastern façade.
    - New carparking adjacent to the western elevation.

As part of the above works, a further stage was proposed that involved substantial renovations to the 1983 brick extension to the northwest corner of original building. This stage of the works has not, at the time of authoring this CMP, been undertaken.

This building contains a 'Memorial Wall' that is listed as a War Memorial on the Register of War Memorials in NSW. The Memorial Wall contains photos with details of each of the aircraft used at the Base, as well as a Dedication Plaque, the Officers Mess Plaque, RAAF Seaplane units 1939 – 1945, and a list of personnel. The 'Memorial Wall' is located within the current Members' Lounge.

As part of the 2011 works, a conservation management plan for the former Officer's Mess was prepared by ERA. As part of this plan, original and non-original fabric and elements were documented. The plan noted that the timber floors and open roof trusses within the original building footprint are original and were at that time in good condition. Surrounding landscaping, including paving and fencing was generally identified not to be original. Original fire hydrants were identified to the north-east corner and southern façade of the building, though the hydrant to the south appears to have since been removed. All aluminium door and window frames are non-original, and the majority of ceilings and wall linings are also not original, though there is potential for original ceilings to be maintained above later, contemporary ceiling installation. Fit-out to toilets and kitchen areas were also identified as non-original. The Schedule of Significant Elements prepared by ERA Heritage in 2008 is attached at **Appendix A** for reference.



Plate 3.43 Aerial view of the former Officer's Mess, showing additions and alterations
Source: Nearmap, 2018



Plate 3.44 Original principal (northern) façade of the former Officer's Mess
Note the 1983 brick extension at right of frame, and contemporary metal balustrade

Source: Umwelt, 2018



Plate 3.45 Original brick flanked concrete entry stairs, now unsympathetically painted

Source: Umwelt, 2018



Plate 3.46 Replacement timber floorboards to the principal entryway verandah

Source: Umwelt, 2018



Plate 3.47 Landscaped gardens, pathway and fence (none original) to the northern elevation of building

Source: Umwelt, 2018



Plate 3.48 Unsympathetic 1983 extension to the northwest corner of the building

Source: Umwelt, 2018



Plate 3.49 Original walls and external joinery to a window at original principal (northern) elevation of the building with non-original aluminium window installed

Source: Umwelt, 2018



Plate 3.50 View of bowling green (contemporary) and 'Chapman Drive', facing east

Source: Umwelt, 2018



Plate 3.51 View of eastern façade, showing later additions and original clerestory roof form Note, unsympathetic aluminium 'pool style' fencing

Source: Umwelt, 2018



Plate 3.52 Eastern façade of building, showing the 1940 lean-to structure with fireplace
Source: Umwelt, 2018



Plate 3.53 Contemporary addition (2011-2012) to the southeast of original building
Source: Umwelt, 2018



Plate 3.54 Interface between original building (left) and 2011-2012 wing addition (right)
Source: Umwelt, 2018



Plate 3.55 View of southern façade (original) showing modifications to fenestration
Source: Umwelt, 2018



Plate 3.56 Western façade of building showing the replaced roof sheeting and original roof form

Source: Umwelt, 2018



Plate 3.57 Contemporary (2011-2012) entry way addition to western façade

Source: Umwelt, 2018



Plate 3.58 Principal dining area, facing north towards the principal façade

The roof trusses and roof form are likely original, with the infill at left of frame and aluminium doors and windows to the northern façade being contemporary

Source: Umwelt, 2018



Plate 3.59 Principal dining space facing east

The red dashed line indicates the junction between the original building (foreground) and 1940 lean-to extension (background)

Source: Umwelt, 2018



Plate 3.60 Internal view toward the 1983 extension, with infill kitchen space visible

Source: Umwelt, 2018

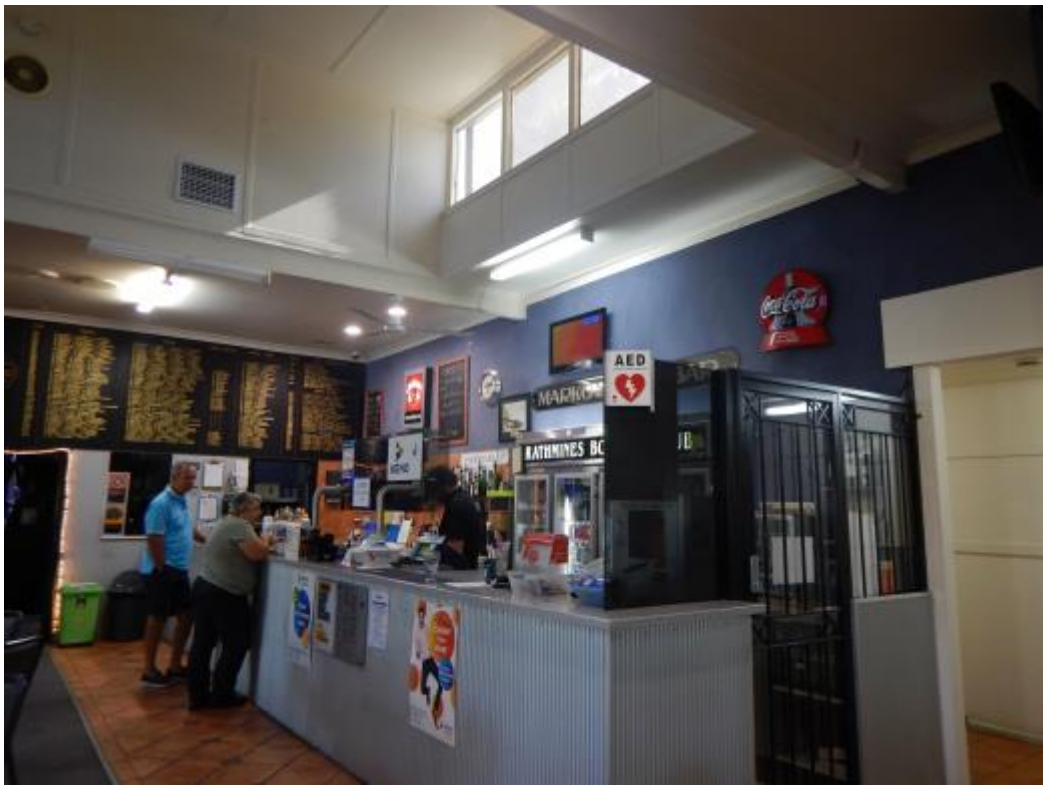


Plate 3.61 Original building with highly modified interiors within the current bar area Ceiling and roof form shown are original

Source: Umwelt, 2018

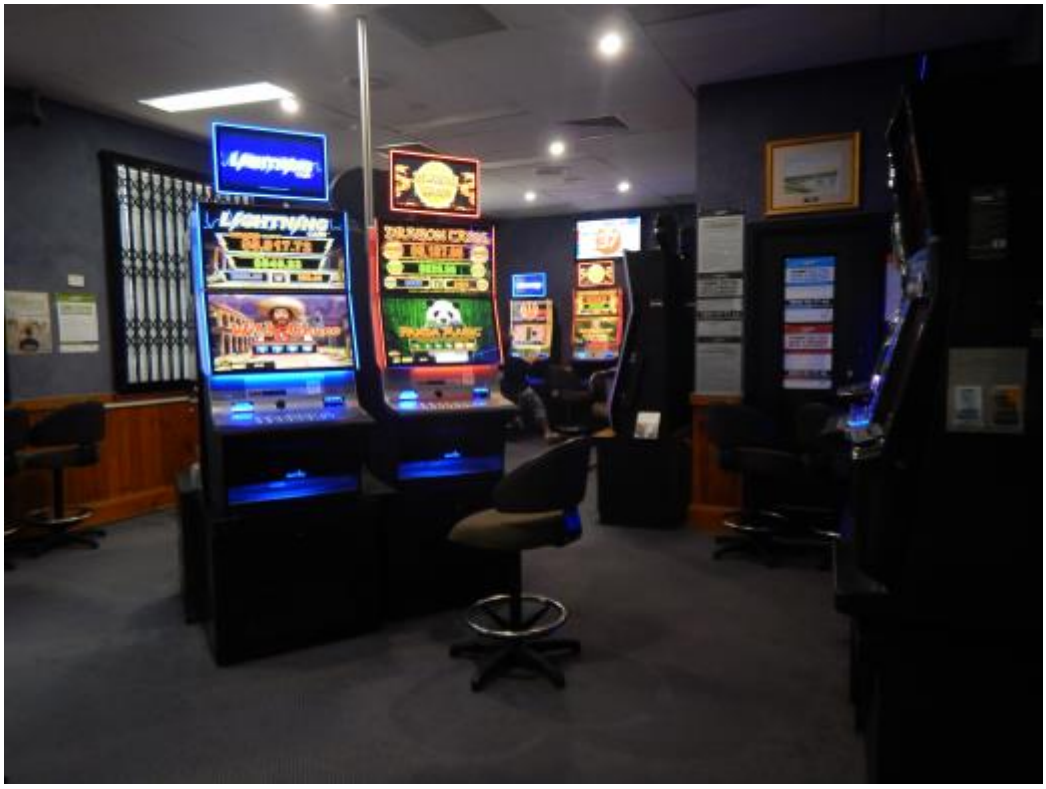


Plate 3.62 Highly modified gaming area with contemporary ceiling, within original building form (southern end)

Source: Umwelt, 2018



Plate 3.63 Internal view within the south-eastern contemporary (2011-2012) addition

Source: Umwelt, 2018



Plate 3.64 Internal view within the contemporary (2011-2012) entryway addition to the western façade
Source: Umwelt, 2018

Small Brick Boiler House (now used as a storages space in association with the 'Rathmines Memorial Bowling Club')

Original Use

This building was originally a small boiler house, used to service the adjacent former Officer's Mess building (now the 'Club Catalina' or 'Rathmines Memorial Bowling Club').

The location of the small brick boiler house is shown in **Figure 3.6**.

Description

The former small brick boiler house (now used for storage) is located adjacent to the southern façade of the former Officer's Mess building (now the 'Club Catalina' or 'Rathmines Memorial Bowling Club'). It is a single-storey rectangular structure of red-brick, with a prominent brick chimney to its southern façade and a simple gable roof form with asbestos cement sheeting and a ventilating ridge. The single window to the eastern façade is steel framed (the frame being painted), with six panes and a sill of canted brick; these are the same design as those on the former Central Boiler House (now used as a storage space). The building is accessed via its northern façade, which has a contemporary metal roller shutter door with a concrete lintel over.

The building is generally in good condition, though the asbestos cement sheeted roof requires replacement, and the building's drainage (such as downpipes) has failed in some instances, also requiring replacement. The brickwork is damaged in discrete areas, and requires repair. This building was not accessible internally at the time of inspection.



Plate 3.65 View of small boiler house, facing northeast. Note the roof of asbestos cement
Source: Umwelt, 2018



Plate 3.66 View of the rear façade of small boiler house, with chimney and failed downpipe visible
Source: Umwelt, 2018



Plate 3.67 View of eastern façade of the small boiler house, with damage to brickwork visible

Source: Umwelt, 2018



Plate 3.68 View of northern façade of the small boiler house, showing contemporary roller shutter and concrete lintel over

Source: Umwelt, 2018

Inflammable Liquids Store (now the 'Scout Hall')

Original Use

Originally used as a store and handling facility for inflammable liquids. The use of a standardised template for design and construction of this building is considered in detail at **Section 5.6.1.3**.

The location of the former Inflammable Liquids Store is shown in **Figure 3.6**.

Description

The former Inflammable Liquids Store is a rectangular shaped, single storey brick building, the design of which is utilitarian. It features a symmetrical design with a high centre section flanked by two lower-set wings, and is orientated east-west. The central section of the building comprises the largest internal space, with the two lower-set wings having approximately half the floor area of the central section.

The tripartite roof of the building comprises three separate open gables. The gables are sheeted in corrugated metal, which is not original (replaced sometime prior to 1997). Bargeboards and fascia are painted timber, and the rake and eave overhangs feature a soffit lining of spaced timber battens.

The cavity walls are laid in red-brown bricks, with terracotta wall vents to the southern façade of the building only. All external timber elements (e.g. fascia, bargeboards, posts, etc) and drainage elements (e.g. gutters, downpipes), as well as external doors, door frames and lintels are green in colour. Galvanised steel downpipes and guttering appear to have been replaced relatively recently; also present are unsympathetic, uncoloured plastic downpipes to the southern and northern facades. There is an electrical box to the centre of the western façade, with associated unsympathetic surface mounted electrical conduits.



Plate 3.69 Principal (southern) elevation of former Inflammable Stores Building, showing former loading platform as an infilled entryway and kitchen space

Source: Umwelt, 2018



Plate 3.70 Southern elevation of building, showing roller shutter door to the northern end
Source: Umwelt, 2018

All original windows are located high in the northern façade; there are three windows to the central section of the building, and two each to the lower-set wings. The windows, which are hopper style, have metal frames and wired glass. The window lintels are steel, and the windows are underset by raked brick sills. All of the windows have external metal mesh.

Originally, a loading platform was present to the southern façade of the central section of the building. This platform has since been converted into the principal pedestrian entryway of the building and a small kitchen. The roof of the central section of the building extends over the converted platform at a continuous pitch. The platform comprises a brick base with four large timber posts that support the roof over. Plasterboard sheeting has been installed between these posts to create the enclosed entryway and kitchen space. The sub-floor area of the converted loading platform and central section of the building is accessible via a small metal access hatch in the eastern wall of the platform.



Plate 3.71 Rear (northern) elevation of building
Source: Umwelt, 2018

The building and converted platform entryway/kitchen is accessible via a set of four concrete steps with pipe and rail balustrading, located at the western side of the converted platform. The steps lead to the covered, open entryway and a vertical timber panelled door with metal hinges which accesses the kitchen directly.

The kitchen features walls of vertical timber panelling to the east, west and south, and a painted brick wall (being the original external wall of the building) to the north. There is a small sliding window to the eastern façade, which features a metal frame with metal mesh to the external surface. The floor is covered in vinyl, and the kitchen fit-out is entirely contemporary.

The principal building form is accessed via the kitchen, through a pair of ledged, braced and framed sliding doors, which would have originally been the principal loading platform doors to the southern façade of the building. The central section of the building is currently used as a single-span hall space, and its floor surface is raised to the same level as the converted loading platform; the floor is concrete.



Plate 3.72 Detail view of metal framed windows to the rear (northern) elevation of the building Note, condition of the timber fascia

Source: Umwelt, 2018



Plate 3.73 View of eastern elevation of the building

Source: Umwelt, 2018

The western wing is internally accessible via a simple timber framed, flush panel door, with timber stairs that descend into the western wing. The floor of this wing is also concrete, and is at ground level. This wing or room is used for general storage. There is a set of metal-clad double doors to the southern wall of this wing, which provide external access. This doorway has a rendered lintel above.



Plate 3.74 View of the fascia and external drainage to principal (southern) façade of building
Source: Umwelt, 2018



Plate 3.75 View of the concrete entry stairs and infilled entryway
Source: Umwelt, 2018

The eastern wing has been modified (post-1997) to comprise wet areas (comprising a shower and toilet) to its northern side. The floor level of these wet areas is consistent with that of the central section and converted loading platform. Walls are timber stud over plasterboard, and all fit-out is contemporary. These spaces do have ceilings overhead. The remainder of the eastern wing is maintained as a storage space with a mezzanine level accessed via a ladder stair, with a hoist beam above. Mirroring the western wing, there is a steel roller door to the southern wall, which provides external access. This doorway has a rendered lintel above.

With the exception of the kitchen (converted loading platform) and bathroom areas, the building does not contain ceilings; the exposed roof construction comprises simple king-rod trusses and purlins over the centre section and rafters and battens over the wings. The roof sheeting is underlined with reflective foil and light steel mesh, possibly suggesting that the roof was originally asbestos cement. Cavity walls and the principal structural walls (i.e. the walls that separate the three distinct sections of the building) are rendered and painted.

Other Relevant Information

- The 1956 plan of the former Base depicts an addition, enclosure or paved area as having been located to the northern façade of the western wing of the of the building. An enclosure of the proportions indicated in the 1956 plan is visible in historical photographs (refer to **Plate 5.97**), and it is assumed that this was associated with the use of the building for the purposes of storing inflammable liquids. There is no discernible evidence of the former enclosure, however.



Plate 3.76 Internal view within infilled kitchen space

Source: Umwelt, 2018



Plate 3.77 Original doors provided entry from infilled kitchen to central hall space

Source: Umwelt, 2018



Plate 3.78 Internal view of central hall space, facing north

Source: Umwelt, 2018



Plate 3.79 View of modified wet areas at eastern end of the building

Source: Umwelt, 2018



Plate 3.80 Internal view within western wing, facing south to set of metal-clad double doors

Source: Umwelt, 2018

Substation No. 2 (now used as a storage space by the Rathmines Scout Group)

Original Use

Originally used as an electrical substation.

The location of Substation No. 2 is shown in **Figure 3.6**.

Description

The former Substation No. 2 is now used a storage space, predominately by the Rathmines Scout Group. It is a single storey, single space building with cavity walls of red-brown brickwork. It has a gable roof sheeted in contemporary corrugated metal sheeting with narrow eaves and no rake overhang. Bargeboards, gutters and roof sheeting have been replaced since 1997.

The principal entry of the building is to the eastern façade of the former Substation No. 2, facing Stilling Street. It comprises double doors set within a vertically elongated opening. The architraves of this opening comprise painted metal sheeting fixed directly to the timber frame and adjacent brickwork. The double doors themselves are not original; originally, this opening featured elongated ledged and boarded timber doors. These have been replaced with shorter vertical timber panelled doors beneath a transom panel of painted ply board; this panel has presumably been installed to reduce the overall height of the doors required to fit the elongated opening. The doors are fixed to the opening with heavy pintle hinges, with a lintel comprised of a single soldier course of brickwork.



Plate 3.81 Principal (eastern) elevation of the building

Source: Umwelt, 2018

The building is set on a single course base plinth over a concrete slab, which forms the internal floor of the structure as well as the threshold of the principal doorway. Terracotta vents are present to all façades of the building; those to the northern and southern façades are set high (approximately three brick courses below the gutter), while the eastern and western façades each feature two low- set vents (approximately seven brick courses above the base plinth), and a column of four vents to each of the gable ends, which are inset into the brickwork.

To the rear (western) façade of the building is a steel framed window. This window has a pair of outward opening casement windows with a transom panel above; all elements of this window are covered externally with painted sheet metal. Contemporary galvanised steel downpipes have been installed to the eastern ends of northern and southern façades.



Plate 3.82 Detail view of principal entry doors

Source: Umwelt, 2018



Plate 3.83 View of northern façade

Source: Umwelt, 2018

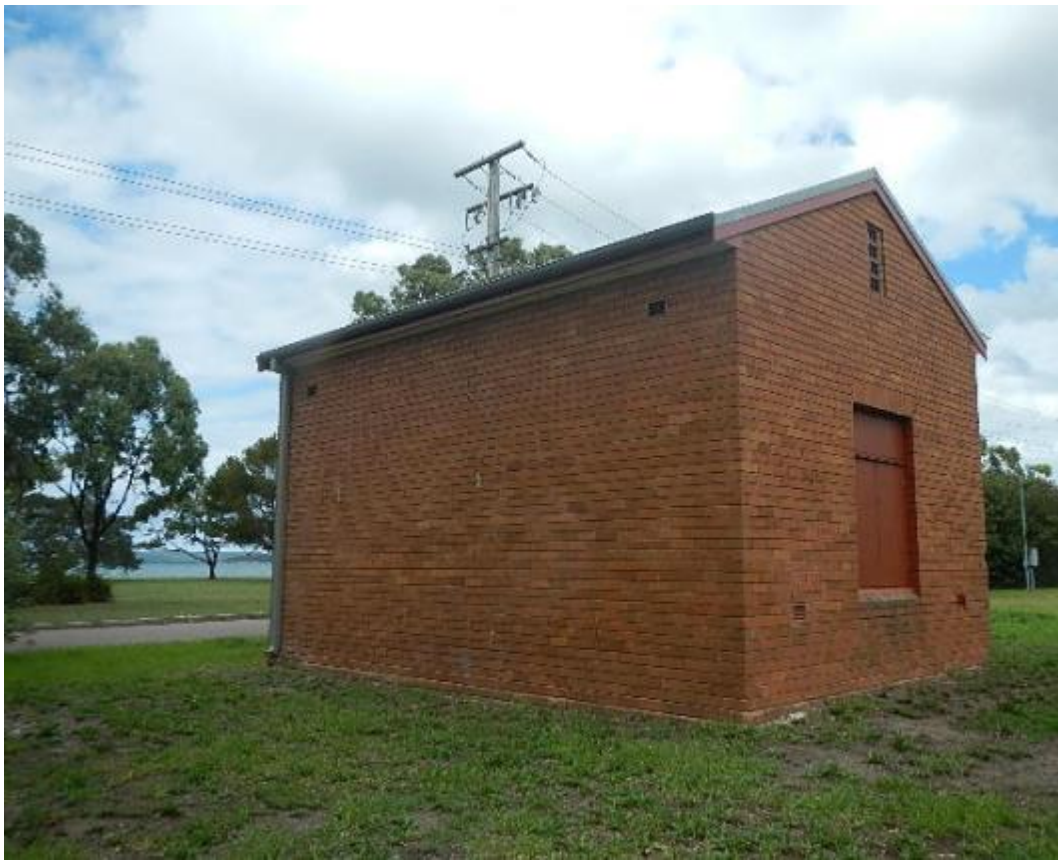


Plate 3.84 View of northern and western (rear) façades

Source: Umwelt, 2018

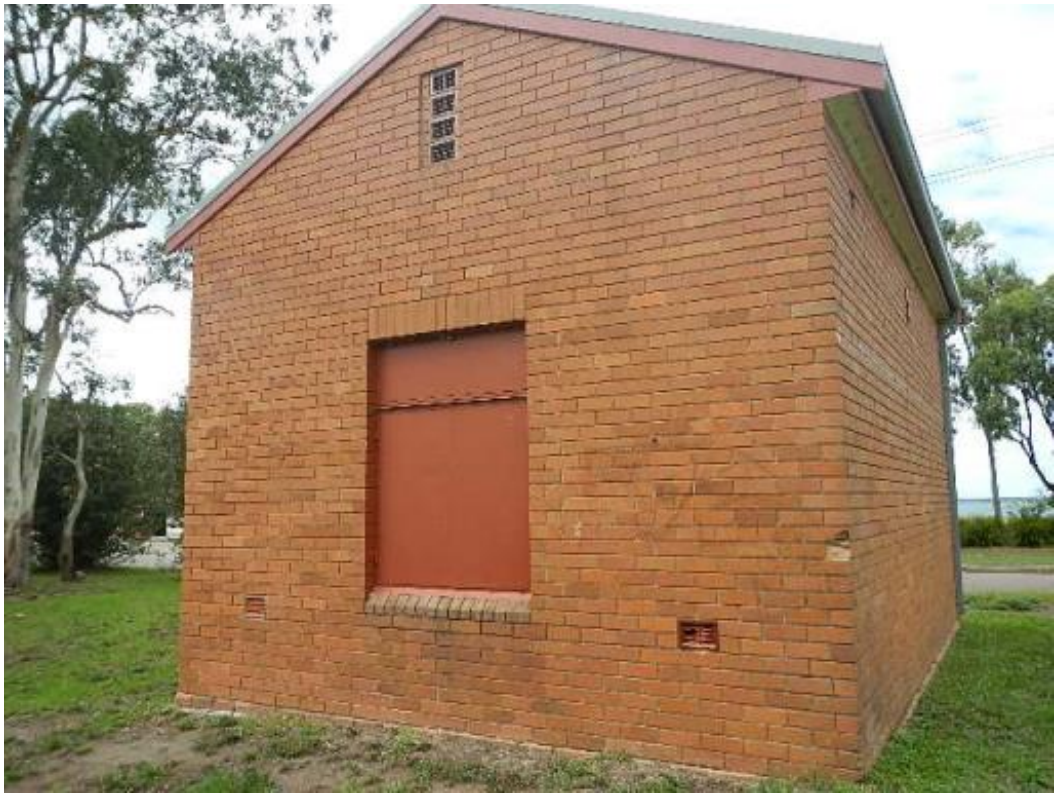


Plate 3.85 View of rear (western) façade

Source: Umwelt, 2018

The interior of the building features cement rendered walls and a concrete floor with wide channels extending along the northern and southern sides of the building for drainage. The building does not have a ceiling, and the exposed roof structure is a simple couple close design. The roof sheeting is underlined with reflective foil and light steel mesh.



Plate 3.86 Internal view of former Substation No. 2, showing roof structure and facing west

Source: Umwelt, 2018



Plate 3.87 Detail view of rendered masonry walls

Source: Umwelt, 2018



Plate 3.88 Internal view showing concrete floor, terracotta vent and rendered masonry walls

Source: Umwelt, 2018



Plate 3.89 Internal view of rear (western) wall, showing metal framed window with sheeting over
Source: Umwelt, 2018

Airmen's Ablution Building (now used as a workshop by the Lake Macquarie Classic Boat Association)

Original Use

Originally used as an ablution block for airmen. Originally, this was one of two symmetrically positioned ablution blocks, which flanked a central airmen's mess building.

The location of the former Airmen's Ablution is shown in **Figure 3.6**.

Description

The building is single storey, and is constructed of a timber frame with a concrete slab floor. It features a gable roof that has been re-sheeted in corrugated metal (formerly being corrugated asbestos cement sheeting) with unlined eaves and rake overhangs with a soffit lining of spaced timber battens. The majority of the building sits on a base of continuous brick perimeter walls that hold the suspended concrete floor; the eastern end of the building, however, is situated on a foundation of brick piers with a perimeter infilling of concrete blocks.



Plate 3.90 Eastern façade of building, the roof of which was reinstated in 2013 to match the remainder of the building

The double doors provide access to the concrete ramp and adjacent foreshore

Source: Umwelt, 2018

Internally, the eastern section of the building features a section of raised timber floor to the north (used as a kitchenette). This discrete area is separated from its surrounds by a partial timber stud wall to the west, and a metal balustrade to the south. The balustrade marks a level change between the raised timber floor and an adjacent concrete ramp, which leads to the eastern external doorway and provides egress for boats. This doorway has a set of timber vertical panelled double doors that lead to an external concrete ramp.

External walls have rebated weatherboards up to approximately one metre above ground level, with asbestos cement sheeting above. The windows of the building are timber framed, and are located high on the walls. Some windows have vent devices, whilst some have louvres. To the eastern portion of the building are wide, rectangular awning windows at the eastern and northern façades. Rather than glass panes, these windows have been infilled with metal sheeting.



Plate 3.91 View of southern elevation of building
Source: Umwelt, 2018

The building is accessible via two single width doors to the northern façade, one at the eastern end and one at the western end. Both doors are timber with vertical panels. The easternmost door has a concrete ramp and steps to the outside. The westernmost door has a brick landing three courses high. There is a similar brick landing to the southern elevation of the building, which marks the location of a former single width doorway, since infilled to match the adjacent façade.

Internally the roof structure is visible as six bays of king-rod trusses with paired timber rafters that project into the eaves. At the eastern end of the building, the roof structure is contemporary (c. 2013) and has been reinforced with steel I-beams supported on metal posts (refer to 'Other Relevant Information' below). The walls have partly visible hardwood studs lined with ripple-iron up to a height of approximately two metres above floor level. The original showers have been removed, though evidence of their configuration is visible along the walls of the building, as channels that run down the centre of the concrete floor.

At the western end of the building, toilet stalls are still present, albeit modified. The stalls feature a simple timber frame structure with ripple-iron wall sheeting and decorative vertical timber panelled doors. At the western end of the building the toilet stalls have been converted for use as a storage space. In the south-western corner of the building (against the southern wall) two toilet stalls with toilets are present. The age of these toilets is not known.

Other Relevant Information

In 2013 an application was made to remove a later, unsympathetic viewing room from the eastern end of the building, and to construct a new gable roof in its place to match the existing roof of the building (City Projects City Design 2013 and EJE Heritage 2013). As part of these works, the following was undertaken:

- Removal of existing viewing room and platform;
- Removal of existing skillion roof section;

- Removal of existing south-western gutter and downpipe;
- Provision of new timber truss roofing structure;
- Provision of new roof, fascias, trims, capping, gutters, and downpipes to match existing;
- Damaged areas of the building and surrounds repaired and made good.



Plate 3.92 View of northern elevation of building (western end) showing windows and brick landing
Source: Umwelt, 2018



Plate 3.93 View of rear (eastern) elevation of building
Source: Umwelt, 2018



Plate 3.94 Interior of building facing east, with roof structure visible

Source: Umwelt, 2018



Plate 3.95 View of kitchenette area to eastern end of building

Source: Umwelt, 2018



Plate 3.96 The reconstructed roof structure with steel support beams to eastern end of building
Source: Umwelt, 2018



Plate 3.97 Eastern end of building showing concrete ramp, adjacent balustrade (and level change) and double doors leading to the foreshore
Source: Umwelt, 2018



Plate 3.98 Original joinery to toilet stalls at western end of building

Source: Umwelt, 2018



Plate 3.99 Original joinery and exposed roof structure at the western end of the building

Source: Umwelt, 2018

Picture Theatre and Gymnasium Building (now the 'Rathmines Community Hall')

Original Use

This building was originally constructed in the 1940s, and is identified in the 1956 survey as a Picture Theatre and Gymnasium. It also contained a billiards room within the northern wing and ancillary spaces such as offices, a kitchen, store rooms and toilets in the northern and southern wings. It was constructed to a standardised RAAF design for recreational buildings, typical in World War II (refer to **Section 5.6.1.6**).

The location of the former Picture Theatre and Gymnasium is shown in **Figure 3.6**.

Description

This building is the second largest surviving building on the base, and has been maintained largely intact over time. This building has been subject to considerably less change that other comparable buildings at other bases in Australia. It is situated at a key axis of the former Base, being located at the eastern extent of Dorrington Road (formerly Higgins Avenue), and being highly visible upon entry to the Park from the west. As noted in the 1997 CMP, the design of the building is referential to the Palladian style of architecture.

The symmetrically designed single storey hall building features a timber frame structure on a base of continuous brick perimeter walls, and a dominant centre section (being the central or cinema/theatre hall space) that projects above two lower-set side wings. It is clad externally in rebated timber weatherboards at a height of approximately one metre above floor level, with asbestos cement sheeting and cover straps above. At the southeast corner of the building is an obvious addition, which encroaches into the verandah space and contains men's toilets; this addition is externally clad in Hardiplank.



Plate 3.100 View of Community Hall, facing east on Dorrington Road (formerly 'Higgins Avenue')
Source: Umwelt, 2018

The roof is gabled to the central hall space, with half-hip roofs to the two lower-set wings. The entire roof has been re-sheeted in corrugated metal. To the eastern and western elevations of the buildings are two covered verandahs, which are inset to the central hall space; the verandahs sit in alignment with the external walls of the two adjacent wings, with the hipped roofs of the two wings continuing as skillions over the verandahs. Each of the verandahs is accessed by three sets of brick-flanked concrete stairs. On the Stilling Street side of the building (western), one set of concrete stairs has been replaced by a concrete ramp, and the centre path on this side of the building removed.

The projecting central hall space features rows of clerestory windows to the eastern and western elevations and above the verandah roofs. The roof trusses of the building are supported on timber posts, with the central or cinema/theatre hall being six bays long. Floors throughout the building are generally timber. Windows comprise a mixture of timber and aluminium frames, and also comprise a mixture of awning windows, double-hung sash windows and sliding windows.

The principal entryway of the building is located at the southern end, and leads into a foyer space. This entrance is approached by a wide set of concrete stairs flanked by decorative brick piers. Above this entrance in a contemporary skillion awning supported by metal posts fixed to the bottom stair. The corrugated metal sheeting now fixed above the awning is also not original, and it appears that the external walls of this entrance have been re-sheeted sometime after 1994. The northern end of the building has also been changed; originally, it would have featured three separate entrances, two of which have been filled in, though the brick-flanked concrete stairs have been left *in situ*.



Plate 3.101 View of eastern façade of building, showing projecting central hall space and clerestory windows

Source: Umwelt, 2018

Internally, the building features a number of spaces. The largest of these is the central hall or cinema/theatre space, which is a double-height, single-span space. The internal walls of the hall are lined between structural posts with painted vertical boarding up to door head height, with cover-stripped hardboard sheeting above. The ceiling is also sheeted and cover-stripped and is divided into large panels; in the central panels are rectangular ventilators. The main floor of the hall is sheeted with very narrow boarding which the 1997 CMP states may be a replacement of the original.



Plate 3.102 View of principal pedestrian entryway to southern façade, with modifications visible

Source: Umwelt, 2018



Plate 3.103 The Community Hall in 1994, showing unmodified southern entrance

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'



Plate 3.104 View of eastern covered verandah showing damage to walls (vandalism) and replaced entry doors

Source: Umwelt, 2018



Plate 3.105 View of eastern elevation showing northern wing and chimney

Source: Umwelt, 2018



Plate 3.106 Northern elevation of building, showing the modified doorways (indicated by stairs)

Source: Umwelt, 2018



Plate 3.107 View of northern of the building

Source: Umwelt, 2018



Plate 3.108 North-eastern corner of the building showing vegetation growth within the gutters

Source: Umwelt, 2018



Plate 3.109 Western elevation of building showing covered verandah and later concrete access ramp
Source: Umwelt, 2018

The hall space also features a stage flanked by dressing rooms at the northern end. The 1997 CMP states that this area of the hall space has evidently been altered to provide a proscenium and wings directly accessible from the verandahs, by filling in the structural bay at that end. The top of the proscenium has an arch motif and the stage itself projects as a bow-front. The floor of the stage features the same thin timber boards as the remainder of the hall, though in this area they have been arranged in an exaggerated V-shaped pattern, orientated towards to the rear (north) of the stage.

The northern end or wing of the building originally comprised the gymnasium, though the original layout of the space is not documented. Since the closure of the former Base, this wing has been internally subdivided into meeting and storerooms, with a section of this area converted for use as a flat or caretaker's accommodation. A larger meeting room at the north-eastern corner of the building has a brick fireplace, which the 1997 CMP states is likely to be a later addition.



Plate 3.110 Internal view of central hall space showing intact roof, modified proscenium and possible replacement timber floors

Source: Umwelt, 2018

Within this wing, floors comprise either original timber floorboards (which are wider than those in the central hall space) or vinyl floor coverings that obscure the floor below. As part of recent works (2017-2018) to remove asbestos material from the building, a large proportion of the wall sheeting within this wing has been removed as it comprised asbestos cement sheet lining. At present, the majority of this wing comprises exposed timber stud walls. Similarly, ceilings were found to be asbestos cement sheet lining with cover strips over the joints; this material has also been removed, resulting in exposure of the timber roof structure throughout this wing. Where walls in this part of the building have been retained, they comprise either painted vertical timber boarding or hardboard sheeting up to door head or window height.

The southern end or wing features a large foyer which is accessible via the principal entryway to the southern façade, discussed above. The foyer opens on to a billiards room to the west, and an office, kitchen, store room and toilets to the east. A narrow stair on the eastern side of the foyer ascends to a projection room located above the foyer in a mezzanine like space; this previously contained arc-lit movie projectors, which have been removed, and now contains stage lighting and sound control equipment.

The former billiards room (most recently used as a meeting room) has retained its original wall linings and details intact. Walls are sheeting between visible structural posts with varnished, cypress pine, v-jointed tongue-and-groove vertical boarding up to door-head height. Previously, asbestos cement cover-stripped sheeting was present above the vertical boarding; this was removed as part of the recent asbestos removal works. The ceiling is asbestos cement flat sheeting with cover strips. There are a mixture of original and replaced awning windows and double doors with obscure (or frosted) glazing. The eastern side of the room features a recess with built-in, long timber bench seats. An original sign on one of the walls reads:

'Players must not lie on billiard tables.'

As part of the description of proposed works prepared by EJE Heritage in their statement of heritage impact for the recent asbestos removal works, 'items not to be touched/damaged' were identified. The items or elements listed represent the significant and/or original fabric of the building. A copy of this list has been provided at **Appendix B** for reference.



Plate 3.111 View of main hall space, with original ceiling visible, facing southeast

Source: Umwelt, 2018



Plate 3.112 Modified stage area showing introduced proscenium

Source: Umwelt, 2018



Plate 3.113 View of central hall space facing south, with V-shaped pattern in potential replacement floorboards visible

Source: Umwelt, 2018



Plate 3.114 View into western stage wing, showing modified stage area

Source: Umwelt, 2018



Plate 3.115 Internal view of northern wing showing likely original flooring, later partition walls and exposed wall studs and ceiling structure due to recent removal of asbestos material

Source: Umwelt, 2018



Plate 3.116 Later partition walls and kitchen fit-out within the northern wing

Source: Umwelt, 2018



Plate 3.117 Brick fireplace within northern wing, which is potentially a later (unknown date) element

Source: Umwelt, 2018



Plate 3.118 Non-original WC in northern wing, with later fit-out and flooring visible

Source: Umwelt, 2018



Plate 3.119 Indicative original joinery and timber panelled wall sheeting to northern wing

Source: Umwelt, 2018



Plate 3.120 Likely original flooring and joinery to a small room within northern wing

Source: Umwelt, 2018



Plate 3.121 View of foyer area within southern wing, with original joinery visible

Note also the stair access to the projection room

Source: Umwelt, 2018



Plate 3.122 Contemporary bathroom fit-out within southern wing

Source: Umwelt, 2018



Plate 3.123 Interior view within projection room on mezzanine level

Source: Umwelt, 2018



Plate 3.124 Original doors between foyer and former billiards room in the southern wing

Source: Umwelt, 2018



Plate 3.125 View of original timber panelled wall sheeting and timber floors within billiard room

Source: Umwelt, 2018



Plate 3.126 Built-in timber seating within billiards room

Source: Umwelt, 2018



Plate 3.127 Original signage within billiards room

Source: Umwelt, 2018



Plate 3.128 Indicative original window joinery within billiards room
Note, the unpainted metal fixings are later additions
Source: Umwelt, 2018

Central Boiler House (now used as a storage space in association with the 'Community Hall')

Original Use

This building was originally used as a boiler house, and was one of several constructed as part of the RAAF phase of occupation and use. It is likely to have serviced adjacent former buildings including the Airmen's Mess and Ablution Buildings, Ironing Room and Laundry.

The location of the Central Boiler House is shown in **Figure 3.6**.

Description

This building is a single storey rectangular structure with red-brown brick cavity walls and a concrete floor. It has a gable roof of corrugated metal sheeting, which is contemporary (formerly being asbestos cement sheeting). The eave and rake overhangs of this roof feature a soffit lining of spaced timber battens. Gutters and downpipes have been replaced with contemporary galvanised metal elements. The windows of the building feature fixed steel frames comprising six individual panes, though the glass itself has been removed from these frames, which are significantly rusted; single panes of glass have instead been installed behind the frames. The windows have canted brick sills below and concrete lintels above.

The exposed roof structure comprises Howe roof trusses that are in variable condition, and which have been reinforced with metal bracing in some areas. The underside of the roof sheeting is exposed, with a light steel mesh underlining. The building is accessible via a set of double doors to the northern façade, with vertical timber panelling to the door leafs.

There is a concrete structure (comprising a solid concrete pedestal and adjoining concrete slab) located adjacent to the southern elevation of the building, the original use of which is not documented. The building does not feature a chimney, though it is possible that a burner or furnace was located externally.



Plate 3.129 View of rear (eastern) and side (southern) facades of former Central Boiler House

Source: Umwelt, 2018

Note also the concrete structure referred to above.



Plate 3.130 View of northern façade of building

Source: Umwelt, 2018

There is evidence of damage to the brickwork and movement of the masonry, particularly to the eastern and southern façades. Internally, a narrow rectangular section of the concrete floor has been removed, exposing rusted services beneath.



Plate 3.131 View of rear façade of building showing window with metal frame

Source: Umwelt, 2018



Plate 3.132 Detail view of double doors to northern façade

Source: Umwelt, 2018



Plate 3.133 View of southern façade, showing evidence of cracking and movement to the masonry

Source: Umwelt, 2018



Plate 3.134 Evidence of cracking to masonry of the southern façade, and movement of the lintel

Source: Umwelt, 2018



Plate 3.135 Internal view, showing the original, reinforced roof structure, facing west

Source: Umwelt, 2018



Plate 3.136 View of internal masonry walls and exposed roof structure, facing northwest

Source: Umwelt, 2018



Plate 3.137 View of concrete floor with exposed services

Source: Umwelt, 2018



Plate 3.138 View of internal walls and frame of the principal entry door to the northern façade

Source: Umwelt, 2018

Sergeant's Mess (now the 'Westlakes Music Centre')

Original Use

This building originally functioned as the Sergeant's Mess. Refer to **Section 5.6.1.6** for a detailed discussion of the design and construction of this building as it relates to standardised design and construction across RAAF bases during World War II.

The location of the former Sergeant's Mess is shown in **Figure 3.6**.

Description

The former Sergeant's Mess is a substantial timber framed structure that is roughly cruciform in shape. Originally, a driveway was only present to the north of the building; this driveway has since been extended to surround the building in a large semi-circle, to join with Stilling Street on the southern side of the building. The change in level between this extended section of the driveway and the adjacent public park to the south has required the establishment of a steep embankment along the driveway.



Plate 3.139 Earth embankment adjacent the driveway, with level change evident

Source: Umwelt, 2018

Surrounding the building is a number of concrete areas and pathways. To the western elevation of the building and adjacent to Stilling Street is a concrete driveway that leads to a loading bay. Immediately adjacent (south) of these is a concrete ramp that provides parallel pedestrian entry to a recessed service entry at the western façade. The open grassed space to the north and west of the building contains concrete pathways, a low retaining wall of stone, and stairs that provide access from the original driveway to the western façade of the building. Within the stone retaining wall, and to the northern side of the building, is a small rectangular slab of concrete with a timber cross fixed to its surface. The purpose of this element is not known.

The building has a base of continuous brick perimeter walls with terracotta sub-floor vents. The building has hipped roofs with contemporary (replaced) corrugated metal sheeting over; the northern and southern arms of the buildings feature gablet vents. Two large metal roof vents mark the location of the original kitchen. Walls are sheeted in rebated weatherboards up to window sill level and asbestos cement sheeting above. Windows are timber framed with double-hung sashes with wire mesh security grilles installed to the external surfaces.



Plate 3.140 Driveway to western elevation of the building, with recessed service entry visible

Source: Umwelt, 2018

To the southern elevation of the building is a damaged, U-shaped structure of brick with a concrete floor; the purpose which is not documented. Immediately adjacent to this structure was a water tank elevated on a concrete or masonry base (refer **Plate 3.141** below). To the west of this is a screen wall of open concrete blockwork, which partially encloses a ground-level concrete slab and a partial low fence also of open concrete blocks.



Plate 3.141 The former Sergeant's Mess in 1994, showing the southern elevation

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'



Plate 3.142 The recessed service entry to the western elevation

Source: Umwelt, 2018



Plate 3.143 Current view of the U-shaped brick structure, which is currently overgrown

Source: Umwelt, 2018



Plate 3.144 View of open concrete blockwork adjacent to the pedestrian access ramp

Source: Umwelt, 2018



Plate 3.145 View of southern elevation of the building, with the retaining wall visible

Source: Umwelt, 2018



Plate 3.146 View of eastern elevation of the building

Source: Umwelt, 2018



Plate 3.147 Detail of windows to southern façade

Source: Umwelt, 2018

Internally, the various arms of the building house differently used spaces. The western arm contains a kitchen and associated storage spaces, with service access available via Stilling Street. In this area, parts of the cold storage areas for food and drink have been retained. Floors in this area are a mixture of exposed concrete and vinyl floor coverings.

The southern arm has been internally re-configured to provide multiple studio spaces associated with the building's contemporary use as a music centre. It also contains toilets and a small storage space within a small lean-to addition attached to the eastern side of this wing. The northern arm of the building contains a large single-span space used for rehearsal, while the centre of the building and the eastern arm comprise a single-span space (the largest internal space of the building), which is also used as a rehearsal space. The easternmost end of this area has been reconfigured to contain both men's and women's toilets.

The large rehearsal spaces in the northern and central/eastern wings of the building have been generally maintained in their original condition. Original elements retained in these spaces include exposed structural beams and posts (including exposed I-beams), asbestos cement sheeting to the ceilings, walls comprising lining boards approximately two metres above the floor level with asbestos cement sheeting above, and timber windows with sashes divided by a single horizontal glazing bar. The larger rehearsal space (central space and eastern arm) features a raised stage area to its western end. Floors within the northern, eastern, southern and central areas of the building are obscured by vinyl floor coverings.



Plate 3.148 Kitchen space in western arm. The fit-out appears to be early or original

Source: Umwelt, 2018



Plate 3.149 Internal view of a storage space within western arm

Source: Umwelt, 2018



Plate 3.150 Original ceiling with contemporary light and fan fittings within western arm

Source: Umwelt, 2018



Plate 3.151 Hallway leading from western arm to southern and eastern arms

Source: Umwelt, 2018



Plate 3.152 View of the large rehearsal space in northern arm

Source: Umwelt, 2018



Plate 3.153 Original joinery and timber panelled wall sheeting to northern rehearsal space

Source: Umwelt, 2018



Plate 3.154 Original joinery in northern arm (rehearsal space)

Source: Umwelt, 2018



Plate 3.155 Studio spaces within southern arm, which has been subject to later partitions

Source: Umwelt, 2018



Plate 3.156 Studio spaces within southern arm, which has been subject to later partitions

Source: Umwelt, 2018



Plate 3.157 Facing east within central/eastern arm towards toilet areas (accessible at back wall)

Source: Umwelt, 2018



Plate 3.158 Facing west within central/eastern arm, with the stage visible

Source: Umwelt, 2018



Plate 3.159 Indicative toilet at eastern end of the central/eastern arm

Source: Umwelt, 2018



Plate 3.160 Indicative toilet at eastern end of the central/eastern arm

Source: Umwelt, 2018

Emergency Power House (now used as a workshop by the Lake Macquarie Classic Boat Association)

Original Use

This building originally functioned as an emergency power house. It is currently used as a storage space and as a workshop by the Lake Macquarie Classic Boat Association.

The location of the Emergency Power House is shown in **Figure 3.6**.

Description

This building is a single storey rectangular structure with red-brown brick cavity walls and a concrete floor. It has a gable roof of corrugated metal sheeting, which is contemporary (formerly being asbestos cement sheeting). There are two roof vents in proximity to the ridge line. The gable end walls are corbelled at the top to close the ends of the eaves, with no rake overhang present. Gutters and downpipes have been replaced with contemporary galvanised metal elements.



Plate 3.161 View of principal (eastern) façade of former Emergency Power House

Source: Umwelt, 2018

The windows of this building are steel framed, and each feature a pair of casement windows with awning lights above; the casement windows have been externally covered with metal sheet. The reveals of the windows are slightly recessed, with lintels of a single course of soldier brickwork and canted brick sills below.

The building is accessible via both the northern and southern façades. To the southern façade is a pair of ledged, braced and framed doors with steel pintle hinges. To the northern façade is a set of metal doors with perpendicular bracing to the inside surface.

Internally, the building has substantial attached and corbelled piers that divide the space into three bays. The piers support the king-rod roof trusses, and the 1997 CMP speculates that the additional corbelling was intended to support a crane rail that is no longer present.

The end walls of the building, being the eastern and western walls, are also divided into three bays by piers that extend to the underside of the roof. The floor of the building is concrete, whilst internal walls are cement rendered and painted.

The building is set on a single course base plinth. Terracotta vents are present to all façades of the building; with those to the eastern and western façades including a column of four vents to each of the gable ends.



Plate 3.162 View of rear (western) and side (northern) façades of the building

Source: Umwelt, 2018



Plate 3.163 View of southern elevation of the building

Source: Umwelt, 2018



Plate 3.164 View of unsympathetic electricity box to the principal (eastern) elevation

Source: Umwelt, 2018



Plate 3.165 Internal view of rear (western) wall

Source: Umwelt, 2018



Plate 3.166 Internal view of exposed roof structure

Source: Umwelt, 2018



Plate 3.167 View of corbelled piers to the southern wall

Source: Umwelt, 2018



Plate 3.168 Internal view of double doors to the southern façade

Source: Umwelt, 2018

Part of the Main Hangar Complex (now part of the 'Christadelphian Bible School')[3]

Original Use

This group of buildings originally functioned as a complex comprising the main hangar, workshops, offices and lecture rooms. It was the largest structure on the Base during the RAAF phase of occupation and use.

The location of part of the former Main Hangar Complex is shown in **Figure 3.6**.

Description

Due to limited access to this building complex, the following description is sourced directly from Pratten & Irving (1997) with only minor edits made.

The original arrangement of the workshop and offices building, being the brick structure, appears to have comprised two brick buildings arranged in an L-shaped plan. In the crook of the 'L' was a large, framed hangar, the piers of which are painted. The space formerly occupied by the main hangar, as well as an additional area to the north-west, is now filled with a group of closely-spaced timber framed buildings of varying sizes, evidently brought to this site from elsewhere on the Base. The exact provenance of the six small hut buildings prior to their relocation to the School site is not known, though they are likely to have been used as accommodation huts during the RAAF phase of occupation and use.

[3] It is noted that access to the Christadelphian Bible School site was limited during the preparation of this report. General external inspection was undertaken, but no detailed photography or observations were able to be made. It is a recommendation of this CMP that a detailed inspection, both internal and external, of the complex is undertaken as a priority to inform the preparation of a Schedule of Conservation Works for the site.

They are currently used for school and accommodation purposes, and appear to have been renovated internally to facilitate their contemporary use. A more detailed discussion regarding the design and construction of accommodation huts and ancillary hut buildings within the Base is provided at **Section 5.6.1.2** and **Section 5.6.1.3**.

One of these buildings, being the largest, is the former airmen's mess, which was located immediately to the east of the current Community Hall; it is currently used as a dining hall/cafeteria and has had its original verandah to the principal façade infilled. The entire complex is enclosed in an intrusive steel mesh security fence with barbed wire.



Plate 3.169 **S**outhern elevation of former Main Hangar Complex, showing the intrusive colour scheme and signage

Source: Umwelt, 2018



Plate 3.170 View of northern façade of former Main Hangar Complex, which is unpainted

Note the asbestos cement roof sheeting and intrusive security fence

Source: Umwelt, 2018



Plate 3.171 View of northern façade of former Main Hangar Complex, which is unpainted

Source: Umwelt, 2018



Plate 3.172 View of relocated huts from the concrete apron, facing east

Source: Umwelt, 2018

The brick buildings are two storey, with that parallel to Stilling Street (formerly Road) having a gable roof, and that parallel to the foreshore having a steep skillion roof. Pratten & Irving note that this was likely the end bay of a sawtooth roof that extended over the entire original space of the hangar; this is not supported by historical photographs and aerials, however, which show the hangar to have comprised an uneven gable roof (refer to **Plate 5.35** and **Plate 5.49** at **Section 5.6**). A single-storeyed gabled wing adjoins the eastern arm of the 'L', which originally contained smaller hangar spaces with a large roller shutter door.



Plate 3.173 View of relocated huts from the concrete apron

Source: Umwelt, 2018



Plate 3.174 View of relocated airmen's mess building now used as a dining hall (refer to **Plate 5.54**)

Source: Umwelt, 2018

The roofs of the remaining brick buildings are covered in deep-corrugated asbestos cement. Due to the topography, the northern end of the site is excavated below road level. Some of the original concrete paths and steps survive. All buildings within the complex have been painted in an unsympathetic colour scheme of light blue, dark blue, and yellow. The exception to this is the northern and eastern (external) façades of the brick buildings, which have been left unpainted.

3.2.2 Other Structures and/or Built Elements - RAAF Phase of Occupation and Use

In addition to the above extant buildings, a number of other structures and/or built elements that date from the RAAF phase of occupation and use are present within the Park. These structures and/or elements include marine infrastructure (e.g. jetties, wharves, etc), services (e.g. storm water channels, septic tanks) and miscellaneous built elements such as a concrete apron, a hardstand area, and a parade ground. They are summarised below and shown in **Figure 3.7**.

The contemporary use of these structure and/or elements is varied; whilst some have been recently refurbished to enable their ongoing use (e.g. the former Marine Section Timber Wharf, now known as the 'F Jetty'), others are no longer used and are in poor condition (e.g. the former Bomb and Fuel Wharf). Others are miscellaneous remnants of the RAAF phase of occupation and use, with no contemporary use yet identified.

Concrete Storm Water Channel

The course of the stormwater channel is visible in historical aerial imagery and earlier base plans, and is also discernible on site. From south to north, the two branches of the channel commence near the south-west boundary of the base. In this area, the two channels are open, and range from one metre to nearly two metres wide, and up to one metre deep, and collect surface drainage around the sporting grounds.



Plate 3.175 Pedestrian bridge over an uncovered portion of the channel, adjacent to tennis courts

Source: Umwelt, 2018

From here, the channels cross Dorrington Road (formerly Higgins Avenue) at which point they become covered. They connect back into a single channel roughly in alignment with the former Hospital, with a width of approximately two and a half metres, before widening to approximately three metres in width as they extend north through the concrete apron. The channel then discharges as a double conduit into the semicircular recess or basin at the seawall. Where the channel(s) is covered, they have cast metal grates flush with the ground surface.



Plate 3.176 Confluence of uncovered portion of channel, located near to southern Park boundary

Source: Umwelt, 2018



Plate 3.177 The channel as it passes under Dorrington Road to become covered

Source: Umwelt, 2018



Plate 3.178 Uncovered portion of channel to northwest of the cricket pitch

Source: Umwelt, 2018



Plate 3.179 The double conduit discharge into the recess/basin at the concrete apron

Source: Umwelt, 2018

Bomb and Fuel Wharf

The bomb and fuel wharf is located at the north eastern tip of the Park, off the road formerly known as 'Chapman Drive'. The wharf is accessible via a turning circle off this road, which extends along the northern side of the former Officer's Mess (now 'Club Catalina'/' Rathmines Memorial Bowling Club').

In its current condition, the wharf only comprises 18 concrete piles, with the original deck and underlying structure having been removed. A temporary timber frame has been installed to the northern or front row of piles, to prevent access from the water.

To the adjacent foreshore is a section of short, battered concrete seawall similar to that further to the west and associated with the concrete apron area.



Plate 3.180 Concrete piles of bomb and fuel wharf, facing northeast

Source: Umwelt, 2018



Plate 3.181 Concrete seawall and fuel pipe of bomb and fuel wharf

Source: Umwelt, 2018



Plate 3.182 'Chapman Drive' and access to bomb and fuel wharf (out of frame at right)

Source: Umwelt, 2018

Marine Section Timber Wharf (also known as the 'F Jetty')

This jetty was originally a symmetrically shaped jetty structure used for small craft, with four arms (two on each side) extending outwards from a wharf projecting northwards from the shoreline.

When the 1997 CMP was authored, this jetty had only recently been reconstructed without the two eastern arms, hence the alternative name of the 'F Jetty'. As reconstructed, the jetty was of heavy timber construction on a base of round concrete piles, which was sympathetic to the original RAAF phase design.



Plate 3.183 View of the 'F Jetty', facing north

Source: Umwelt, 2018

Over time, the 1990s jetty has shown evidence of failure, including timber rot. To address this, approval was granted in 2017 for the reconstruction of the jetty in the same configuration but using materials that would not fail over time, being steel, aluminium and timber effect fibreglass reinforced polymer.



Plate 3.184 View of 'F Jetty', facing north and showing timber elements

Source: Umwelt, 2018



Plate 3.185 View of 'F Jetty', facing north and showing timber elements

Source: Umwelt, 2018



Plate 3.186 View across parkland area to the south of 'F Jetty', facing west to the concrete apron

Source: Umwelt, 2018



Plate 3.187 View across parkland area to the south of 'F Jetty', facing north to the jetty

Source: Umwelt, 2018

Jetty and Slipway Complex (Marine Complex)

The jetty and slipway complex, established during the RAAF phase of occupation and use, formed part of the 'Marine Complex' of the Base and is located at Styles Point. The area was used to overhaul and maintain the marine craft associated with the Base. The workshop building is reported to have been destroyed by fire in mid-1945 (LMCC Interpretive Signage 1999).

Originally, this area comprised workshops, boatsheds, a latrine, timber racks, a reinforced concrete slipway with trolley rails, a concrete L-shaped jetty about two metres wide with a derrick, and a small timber jetty, all built on the waterside land sloping generally down to the west. Extant elements are limited to the concrete slipway with trolley rails, the concrete L-shaped jetty, and the base of the workshop building.

Originally, the workshop building would have comprised two parts, likely linked by a roof that straddled the trolley rails. The raised concrete floor slabs and off-form base work and piers of the two workshop components have been maintained in their original locations and are in sound condition. The southern workshop is accessible via a steel clad doorway to its western façade. The 1997 CMP stipulates that the base work on the southern side was erected a little later than that on the north.

The retained slipway currently serves as a boat ramp. Short sets of concrete steps lead from each side of the lower part of the slipway to the grassed areas at the sides. The jetty, which is still in use, comprises square concrete piles and an off-form superstructure of concrete beams and a kerbed slab. The jetty has been subject to upgrade works relatively recently; the concrete jetty was re-constructed in 2002 in its original configuration. Additional timber whalings were added in 2004 to the edge of the jetty.

A narrow gravel road originally led north from the former guard house area to the slipway. This survives as a partially obscured unformed walking track that extends south from the slipway through bushland; the original path of the gravel road has, however, been altered.



Plate 3.188 Slipway and bases of the former workshop building. Note the *in situ* trolley rails

Source: Umwelt, 2018



Plate 3.189 The reconstructed concrete jetty, facing northwest

Source: Umwelt, 2018



Plate 3.190 Western extent of the reconstructed jetty

Source: Umwelt, 2018



Plate 3.191 View of likely junction point between the original jetty and the 2002 reconstruction

Source: Umwelt, 2018



Plate 3.192 Jetty and slipway complex, facing east towards the shore

Source: Umwelt, 2018

Concrete Apron Area

The concrete apron area was originally used for the assembly, movement and launching of seaplanes.

The apron contains two sections, which are separated by a small semi-circular basin at the foreshore into which the covered concrete stormwater channel discharges. The northern perimeter of the apron is formed by a concrete seawall constructed during the RAAF phase of occupation and use. The seawall rises above the apron as a kerb-like structure, and is battered on the water side.

Immediately east of the basin is a concrete slipway from the RAAF phase of occupation and use, upon which a new concrete boat ramp was installed in 2006. This boat ramp is showing evidence of cracking. During the RAAF phase of occupation and use, a timber slipway was present to the east of the concrete slipway; no evidence of the timber structure is visible except for the fixing piers located on the water side of the concrete seawall.

Between the apron area and the bitumen-surfaced hardstand area to the south is an east-west orientated roadway that links to Stilling Street to the east. This was originally gravel but now has a bitumen surface, which is in poor condition with substantial cracking.

Along the north edge of this roadway there is an original concrete dish drain which is believed to drain into the covered concrete channel. A further narrow, covered concrete channel drain runs diagonally across the apron from the northern corner of the former Main Hangar Complex (now part of the 'Christadelphian Bible School') to the large covered concrete stormwater channel to the west.

Though the apron paving is generally in good condition, the majority of the construction joints now contain soil, which has resulted in weed and grass growth between sections of the concrete.



Plate 3.193 Northern edge of concrete apron area, facing east

Source: Umwelt, 2018



Plate 3.194 General view of concrete apron area, facing south from the northern foreshore

Source: Umwelt, 2018



Plate 3.195 Concrete apron area, facing east towards 'Christadelphian Bible School'

Source: Umwelt, 2018



Plate 3.196 The narrow, covered concrete channel drain that runs diagonally across the apron

Source: Umwelt, 2018



Plate 3.197 The 2006 concrete boat ramp

Source: Umwelt, 2018



Plate 3.198 Facing west along concrete apron, towards the general location of the 'F Jetty'
Source: Umwelt, 2018

Bitumen Hardstand

A bitumen hardstand area was formerly located within the open space to the south of the concrete apron area and the north of the parade ground. Though still present, the bitumen hardstand is in poor condition and is grassed over in some areas.



Plate 3.199 Bitumen hardstand area, facing east toward former Substation No. 2 building
Source: Umwelt, 2018



Plate 3.200 Bitumen hardstand area, facing north toward concrete apron and 'Christadelphian Bible School'

Source: Umwelt, 2018

Parade Ground

The former parade ground originally comprised a rectangle gravelled area that extended from the covered stormwater channel in the west to Stilling Street in the east. The formerly gravelled surface is now largely covered in grass.



Plate 3.201 The parade ground, facing west toward former Hospital

Source: Umwelt, 2018

During the RAAF phase of occupation and use, a saluting base and flagpole and an administration building were located to the south of the parade ground, between the ground and Dorrington Road (formerly Higgins Avenue).



Plate 3.202 The parade ground, facing west toward the former Hospital

Source: Umwelt, 2018



Plate 3.203 The parade ground, facing north toward the concrete apron

Source: Umwelt, 2018

First Septic Tank Installation

The first septic tank installation is present as a rectangular structure partially below ground with some perimeter earth mounding evident. Its construction appears to be off-form reinforced concrete, with two tall and two short tubular metal ventilators protruding from the concrete tank cover.

To the north of the tank is a small concrete building likely to have functioned as a pump house. This structure features a flat roof, a set of double doors (metal doors with pintle hinges) to its western façade and a small square window with metal security bars installed over high up on its southern façade.

Both the tank and adjacent building are enclosed by a steel mesh fence with barbed wire. The tank is no longer functioning.



Plate 3.204 The first septic tank installation, showing the tank and ventilators, facing southeast

Source: Umwelt, 2018



Plate 3.205 Small concrete building to the north of the septic tank, facing east

Source: Umwelt, 2018



Plate 3.206 View of tank from the south

Source: Umwelt, 2018



Plate 3.207 View of tank enclosure, facing south, showing mesh security fencing

Source: Umwelt, 2018

Second Septic Tank Installation

The second septic tank installation was rectangular in shape, and is likely to have serviced the former airmen's accommodation and former hospital area. A more recent toilet block has been constructed on the rectangular concrete top of the tank. Two circular tanks adjacent are extant, though these appear to have been re-capped.



Plate 3.208 Two circular tanks with recent concrete capping, facing east

Source: Umwelt, 2018



Plate 3.209 Contemporary toilet block constructed on top of second septic tank, facing southeast

Source: Umwelt, 2018

Sportsgrounds (football field, cricket field and tennis courts)

These sportsgrounds, located in the southern section of the Park, were present during the RAAF phase of occupation and use, and have been retained in their original locations. They do not, however, comprise any identified fabric or structural elements that date from the RAAF phase.



Plate 3.210 View of tennis courts, facing south to the boundary of the Park

Source: Umwelt, 2018



Plate 3.211 The soccer/football pitch, facing east

Source: Umwelt, 2018



Plate 3.212 Club building for Westlakes Wildcats Football Club, facing south

Source: Umwelt, 2018



Plate 3.213 Interface between tennis courts (right) and cricket pitch (left), facing east

Source: Umwelt, 2018



Plate 3.214 View of cricket pitch, facing east

Source: Umwelt, 2018



Plate 3.215 Contemporary electricity substation located to northwest of the cricket pitch

Source: Umwelt, 2018

Swimming Area/Baths

A demarcated swimming pool area/former baths is present at the north eastern and of the Park, adjacent to the former Officer's Mess (now 'Club Catalina' or 'Rathmines Memorial Bowling Club').

The swimming area is evidenced by a linear timber boundary structure on concrete piles to the west, netting to the north and east, and a triangular timber platform with a metal ladder set on concrete piles to the northeast. The concrete piles to the west appear original, with the remainder of fabric being contemporary.



Plate 3.216 View of original concrete piles and later timber structure demarcating the western edge of the swimming area/baths

Source: Umwelt, 2018



Plate 3.217 View of northern and eastern edges of the swimming area/baths, including the triangular timber platform

Source: Umwelt, 2018

Concrete Seawalls

Two sections of concrete seawall, constructed during the RAAF phase of occupation and use, have been retained. One section borders the northern (water) edge of the concrete apron area, and the other borders the water edge immediately adjacent to the bomb and fuel wharf. The seawalls are kerb-like structures that are battered on the water side.



Plate 3.218 View of eastern extent of the seawall, facing north

Source: Umwelt, 2018



Plate 3.219 Section of seawall located to the north of the 'Christadelphian Bible School'

Source: Umwelt, 2018



Plate 3.220 Recess or basin in the seawall at concrete apron area (where the stormwater channel discharges)

Source: Umwelt, 2018

Infrastructure Elements and Services Generally

Throughout the Park, a variety of infrastructure elements and services that date from the RAAF phase of occupation and use are present. This includes:

- a number of fire hydrants or pumps in variable condition;
- exposed services, predominately comprising pipes associated with drainage, sewerage and fuel (including that associated with the bomb and fuel wharf).



Plate 3.221 Intact hydrant located to southwest of the former general stores building

Source: Umwelt, 2018

These services are in varying states of condition, and in some instances have been altered for contemporary use. The fire hydrants, for example, have in some instances had their caps removed and operational tapware installed in their place.



Plate 3.222 Modified hydrant to the south of the Catalina War Memorial

Source: Umwelt, 2018



Plate 3.223 Modified hydrant to the southeast corner of the former Central Boiler House

Source: Umwelt, 2018



Plate 3.224 Steel capped concrete inspection pit adjacent to the 'Christadelphian Bible School'

Source: Umwelt, 2018



Image Source: Nearmap (April 2018)
Data Source: Lake Macquarie LGA (2018)

Legend

- Rathmines Park
- Other Structures or Elements from RAAF Phase of Occupation

FIGURE 3.7

Other Structures and/or Built Elements from the RAAF Phase of Occupation and Use

3.2.3 Partial Structures, Ruins and/or Remnant Built Elements - RAAF Phase of Occupation and Use

In addition to the above, a number of partial structures, ruins and/or remnant built elements are present throughout the Park. These are listed and described below, and shown in **Figure 3.8**.

These elements vary considerably in terms of condition, intactness, and general visibility. A number of these partial structures, ruins or remnants comprise only concrete slabs that convey the original location and dimensions of buildings and/or elements that have been removed since the closure of the Base.

Pump House and Duty Pilot's Tower

The remains of these former structures are visible as remnants in the northeast corner of the Park (Catalina Point).

The base of the pump house is located on the sloping ground above (to the south of) the bomb and fuel wharf, and comprises part of the kerbing and a concrete machine base, which is almost completely overgrown.

Further to the east is the concrete slab base of the duty pilot's tower, to which a barbecue and shelter have been fixed. It is noted that this slab appears to have been replaced at some stage, but has been retained in the original location of the duty pilot's tower as mapped in the 1945-1956 compilation survey (refer to **Figure 5.6**).



Plate 3.225 Remnants of pump house, indicated in yellow

Source: Umwelt, 2018



Plate 3.226 Concrete slab of duty pilot's tower, with a barbecue and shelter fixed to its surface

Source: Umwelt, 2018

General Stores Building

Remnants of the former general stores building are visible on the eastern side of Stilling Street in the form of a concrete slab and raised kerb. The kerb originally supported perimeter columns, as is evidenced in the remnant kerbing. The wide driveway and kerbing from Stilling Street is also still present.

Prior to removal, this was a large timber framed building that was eight structural bays long and six wide, with a roof supported on a central row of columns. It had a sawtooth roof with clerestory vents, and was sheeted in either corrugated metal or asbestos cement. Its principal vehicle entry, marked by the surviving driveway, was accessible via large bifold doors (refer to historical image at **Plate 5.38**, **Section 5.6**).



Plate 3.227 View of footprint of the general stores building, facing northwest

Source: Umwelt, 2018



Plate 3.228 Remnant kerbing and pier base of general stores building

Source: Umwelt, 2018



Plate 3.229 Remnant kerbing and driveway of general stores building, facing north

Source: Umwelt, 2018



Plate 3.230 Footprint of the general stores building, facing north

Source: Umwelt, 2018

Armament Hut

Remains of the armament hut are limited, and exist only as a short length of concrete path and a concrete threshold. Refer to **Plate 5.45**, **Section 5.6** for an historical photograph of the interior of this building.



Plate 3.231 Concrete path associated with the armament hut, facing south

Source: Umwelt, 2018



Plate 3.232 Remnant concrete threshold associated with the armament hut, facing south

Source: Umwelt, 2018

Celestial Trainer

The concrete base and kerbing of the celestial trainer is visible between the remnants of the general stores and aircraft stores buildings. Celestial trainers were used for the purposes of celestial navigation training, and comprised hexagonal buildings with an adjoining annex.

The celestial trainer is located on sloping ground, with its northern (up slope) portion being partially sub-surface and overgrown. A rectangle length of concrete with metal fixings to either end is also visible, and this may have been the base of an 'internal apparatus', as suggested by the 1997 CMP.



Plate 3.233 The celestial trainer, facing north

Source: Umwelt, 2018



Plate 3.234 Celestial trainer, facing south

Source: Umwelt, 2018



Plate 3.235 Possibly remnants of a an 'internal apparatus' within the celestial trainer

Source: Umwelt, 2018

Unnamed Building

To the south of the celestial trainer and between the remnants of the general stores and aircraft stores buildings is the concrete slab of a small, unnamed building. A picnic table and seats have been fixed to this slab.



Plate 3.236 Concrete slab of 'unnamed building' with fixed picnic table, facing north

Source: Umwelt, 2018

Aircraft Stores

Remnants of the former aircraft stores building are present in the form of a concrete slab. No kerbing is present, but the access roads to the north and south, and their associated kerbing, are still present.

Prior to removal, this building comprised a framed rectangular structure that was nine bays long and five bays wide.



Plate 3.237 Footprint of aircraft stores building, facing east

Source: Umwelt, 2018



Plate 3.238 Footprint of aircraft stores building, facing southeast towards contemporary playground

Source: Umwelt, 2018



Plate 3.239 Footprint of aircraft stores building and southern vehicle access path, facing northeast

Source: Umwelt, 2018

Motor Transport Building

Remnants of this building are extant in the form of a concrete slab with an adjacent concrete apron and driveway that would have provided vehicle access from Stilling Street.

A limited number of post bases, evidence of an underground petrol tank, a hydraulic vehicle hoist and visible evidence of the bases of petrol bowsers are also still discernible within the former footprint.

A contemporary, small toilet block has been installed within the associated concrete apron area to the southwest of the former building footprint. The toilet block is set on a raised concrete slab.



Plate 3.240 Footprint of motor transport building, facing southeast

Note, the junction between the former building footprint and the driveway area is indicated in red

Source: Umwelt, 2018



Plate 3.241 Original elements retained within the footprint of the motor transport building

Source: Umwelt, 2018



Plate 3.242 View of contemporary toilet block within the footprint of the motor transport building

Source: Umwelt, 2018



Plate 3.243 View of footprint of motor transport building, facing north
Source: Umwelt, 2018

Central Ironing Room and Laundry, Near the Community Hall

Remnants of the ironing room and laundry buildings are extant in the form of concrete slabs.

To the slab of the laundry building, several courses of brickwork are present, albeit in poor condition.

The concrete slab of the ironing room building is largely overgrown with grass, though both the concrete slab and remnant brickwork is discernible. It appears that a paved or concrete path extended south from the ironing room building to the adjacent former Central Boiler House, which is extant.



Plate 3.244 Remnant slab and brickwork of the laundry building, facing southeast
Source: Umwelt, 2018



Plate 3.245 Remnant slab and brickwork of the laundry building, facing south

Source: Umwelt, 2018



Plate 3.246 Remnant slab and brickwork of laundry building, facing north

The former central boiler house is visible in the background

Source: Umwelt, 2018



Plate 3.247 Remnant slab of ironing room, facing west

Source: Umwelt, 2018

Remnant of the South Boundary Fence

To the corner of Stilling Street and Rosemary Row, which was the southern extent of the former Base, three concrete posts are extant. These posts formed part of the original boundary fence. Two of the posts have sections of timber palings in poor condition fixed to their southern surface; this timber was used to support wire.

The steel extensions identified in the 1997 CMP, presumably used to support mesh fencing, were not visible at the time of inspection.



Plate 3.248 View of the remnant fence posts at the southern boundary of the Base, facing north

Source: Umwelt, 2018



Plate 3.249 Detail view of one of the remnant fence posts, showing fixed timber

Source: Umwelt, 2018

Western Hangars

The western hangar buildings remain visible in the form of two concrete floor slabs, with some remnant perimeter kerbing and column bases still in place.

Prior to removal, the eastern hangar had a central row of internal columns dividing the space into nine structural bays, whilst the western hangar did not appear to have been divided by supports.



Plate 3.250 View of the footprint of the easternmost hangar, showing the raised perimeter kerbing

Source: Umwelt, 2018



Plate 3.251 Detail view of the raised perimeter kerbing of the easternmost hangar, showing the raised

Source: Umwelt, 2018



Plate 3.252 General view of the footprints of the western hangars

Source: Umwelt, 2018

Guard House

Evidence of the guard house remains in the form of a discernible cleared area comprising remnant asphalt surface over concrete, which is in poor condition.



Plate 3.253 General view of the location of former guard house, facing east

Source: Umwelt, 2018



Plate 3.254 General view of location of former guard house, facing west and showing cracked and failing bitumen

Source: Umwelt, 2018

Residential Subdivision for Married Personnel

The subdivision for married personnel accommodation, located to the north of Dorrington Road (formerly Rathmines Road) was undertaken sometime between 1945 and 1956. Evidence of the subdivision remains in the form of an intact cul-de-sac with associated kerbing. Storm water drainage pits are also present, as is evidence of the houses in the form of concrete remnants.



Plate 3.255 Cul-de-sac road of residential subdivision for married personnel

Source: Umwelt, 2018



Plate 3.256 Stormwater pit adjacent to cul-de-sac road of residential subdivision for married personnel

Source: Umwelt, 2018



Plate 3.257 Unidentified concrete element identified in association with residential subdivision. Street gutters are visible

Source: Umwelt, 2018

WAAAF Sleeping Quarters

Remnants of the WAAAF sleeping quarters are highly visible within the bushland area to the north of Dorrington Road (formerly Rathmines Road), in proximity to the residential subdivision for married personnel.



Plate 3.258 Remnant stairs to a removed hut within the WAAAF sleeping quarters

Source: Umwelt, 2018

The remains are limited to the ablution blocks of the quarters, with no discernible evidence of the accommodation huts remaining. Evidence includes complete concrete slabs with limited brickwork (presumably the base course of walls), entry stairs, and services. The former facilities of these buildings (e.g. toilets and sinks) are evidenced by remnants of porcelain toilet bases and associated plumbing.



Plate 3.259 Remnants of an ablution building within WAAAF sleeping quarters precinct, showing remnant toilet base

Source: Umwelt, 2018



Plate 3.260 Concrete slab within WAAAF sleeping quarters precinct, showing remnant toilet base

Source: Umwelt, 2018

Higgins Avenue

The eastern arm of Dorrington Road, extending east from the location of the former guard house, was previously called 'Higgins Avenue'.

This section of the road has been subject to change over time, with its original alignment narrowed and shifted slightly to the south in the area surrounding the former guard house location.

The majority of the original concrete kerbing and drainage channels along this road have been retained. To the west of the former Hospital are two curved segments of kerbing to either side of the road; these originally provided access to the airmen's sleeping huts located on both the northern and southern sides of the road. The northern section has been infilled with rubble, whilst the southern segment has been retained.



Plate 3.261 View of the former alignment of Higgins Avenue, facing east along the current alignment of Dorrington Road

Source: Umwelt, 2018



Plate 3.262 Retained kerbing and crossovers along Higgins Avenue (now Dorrington Road), indicating former access ways to the airmen's sleeping huts area

Source: Umwelt, 2018

Wireless Transmission Station

The site of the former wireless transmission station is located at the westernmost edge of the Park boundaries, located at the corner of Overhill and Dorrington (formerly Rathmines) Roads.

The station site originally comprised four masts, two towers, an engine room, a transmitting station, and a sleeping hut. Of these elements evidence of the concrete and metal bases of the towers and masts survive. LMCC surveyors have recorded the location of concrete remnants in the same location as the former buildings; however these were not discernible during the visual inspections undertaken to inform this CMP. For reference, these elements as recorded by the surveyors are shown in **Figure 3.8**.

The site of the wireless transmission station was fenced off, and remnants of these fences survive in the form of concrete fence posts.



Plate 3.263 Remnant concrete boundary fence demarcating the boundaries of the Wireless Transmission Station

Source: Umwelt, 2018



Plate 3.264 The concrete bases of the eastern tower

Source: Umwelt, 2018



Plate 3.265 One of the remnant mast bases, with poor condition evident

Source: Umwelt, 2018

Bomb Dump

The former bomb dump area, and later Council Depot, is located in the southwestern corner of the Park curtilage, on the southern side of Dorrington (formerly Rathmines) Road.

The area originally contained a number of small structures for the storage of small arms ammunition, unfused bombs, fused bombs, components, fuses and detonators, as well as a fusing area and an examination room. A small brick building of unknown use was also present in the southeast corner of the area. The buildings and component elements of this area were accessible via gravel roadways that extended south from Dorrington (formerly Rathmines) Road, and branched off to the east and west to individual buildings.

With the exception of the small brick building and the small arms ammunition building, all other former structures in this area were timber framed with asbestos cement sheeting. These buildings, which have not survived, were located within concrete, bunkered enclosures, which are still present. The bunker enclosures are in relatively poor condition, being overgrown and showing evidence of cracking and breakage.

The small arms ammunition building is the only extant structure in this area. It is of concrete construction, and is square in plan, comprising two rooms that are divided by a concrete wall. In its current condition, the building has no roof, doors or windows. It has been subject to extensive vandalism, and is overgrown with vegetation.

In its current condition, the majority of the area is overgrown with vegetation, has been subject to extensive vandalism, and is only partially accessible owing to contamination, safety and visibility concerns. General refuse, most likely associated with the use of the area as a Council Depot (post RAAF phase of occupation and use) is also present.



Plate 3.266 The former small arms ammunition building, retained but in poor condition

Source: Umwelt, 2018



Plate 3.267 Internal view of the former small arms ammunition building, showing vegetation growth and vandalism

Source: Umwelt, 2018



Plate 3.268 View of concrete bunker enclosure for unfused bombs, facing west

Source: Umwelt, 2018



Plate 3.269 View of concrete bunker enclosure for fused bombs and fusing area, facing west. Note the extent of vegetation growth

Source: Umwelt, 2018



Image Source: Nearmap (April 2018)
Data Source: Lake Macquarie LGA (2018)

Legend

Rathmines Park
Ruins and / or Remnant Buildings or Structures

FIGURE 3.8

Partial Structures, Ruins and/or Remnant Built Elements from the RAAF Phase of Occupation and Use

3.2.4 Other Elements and Structures – Post-RAAF Phase of Occupation and Use (1962 onwards)

A number of other elements and structures have been established or constructed within the Park since the closure of the former Base in 1962. These are generally associated with the use of the place for public recreation, and include playground equipment, toilet blocks, street furniture (e.g. seating, lighting, etc), fencing, and signage. These elements and structures, with the exception of the Catalina Memorial, do not have any identified heritage significance.

Indicative examples of these elements and structures are provided below. Where captured by the recent survey undertaken concurrent with this CMP, these elements are shown, along with all other extant buildings, structures and elements, in **Figure 3.2**. Note, due to their nature, not all elements described below are depicted in **Figure 3.2** (e.g. disc golf targets). This figure is based on recent survey data provided by LMCC. The recording of this survey data was, in some instances, inhibited by accessibility, vegetation cover (which has an impact on the accuracy of GPS and survey equipment recordings), and the visibility of structures and elements within the Park (and particularly within undeveloped bushland). Whilst the survey data compiled is as accurate as was feasible at the time or recording, it may contain minor errors or omissions in some instances.

Picnic tables and benches

All picnic tables, including both tables and associated seating, within the Park post-date the RAAF phase of occupation and use. They vary in materiality and design throughout the Park. In some instances, they have been fixed to the concrete slabs of former structures that date from the RAAF phase of occupation and use.

Benches within the Park are typical of street furniture within the local area.



Plate 3.270 Picnic benches at Catalina Point

Source: Umwelt, 2018



Plate 3.271 Picnic tables and barbecue area located to northeast of former Inflammable Stores Building
Source: Umwelt, 2018

Toilet facilities

Toilet facilities in the Park are limited, and are not consistent in terms of design or materiality. There are five toilet blocks within the Park, as listed below.

- Styles Point, near the second septic tank installation;
- In the parkland to the south of the 'F Jetty' (former Marine Section Timber Wharf);
- To the north of the cricket field, immediately adjacent to Dorrington Road (formerly Higgins Avenue);
- On the footprint of the former motor transport building, on the eastern side of Stilling Street;
- Within the parkland at the south-eastern most tip of the Park.



Plate 3.272 Toilet block at Styles Point, near the second septic tank installation

Source: Umwelt, 2018



Plate 3.273 Toilet block in parkland to the south of 'F Jetty' (former Marine Section Timber Wharf)

Source: Umwelt, 2018



Plate 3.274 Toilet block to north of the cricket field, immediately adjacent to Dorrington Road (formerly Higgins Avenue)

Source: Umwelt, 2018



Plate 3.275 Toilet block on the footprint of former motor transport building, on eastern side of Stilling Street

Source: Umwelt, 2018



Plate 3.276 Toilet block within the parkland at south-eastern most tip of the Park

Source: Umwelt, 2018

Fencing

Fencing varies throughout the Park. With the exception of the remnant fencing that is known to date from the RAAF phase of occupation and use (being concrete fence posts) all of the fencing within the Park appears to post-date 1962.

Fencing types present within the Park include low timber post fencing, steel mesh fencing (with or without barbed wire), and aluminium fencing (in the style of pool fencing).



Plate 3.277 Multiple fencing styles located at corner of Rosemary Row and Stilling Street

Source: Umwelt, 2018



Plate 3.278 Fencing installed around the 'Christadelphian Bible School'

Source: Umwelt, 2018



Plate 3.279 Low scale timber fencing in vicinity of the skate park

Source: Umwelt, 2018

Facilities within the sportsgrounds

The sportsgrounds located in the south eastern corner of the Park have had a number of small buildings and other built elements constructed in their vicinity since the close of the former Base.

These include a club building for the Westlakes Wildcats Football Club, a building associated with the tennis courts, soccer goals, a central strip in the cricket pitch, fencing, a toilet block (to the north), seating and lighting. There is a contemporary electricity substation located to the northwest of the cricket pitch.



Plate 3.280 Electricity substation located to the northwest of the cricket pitch

Source: Umwelt, 2018



Plate 3.281 Westlakes Football Club clubhouse and kiosk

Source: Umwelt, 2018



Plate 3.282 Small building associated with the tennis courts

Source: Umwelt, 2018



Plate 3.283 Shelters on the sidelines of the sporting fields

Source: Umwelt, 2018

Lighting

Lighting within the Park is predominately limited to standard street lighting fixed to telegraph poles, though lighting is present within the vicinity of the sportsgrounds.



Plate 3.284 Lighting within the sportsground area

Source: Umwelt, 2018



Plate 3.285 Typical street lighting in the Park, located at intersection of Stilling Street and Rosemary Row

Source: Umwelt, 2018

Services

A number of contemporary services have been installed within the Park, including telegraph poles, drainage, hydrants, and electrical services.

The electricity terminals located within the former parade ground are particularly intrusive.



Plate 3.286 Fire hydrant booster located near to the former guard house

Source: Umwelt, 2018



Plate 3.287 Contemporary water services installed over concrete stormwater channel, south of Dorrington Road

Source: Umwelt, 2018

Interpretive signage

Interpretive signage is present throughout the Park. This signage was developed and installed around 1999, and provides information pertaining to the history of the former Base.

The signage is fixed to metal tube supports that are blue in colour, with protective plastic sheeting over the signage itself. The signage is in poor condition, with much of the content now unreadable due to weathering and vandalism. The signage has been located in proximity to relevant areas within the Park (e.g. the 'Marine Section', 'Parade Ground', 'Aircraft Maintenance'), but is not particularly visually distinctive. The scale, design and siting of the signage requires re-consideration.



Plate 3.288 Interpretive signage installed in the General Workshops precinct

Source: Umwelt, 2018



Plate 3.289 Interpretive signage installed in the Wireless Transmission Station precinct

Source: Umwelt, 2018



Plate 3.290 Interpretive signage installed near former guard house location on Dorrington Road

Source: Umwelt, 2018

Playground

A contemporary playground area is located adjacent to the eastern foreshore of the Park, in proximity to the former Inflammable Liquids Store.



Plate 3.291 Interpretive signage at the playground

Source: Umwelt, 2018



Plate 3.292 View of the playground, facing south and showing proximity to the foreshore

Source: Umwelt, 2018

Skate park

A concrete skate park comprising a skate bowl has been installed between the cricket pitch and first septic tank installation.



Plate 3.293 View of skate park, facing west toward the sportsground

Source: Umwelt, 2018



Plate 3.294 View of skate park facing east, with the first septic tank installation visible

Source: Umwelt, 2018

Disc golf targets

Disc golf targets, which are elevated metal baskets fixed to a metal pole, are present within the Styles Point area.



Plate 3.295 Disc golf target within the Styles Point area

Source: Umwelt, 2018

3.2.4.1 The Catalina Memorial

The Catalina Memorial, also known as the Catalina War Memorial, the RAAF Rathmines Memorial or the Catalina Monument, is located at the easternmost tip of the Park, at Catalina Point.

It comprises is a simple angular vertical structure (obelisk) of concrete blocks on a concrete base, buttressed by four fins and supporting an aircraft propeller. At the base a plaque bears the legend:

> *Dedicated to those who served at the RAAF Rathmines and to all associated with flying boats and seaplanes 1939-1960. Unveiled by Air Vice-Marshal WE Townsend CB, CBE, 16th September 1972.*

An additional plaque at ground level is inscribed with the words:

> *In honour of the men and women who served Australia in time of conflict during World War II. Lest we forget. 1945-1995. Australia Remembers.*

There are a number of other plaques throughout the Memorial, which include the names of service people associated with Rathmines. The Memorial is surrounded by recent plantings, and a number of picnic tables and benches.



Plate 3.296 The Memorial, facing east and showing associated plantings and paving

Source: Umwelt, 2018



Plate 3.297 Detail view of plaque on the Memorial

Source: Umwelt, 2018



Plate 3.298 View of former Officer's Mess ('Club Catalina'), facing west from the Memorial

Source: Umwelt, 2018



Plate 3.299 View of Memorial, facing west

Source: Umwelt, 2018



Plate 3.300 View of plaques bearing the names of service people associated with Rathmines
Source: Umwelt, 2018

3.3 Identification of Historical Precincts

The significance of the Park is derived from its historical use as a RAAF Base during World War II. In its present condition and configuration, this significance is most clearly expressed by the extant buildings and structures that date from this phase of occupation and use, as well as the maintained layout of roadways and paths discussed at **Section 3.1.2** above. Within the Park, there is a clear distinction between the more intensely developed, eastern portion of the former Base, and the less developed western portion.

The eastern portion of the Park contains all of the extant, intact buildings that date from the RAAF phase of occupation and use. It also contains a large number of the significant 'other structures or built elements' (as described in **Section 3.2.2**), and the majority of formal roadways established during the RAAF phase. This portion of the Park is therefore referred to as the 'Key Historical Precinct' throughout this CMP. The 'Key Historical Precinct' is shown in **Figure 3.9**.

In addition to the 'Key Historical Precinct', a number of other, smaller ancillary historical precincts have also been identified throughout the Park. These precincts are defined by the historical use of these areas, and by the use and nature of the buildings or other structures formerly or currently present. They are also similar to those identified as part of the 1999 Rathmines Park Air Force Interpretation Project.

These ancillary historical precincts are:

- The Sergeant's Area;
- The Recreation Area;
- The General Workshops;
- Aircraft Maintenance;
- Officer's Quarters;
- Parade Ground;
- Sportsgrounds;
- Hospital and Dental;
- Airmen's Quarters;
- Marine Operations;
- WAAAF's Quarters[4];
- Bomb Dump;
- Wireless Transmission;
- Marine Section.

These precincts are shown in **Figure 3.9**.

[4] The Women's Auxiliary Australian Air Force (WAAAF) was formed in March 1941 and disbanded in December 1947. A new Australian women's air force was formed in July 1950 and in November became the Women's Royal Australian Air Force (WRAAF). The WRAAF was disbanded in the early 1980s. For the purposes of this CMP, the WAAAF and WRAAF are collectively referred to as 'WAAAF', as this reference is more closely associated with the period of initial development at the Base.



Image Source: Nearmap (Apr. 2018)
Data Source: NSW LPI (2017)

0 100 200 400m
1:7 500

Legend

- Rathmines Park
- Key Historical Precinct
- Bomb Dump Ancillary Historical Precincts

FIGURE 3.9

Key Historical Precincts within the Park

3.4 Plantings Associated with the RAAF Phase of Occupation and Use

In addition to the structures and built elements that survive from the RAAF phase of occupation and use, a limited number of plantings from this phase also survive in the Park. As historical aerials demonstrate, the majority of vegetation was cleared from the more intensively used areas (being the eastern portion) of the former Base to facilitate construction. The western portion of the Base appears to have maintained its earlier, undeveloped bushland setting.

As discussed at **Section 5.5.2**, the planning and construction of Rathmines was directly influenced by the outbreak of war and the sense of urgency this created; as such, the planning of the Base was not as formal as that of other Bases established in different contexts, and formal plantings do not appear to have factored strongly into the early planning of the Base. Plantings do not appear to have been used to visually demarcate respective areas of the Base as is commonly seen elsewhere, and although formal rows of plantings were incorporated along (the then) Higgins Avenue and Stilling Road, this is not readily visible until the 1950s, and is not as obvious as was seen at other bases. Similar to RAAF Base Amberley, it appears that planting at Rathmines predominately incorporated endemic eucalypt species that would have already been present on the site.

As a result of the above, only limited evidence of formal plantings are extant on the base. These are described in the 1997 CMP as being 'typical of an austere military establishment', and are limited to:

- A row of *Nerium oleander* along the western side of Stilling Street (**Plate 3.301**). These plantings are visible from 1961 onwards (**Figure 5.10**). Alec Howard, who has been actively involved in the maintenance of the Park and its vegetation for a number of years, noted during the site visit on the 8 March 2018 that these trees had been re-planted within the last 20 years; however, this has not been confirmed. These trees are also known to possess compounds that may exhibit toxicity, and are commonly identified as a 'noxious weed'. For the purposes of this CMP, and given that the trees are not visible in aerials earlier than 1961, this row of trees is not considered to date from the RAAF phase of occupation and use.

- Rows of *Lophostemon confertus* (Brush Box) along both sides of Dorrington Road (formerly Higgins Avenue) at its southern end and along the western side of Stilling Street (**Plate 3.302**). These trees are first visible in the 1961 aerial (**Figure 5.10**).

- Juvenile brush box are planted in rows elsewhere within the Park (particularly along 'Gurney Road'). These are new plantings that have been deliberately planted in the same location of rows of trees (no longer present) that were planted during the RAAF phase of occupation and use (refer to historical aerials provided at **Figure 5.8** to **Figure 5.13**).



Plate 3.301 Row of *Nerium oleander* along the western side of Stilling Street

Source: Umwelt, 2018



Plate 3.302 Mature brush box trees along both sides of Dorrington Road (formerly Higgins Avenue) at its southern end and along the western side of Stilling Street

Source: Umwelt, 2018

Historical aerials also show formal rows of trees to have been planted to the north of the Rathmines Community Hall and west of the former lecture rooms and library; these plantings are clearly visible in the 1961 and 1965 aerials (**Figure 5.10** and **Figure 5.11)**, but are completely absent from a 1996 aerial (**Plate** 3.303).

A *Ficus rubiginosa* (Port Jackson Fig) is located to the south of the Rathmines Community Hall (**Plate 3.304**). The 1997 CMP notes that this tree may pre-date the RAAF phase of occupation and use, and this has been confirmed through a review of historical aerials and imagery (it appears in all aerial imagery from 1939 onward). The 1997 CMP also notes two fig trees as being present in this area, though based on the visual inspections undertaken for this CMP, only one is present. It is possible that this fig tree was planted as part of Hely's homestead, which was potentially established as early as 1850. The age of the tree is not, however, known.



Plate 3.303 Excerpt from a 1996 aerial, showing the absence of plantings to the north of the Community Hall. Note also the juvenile plantings to the north of the former Inflammable Liquids Store

Source: Image courtesy of LMCC



Plate 3.304 The fig tree located to the south of the Rathmines Community Hall

Source: Umwelt, 2018

A clump of *Eucalyptus tereticornis* (Forest Red Gum), as well as other eucalypt species, is located between the former parade ground and former bitumen hardstand area (**Plate 3.305**). These trees do not appear to have been formal plantings, but are visible in aerials that date from the RAAF phase of occupation and use; they are visible in the 1943 aerial (**Figure 5.7**).



Plate 3.305 Clump of eucalypt trees, including forest red gum, located between the former parade ground and bitumen hardstand areas

Source: Umwelt, 2018

Later plantings that are not associated with the RAAF phase of occupation and use, but which are visually distinct within the landscape include the row of *Araucaria heterophylla* (Norfolk Island Pines) along the eastern foreshore, and formal plantings in the vicinity of the Catalina War Memorial, on Catalina Point.

Plantings that date from, or that are related to (through being referential) the RAAF phase of occupation and use are shown in **Figure 3.10**.

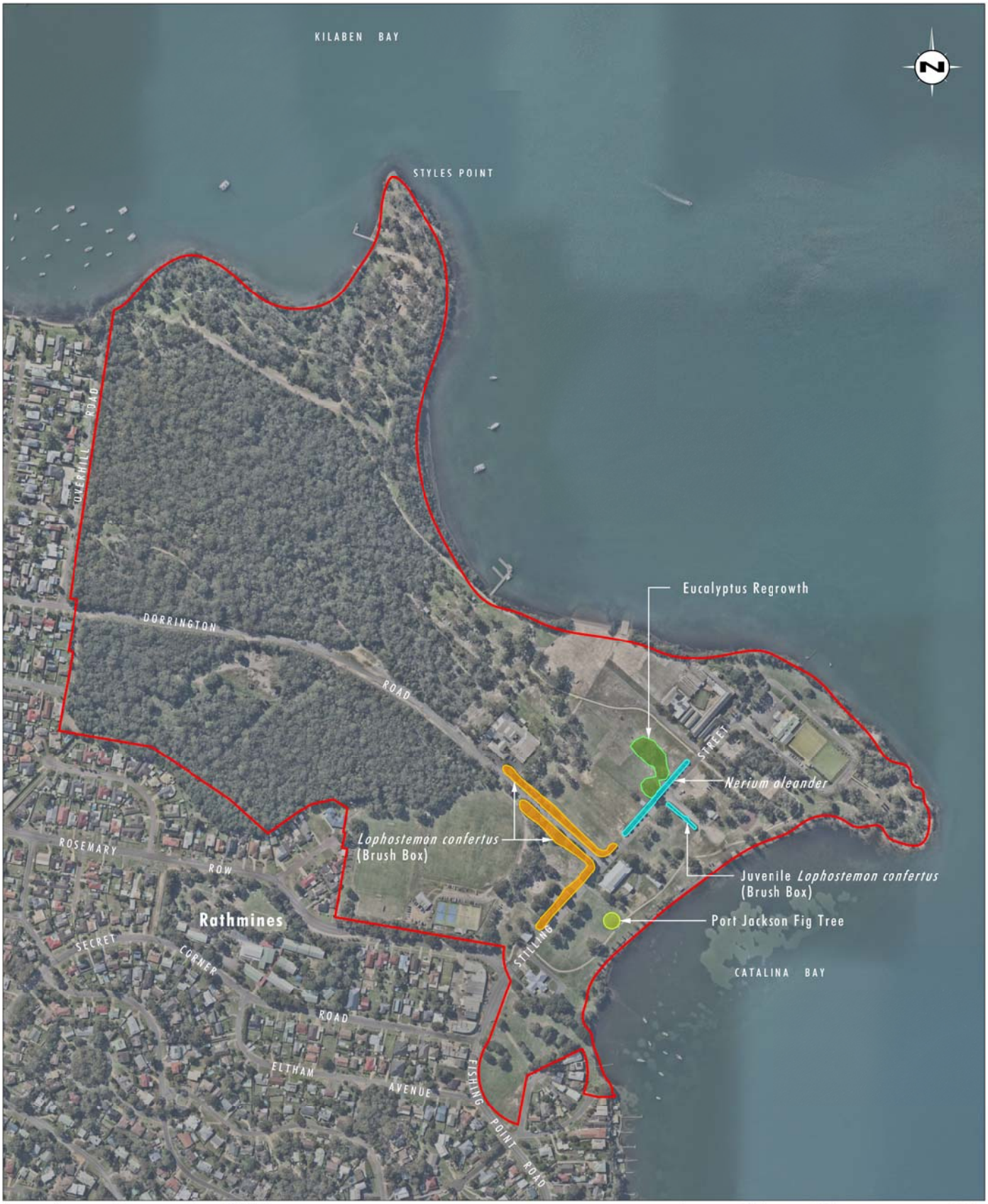


Image Source: Nearmap (Apr. 2018)
Data Source: NSW LPI (2017)

0 100 200 400m
1:7 500

Legend

- Rathmines Park
- Plantings from RAAF Phase of Occupation and Use
- Referential Plantings
- Eucalyptus Regrowth
- Port Jackson Fig Tree

FIGURE 3.10

Plantings within the Park Related to the RAAF Phase of Occupation and Use



Image Source: Nearmap (April 2018)
Data Source: Lake Macquarie LGA (2018)

0 50 100 200m
1:5 000

FIGURE 3.11

Significant Views and Vistas within the Park

Legend
- Rathmines Park
- Vistas from within the Park
- Vistas to the Park

3.5 Analysis of Views and Vistas

Within the Park, there are a number of discernible views and vistas that contribute to the presentation and layout of the place, and which enhance its visual and aesthetic significance.

It is noted that the analysis of vistas presented in the 1997 CMP (between pages 78 and 79) identifies vistas that were established following the closure of the Base and the removal of Base-related buildings (including the libraries and lecture rooms, carpenter's and wood machine shops, airmen's mess, and sergeant's sleeping quarters). During the RAAF phase of occupation and use, multiple buildings would have obscured the vistas identified in the 1997 CMP. The distinction should therefore be made between the historically significant views and vistas discussed in this section, and the contemporary vistas identified in the 1997 CMP.

Based on a review of the historical layout of the former Base, as well as the current spatial configuration of the Park, the following views and vistas have been identified as significant. Significant views and vistas within the Park are shown in **Figure 3.11**.

Views north and south along Stilling Street

Views north and south along Stilling Street provide complete views that span the entire north-south extent of the Base. They provide a visual connection between the former rear gate/entrance of the Base, located adjacent to Rosemary Row, and the northern extent of the Base as defined by the foreshore, the former Main Hangar Complex, and the former Officer's Mess building (now 'Club Catalina').

These views encompass the majority of the Key Historical Precinct, as well as a number of historically significant precincts including the Officer's Quarters precinct, Aircraft Maintenance precinct, General Workshops precinct, Recreation Area precinct, Sergeant's Area precinct and Parade Ground. Peripheral views of the Sportsground Precinct and Hospital and Dental precinct are also available from within these views (refer to **Figure 3.9**).

Views north and south along Stilling Street are shown in **Plate 3.306** to **Plate 3.308**.



Plate 3.306 View south along Stilling Road, taken from the northern end of the road

Source: Umwelt, 2018



Plate 3.307 View south along Stilling Road, taken adjacent to original location of general stores building

Source: Umwelt, 2018



Plate 3.308 View north along Stilling Road, taken from southern end of road.
Refer also to **Plate 5.23** for an historical example of this view

Source: Umwelt, 2018

Views east along Dorrington Road (formerly 'Higgins Avenue')

Views east along the eastern arm of Dorrington Road (formerly 'Higgins Avenue') are significant in that they provide the main vista into the Park in its current configuration. Additionally, this was also the main vista into the Base during its active years; the western extent of this vista was the location of the main gate and guard house, which demarcated the Base's principal entry point. At this location, the road curved; this meant that upon entrance to the Base, once this point in the road was reached, the principal vista into the Base 'opened up'.

Views east along this section of the road also provide a significant view line to western façade of the former Picture Theatre and Gymnasium building (now the Community Hall). These views are demonstrated in **Plate 3.309** and **Plate 3.310**. An example of how this view would have looked historically is provided in **Plate 3.311**.



Plate 3.309 View east along western arm of Dorrington Road, taken from the location of the former guard house

Source: Umwelt, 2018



Plate 3.310 View east along western arm of Dorrington Road, taken from the parade ground and showing views to the current Community Hall

Source: Umwelt, 2018



Plate 3.311 View east along Dorrington Road (formerly 'Higgins Avenue'), unknown date
Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'

Note the airmen's sleeping quarters or huts on either side of the road, and the (now) Community Hall at the end of the road

Views across the concrete apron and parade ground

Significant views are also available across and within the concrete apron and parade ground areas. The open span of the concrete apron and parade ground areas, with the bitumen hardstand between, has been maintained since the closure of the Base and has not been interrupted or obscured by new development.

This area would have been a hub of activity during the active years of the Base, and the visual connectivity of this area is reflective of its historical use. The concrete apron area was used for the assembly, movement and launching of seaplanes, meaning that it required a vast span and high visibility. Similarly the parade ground and adjacent bitumen hardstand area were historically used for formal parades and march-outs, and were therefore intended to be highly visible within the Base.

Views east across the parade ground and hardstand would have encompassed the bellman hangar and former Main Hangar Complex, as well as the General Workshops precinct further east. Views to the west from within the apron would have encompassed the former Marine Section Wharf, now the 'F Jetty'. The ability to view the foreshore and bay from the concrete apron would have been critical during the active years of the Base.

Examples of views and vistas within this area are shown in **Plate 3.312** to **Plate 3.315**.



Plate 3.312 View from the parade ground to the concrete apron, facing north

Source: Umwelt, 2018



Plate 3.313 View of the Community Hall and foreshore, facing east from the parade ground

Source: Umwelt, 2018



Plate 3.314 View west across the concrete apron to the 'F Jetty'

Source: Umwelt, 2018



Plate 3.315 View southeast within concrete apron, looking towards parade ground and former location of the bellman hangar

Source: Umwelt, 2018

Views to and from the foreshore

The foreshore setting of the Park is highly significant, particularly with regard to its historical use as a RAAF Base; visibility to and from the foreshore was critical to the functioning of the Base. In addition to this, however, the foreshore setting of the Base also contributes to its overall aesthetic significance and presentation.

In a contemporary sense, the visual relationship between the parkland and the foreshore is important for amenity reasons, both to encourage visitors to the place, as well as to enable the continuation of historical uses, including boating and other leisure activities.

Various examples of these views are provided at **Plate 3.316** to **Plate 3.320**.



Plate 3.316 View east along the northern foreshore, from the concrete apron

Source: Umwelt, 2018



Plate 3.317 View south from Catalina Point, showing Fishing Point

Source: Umwelt, 2018



Plate 3.318 View north from the approximate location of former Airmen's Ablutions building

Source: Umwelt, 2018



Plate 3.319 View northeast towards Jetty and Slipway Complex (Marine Section) from foreshore area to the southwest

Source: Umwelt, 2018



Plate 3.320 View north from northern end of The Circlet, showing visibility of the former Airmen's Ablutions building and former Central Boiler House (indicated)

Source: Umwelt, 2018

4.0 Environmental Context

The following section provides a summary of the environmental context of the Park, including its underlying geology, relevant soil landscapes, and naturally occurring vegetation communities.

4.1 Geology

Rathmines Park is underlain by three primary geologies. The promontory at Kilaben Bay is underlain by the Munmorah Conglomerate which is composed of pebbly sandstone and conglomerate. The majority of the Park is underlain by the Moon Island Beach Subgroup which is composed of tuff, siltstone, clay stone, coal stone and conglomerate. It is noted that tuff is a common raw material used by the Awabakal to create various stone tools. The central portion along the waterfront and behind the promontory at Kilaben Bay is composed of man-made fill gravels and sand.

The topography of the park is gentle, ranging from level ground near the water's edge to slightly rising ground towards the north-western end of the park.

4.2 Soil Landscapes

The Park contains three primary soil landscapes, one of which is identified as man-made fill with sands and gravels. Portions of the low lying area are underlain by the Wyong alluvial landscape. The Wyong soils are deep, poorly drained and subject to flooding and waterlogging. The soil landscape broadly runs southward from the F-jetty to the village shopping centre including the sportsground. The remaining areas of the Park including those areas to the north and the higher land in the north-western are underlain by the Doyalson erosional landscape. The Doyalson soils are identified as moderately deep and are subject to waterlogging, erosion and high run-off.

As previously identified, much of the flat area running through the former parade ground would have once been low, swampy land. A number of early maps show a 'Saltwater Creek' running south-westwards from around about the location of the present F-jetty. The present alignment of the concrete drain curving around the south of the oval and the north of the former parade ground probably approximates the location of the old Saltwater Creek (CMP 1997).

4.3 Remnant Natural Vegetation

Prior to vegetation clearance, Rathmines Park and the surrounds would have been covered by open woodland, some of which remains in pockets across the Lake Macquarie area. Common species would have included scribbly gum, red bloodwood, brown stringybark (*E. capitellata*), smooth-barked apple (*Angophora costata*) and grey gum swamp mahogany and swamp oak amongst others.

As described in the 1997 CMP, the Park's character is strongly defined by its natural bushland setting and the remnant natural vegetation contained therein. Dominant species that contribute to this character include forest red gum, spotted gum, and grey gum.

Some weed infestation is present within the remnant bushland areas of the park, especially in the north-western sections, the main species noted being *Camphor Laurel*, *Watsonia*, *Ipomea*, *Crofton Weed*, *Lantana* and *Pampas Grass*.

It is noted that this CMP does not fully address the natural heritage values or ecological properties of the Park in detail; it is a recommendation of this CMP that such studies be undertaken as part of and to inform any major works program or master plan proposal (refer to **Section 10.3.6** and **Section 11.12**).

5.0 Historical Context

Unless otherwise stated, this historical context has been prepared based on the following key sources of historical information pertaining to the Park and the RAAF phase of occupation and use:

- Newton, J., 1978, *R.A.A.F. Rathmines – An authentic history of this famous wartime base*, Readon Publishing: Boolaroo.
- Pratten, C & Irving, R, 1997, *Rathmines Park Conservation Plan*, prepared for Lake Macquarie City Council.
- Howard, A., and Howard, J., 2009, *Rathmines… not forgotten*, unknown publisher.

These sources collectively provide a comprehensive overview of the historical development of the Park, as it relates to the European settlement, use and development of the area, with particular focus on the RAAF phase of occupation and use. Where the content of these previous documents has been revised or corrected based on information directly sourced as part of the preparation of this CMP, this is specifically noted throughout the following sections.

5.1 Aboriginal History

All of the Lake Macquarie LGA is understood to be part of the traditional country of the Awabakal people. The traditional boundaries of the Awabakal tribe were wider than the current LGA boundary, and wider than the current boundaries of the Awabakal LALC (Umwelt 2011: 3.1).

Whilst Lake Macquarie was clearly central to Awabakal people (as was the Hunter River estuary), there are several different versions of the detailed boundaries of the country of the Awabakal. The approximate boundaries of the traditional Awabakal tribal country, as interpreted by the Australian Institute of Aboriginal Studies (AIAS), are shown in **Plate 5.1**.

The Awabakal appear to have been people of the coast, estuaries, lakes and wetlands, but also with attachment to the rugged sandstone country through the Sugarloaf and Watagan Ranges. The traditional country of the Awabakal people was bounded to the north by the Worimi, to the west by the Wonnarua, to the south west by the Darkinjung and to the south along the coast by the Kuring-gai people (Umwelt 2011: 3.1).

Threlkeld (1828) described the boundaries of Awabakal (people of the plain (Lake) surface) country as:

> *'The land bounded by south Reids Mistake, the entrance to Lake Macquarie and north by Newcastle and Hunters River. West by Five Islands at the head of Lake Macquarie.'*

Threlkeld (1825) also stated that:

> *'the natives here (i.e. the people around Lake Macquarie, where his mission was located) are connected in a kind of circle extending to the Hawkesbury and Port Stephens.'*

This would extend the boundary of Awabakal activity and interactions north and south well beyond Lake Macquarie and the Hunter River, although this does not necessarily imply that traditional Awabakal tribal country extended to these areas. The exact western extent of Awabakal country is also difficult to define (Umwelt 2011: 3.1).

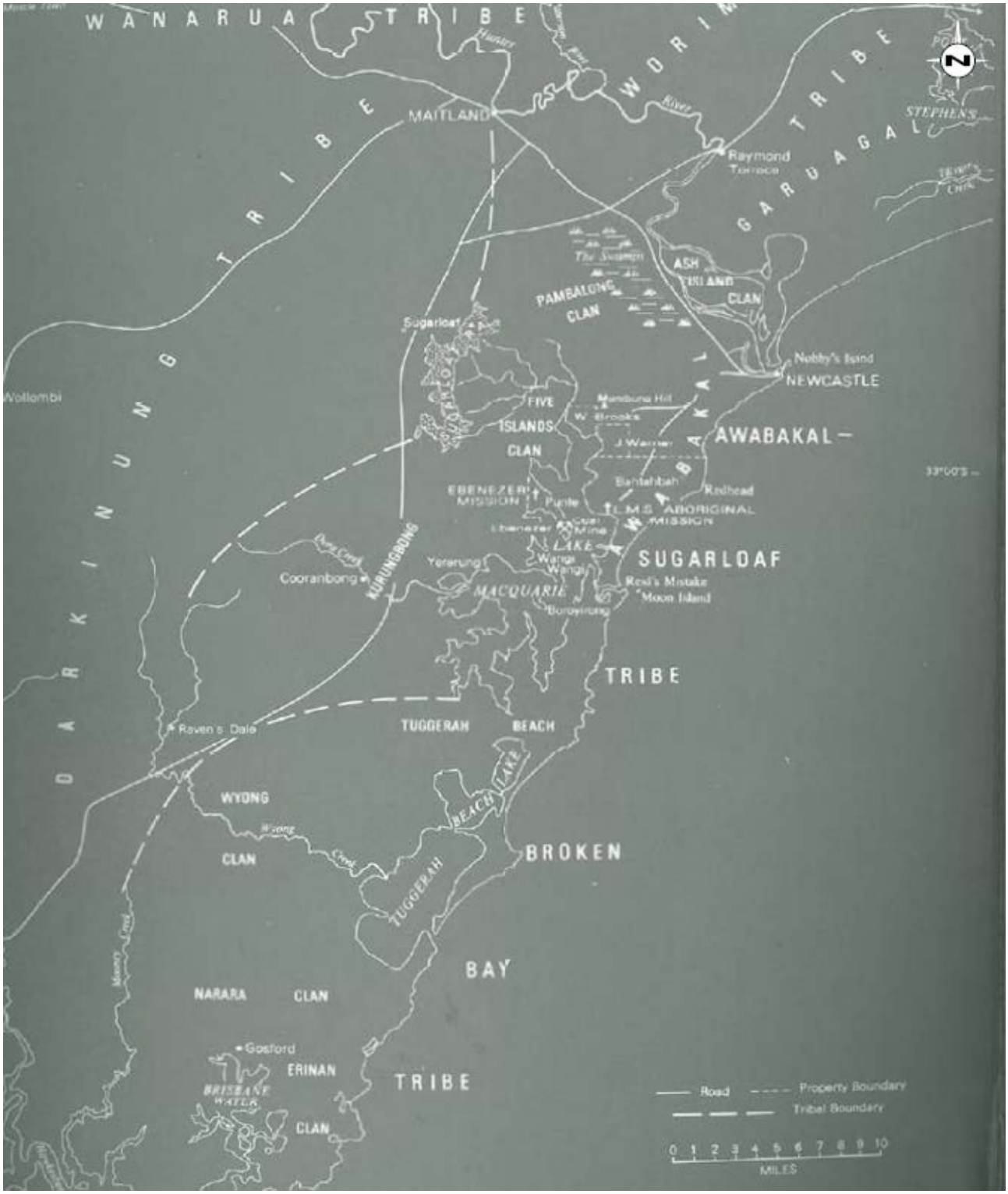


Plate 5.1 Interpretation of the boundaries of Awabakal tribal territory according to AIAS, 1974

Source: AIAS 1974

Some early ethnographic reports suggest that the Awabakal people may have been the largest clan of several groups in the coastal part of the lower Hunter region. Related clans were the Pambalong, Ash Island and Cooranbong groups. Awabakal was the largest group in the area and was concentrated on Lake Macquarie (Umwelt 2011: 3.1).

As can be seen from Threlkeld's comments (above) the Awabakal people may also have occupied (or travelled through) much of the Central Coast, with a direct connection to the Darkinjung and Kuring-gai people to the south, as well as to the Wonnarua to the west and the Worimi to the north. Wollotuka School of Aboriginal Studies (University of Newcastle) web site quotes documents from the Rita Smith Collection in the University Archives that report an annual corroboree at Nords Wharf (Kanangra) involving large numbers of Aboriginal people from Awabakal and Darkinjung country. People were reported to travel for days to get to this event. There are also suggestions that the Awabakal occasionally invited people from further afield to share coastal resources with them, for instance, sharing with Wonarua and Darkinjung people if a whale was stranded on the beach (Umwelt 2011: 3.1).

Although there appear to be some distinct archaeological boundaries associated with the Sugarloaf Range, there is also historical reference to Awabakal people visiting the Range regularly and to language associations as far west as the Wollombi area. Although Mount Sugarloaf is visible from much of the lower Hunter valley, the Wonnarua people from along the Hunter River do not appear to have the same range of cultural stories associated with Mount Sugarloaf as the Awabakal people. Haslam (University of Newcastle archives and quoted on the Wollotuka School of Aboriginal Studies web site) suggests that the Awabakal people were fierce defenders of their coastal territory and that some sites in the upper Watagans may be evidence of attempted, but unsuccessful incursions by people from the west (for instance, Kamilaroi people, moving down the Hunter Valley through Wonnarua country) (Umwelt 2011: 3.1).

The University of Newcastle (Wollotuka School of Aboriginal Studies) web site also suggests, based on the records of Percy Haslam, that Awabakal descendants 'survived' around Lake Macquarie well into the twentieth century. Haslam refers to a group of Aboriginal people (Awabakal) living in the mountains west of Martinsville until the NSW Forestry Commission began more formal management of the area, perhaps around the 1920s (Umwelt 2011: 3.1).

Various reports also refer to Margaret and Ned White, who lived at Swansea in the late nineteenth century (probably with other Aboriginal people) as being Awabakal people. In 1863, a very small number of Aboriginal people remained as part of the fishing settlement at Swansea Heads and Swansea Flats, sharing their country with a group of Chinese fishers and farmers and a small group of European sea farers. Ned (after whom Black Ned's Bay is named) and Margaret were part of this fishing community. Margaret, who was born at 'Waiong', lived on a reserve at Black Ned's Bay until late in the nineteenth century. The Swansea and Pelican Flat settlements were developed over the top of former Aboriginal midden deposits and it was reported in 1869 (see Clouten 1967), that lime diggers were excavating the old cockle shell deposits and sending them to Sydney by sea as supplies for the building boom in the city (Umwelt 2011: 3.1).

After about 1920, there are few references to Awabakal descendants living in the local area and for some time, it was thought that the Awabakal people had disappeared. Although it is possible that most local Aboriginal people may have left Lake Macquarie by the 1920s, it is now understood that some descendants of Awabakal people continued to live in or have interests in the Lake Macquarie area throughout the twentieth century and right up to the present time. Turner (1995) suggests that in the early 1930s, some Aboriginal people began to return to the region, working on the construction of the railway. A large group of Aboriginal people later lived in the 'Platt Estate' at Waratah (Newcastle local government area). How many of these people were descendants of the Awabakal or other specific traditional Aboriginal tribes is not known (Umwelt 2011: 3.1).

5.2 The First Land Grants and Purchases

The historical record, including more recent studies such as the 1997 CMP, suggest that the first European occupant of the area was Edward Norton Hely, who is believed to have arrived in the area as early as the 1840s. References to Edward Norton Hely's occupation of the area prior to 1862 are limited to anecdotal records. In his 1967 book *Reid's Mistake*, Keith Clouten notes that:

> *'Edward Hely settled at the lake about 1840, choosing an attractive site at Rathmines. The specific date of his arrival at Rathmines is uncertain, but in 1844 he applied to the Surveyor-General for the purchase of some additional land in that district.'*
>
> (Clouten 1967: 122)

Clouten then provides an excerpt from Hely's letter, dated 21 August 1844, as follows:

> *Being desirous of purchasing the under-mentioned portion of land, I have the honour to request you will obtain His Excellency's authority for its survey: -25 acres of land on the western borders of Lake Macquarie, situate between Cory's and Threkeld's grants.'*

('Surveyor-General: letters from individuals: Edward Hely, 21 Aug. 1844' referenced in Clouten 1967: 122)

There is no information in this excerpt to support Clouten's description of Edward Norton Hely's application for 'additional' land, as no existing land-holdings are mentioned in the excerpt. This is supported by William Baker's 1843 *Map of the County of Northumberland*, which shows that no land had then been taken up in the vicinity of present-day Rathmines at that time (**Plate 5.2**).

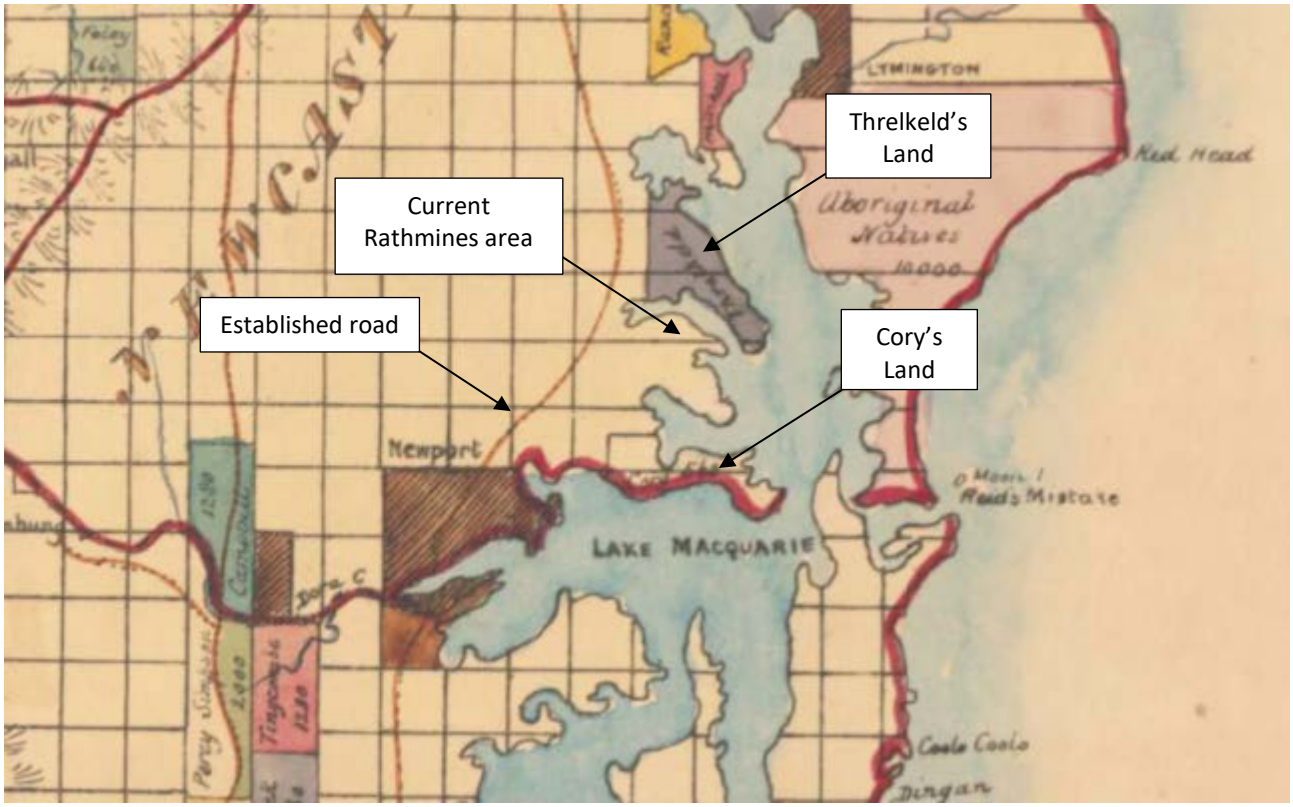


Plate 5.2 William Baker's 1843 *Map of the County of Northumberland*

Source: National Library of Australia, Call No. MAP RaA 8 Plate 2

As is also shown in **Plate 5.2**, Threlkeld's land roughly comprised the modern Toronto, whilst Cory's comprised the modern Wangi Wangi. Between these two grants were located the modern suburbs of Arcadia Vale, Buttaba, Fishing Point, Balmoral and Rathmines; there is no specification in the above excerpt provided by Clouten to clarify the precise area to which Hely is referring. Clouten (1967: 122) goes on to note that an officer of the Surveyor's Department wrote on the back of Hely's letter:

> '*The land between Cory's grant and Threkeld's 1280 acres being all vacant, there does not appear any objection to the disposal of a small portion.*'

There is no further information in the historical record to suggest that any formal grant or purchase of land in this area was made by Hely or members of his family prior to 1857. Recorded formal land grants and conditional purchases in the area were made from 1850 onwards, with no record of any such land acquisition in the area prior to this time. These grants are outlined below and shown in the relevant parish map at **Figure 5.1**.

- Crown grant of 50 acres, being Portion 49, to John Frederick Mann on 28 June 1850;
- Grant of land purchased by conditional sale of 101 acres and three roods, being Portions 8 and 9 (also recorded as Portion 7 on some historical maps and titles), by Edward William Hely (the son of Edward Norton Hely) on 18 September 1862 (Vol 569 Fol 163);
- It is noted that the 1997 CMP and land titles records that post-date Vol 569 Fol 163 identify the date of this grant as being the 11 January 1882. Vol 569 Fol 163 states that Hely became the purchaser by conditional sale of this land on 18 September 1862, with the date of witnessing being 11 January 1882.
- Grant of land purchased by conditional sale of 45 acres and one rood, being Portion 56, by John Goodsir on 28 March 1887 (Vol 831 Fol 212).

There is reference to a conveyance made between John Mann and Edward Hely in 1857 (Primary Application 21801), pertaining to 50 acres of land at 'Lake Macquarie North', suggesting that Edward Norton Hely obtained ownership of Mann's lakeside land at this time (it is noted that his son, Edward William, would have been only 14 at the time this conveyance occurred). It is noted that the book and number reference for this transaction is incorrectly recorded, and therefore further information relating to this transaction cannot be sourced.

As noted above, other references to Edward Norton Hely's occupation of the area prior 1857 are anecdotal only, and are generally authored after the turn of the century. For example, there are multiple accounts of a 'hold-up' in the 1840s, whereby Edward Norton Hely was stopped by bushrangers whilst en-route to his '*home at Rathmines, on Kilaben Bay, beyond Toronto'*; all accounts of this incident, however, date from the turn of the century onwards (*Newcastle Morning Herald and Miner's Advocate*, 3 May 1902: 7; *Newcastle Morning Herald and Miner's Advocate*, 17 June 1939:7).

The 1997 CMP and other local studies resources (including Clouten 1967, Newton 1978, Smith 1983, Lake Macquarie City Council 1985, Howard 2009) note that the suburb of Rathmines is named after Edward Norton Hely's hometown of Rathmines near Dublin, Ireland. Historical records available via Trove, the search database of the National Library of Australia, do not contain any reference to 'Rathmines' prior to 1862, suggesting that the place did not adopt this name until Edward William Hely's formal purchase of land in September of that year.

An obituary for Edward William Hely in 1914 (age of 74 years) notes that his father, Lieutenant Edward Norton Hely (*Newcastle Morning Herald and Miner's Advocate,* 23 November 1914: 4):

> *'… was an officer in charge of the penal establishment at Dora Creek, or Newport as it was then called. Lieutenant Hely purchased what is now known as 'Black's Estate' at Teralba… practically the whole of the life of the deceased was spent in the Lake Macquarie District'.*

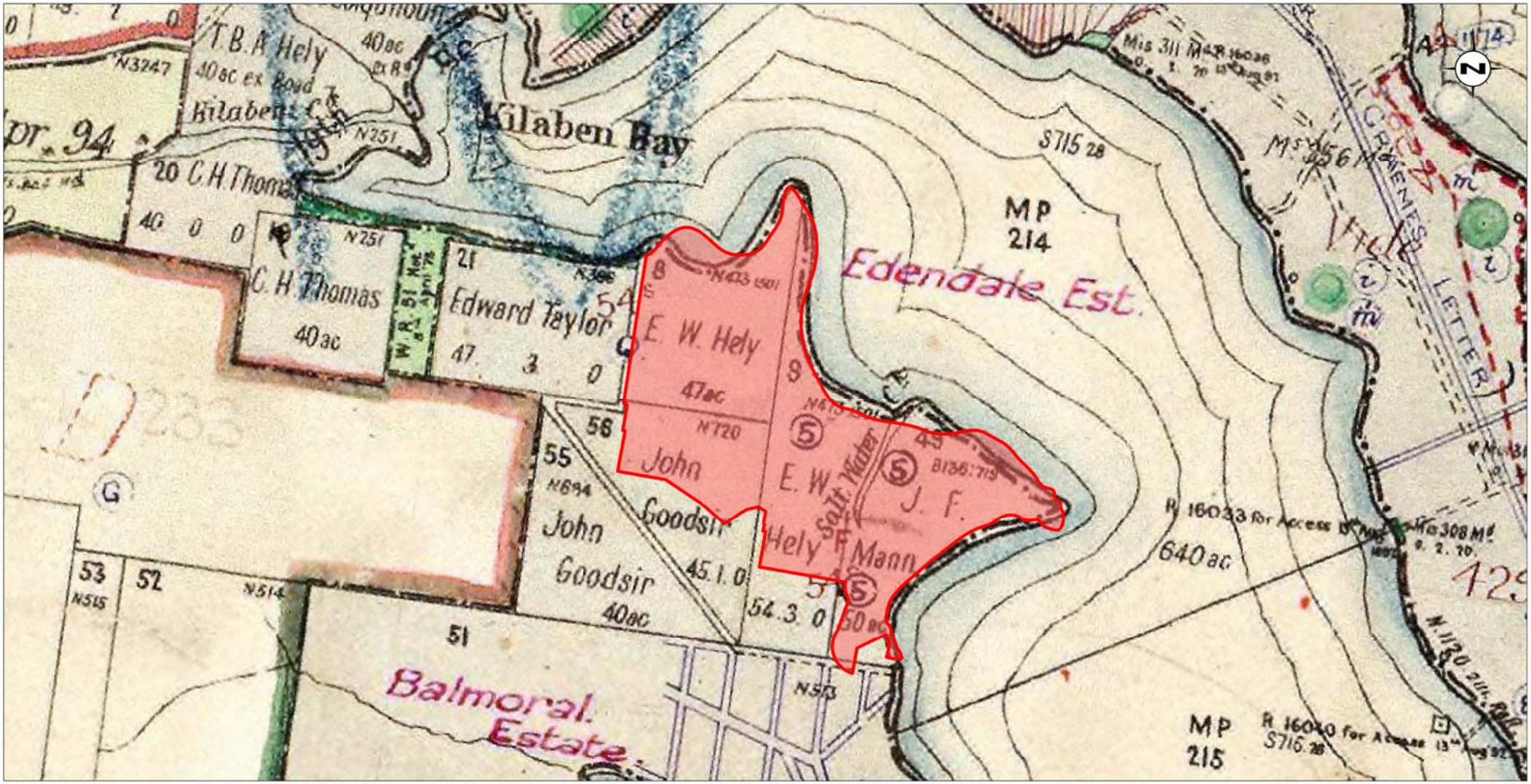


Image Source: NSW Lands Registry Service (2018)

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Legend

Rathmines Park

FIGURE 5.1

1911 Parish Map with
SHR Curtilage of Rathmines Park

It is therefore considered likely that Edward Norton Hely resided in the broader Lake Macquarie region and visited the area now known as Rathmines in the 1840s and 50s, but did not occupy Rathmines full-time until the late 1850s when Mann conveyed his 50 acres to Edward Norton, and his son acquired further, adjoining land five years later. There are multiple references to Edward Norton Hely passing away at 'Rathmines, Lake Macquarie' on 23 November 1862 at the age of 44, suggesting that the Hely family had established residence there prior to purchasing the land adjoining Mann's original 50 acres in 1862.

5.2.1 Edward Norton Hely

Edward Norton Hely was a member of a prominent and interesting family. His better-known brother, Frederick Augustus, Principal Superintendent of Convicts, was a very large landowner in the Gosford-Wyong-Tuggerah districts. Frederick's son Hovenden accompanied the explorer Ludwig Leichhardt on his ill-fated 1846 attempt to cross the continent from Moreton Bay to Perth. In 1852, Hovenden headed the first official search for Leichhardt and his party, who had disappeared without trace on another expedition in 1848 (Pratten & Irving 1997: 6).

Lieutenant Edward Norton Hely is recorded as being an officer in charge of the penal establishment at Dora Creek, (formerly Newport) and a land-owner within the local Lake Macquarie area. There is little information available relating to his son, Edward William Hely, who is described in an obituary as having '*never sought to take an active part in public affairs*' but also as '*warm supporter of any movement calculated to advance the district… he was widely known and much respected*'. This obituary suggests that Hely was a relatively well-known figure within the local area.

5.2.2 John Frederick Mann

John Frederick Mann was another prominent figure of his time. An English-born surveyor, he arrived in Australia in 1842, later marrying a daughter of Sir Thomas Mitchell. The Mann family was also related by marriage to the Hely family, which may further support the potential location of a Hely homestead on Mann's original 50 acres, which was conveyed to Hely in 1857. In 1846, Mann joined Leichhardt's 1846 expedition as second in command. At the time he was granted title to Portion 49, Mann was working as a surveyor for the colonial government. He was elected as a member of the first New South Wales Legislative Assembly in 1856 (Pratten & Irving 1997: 7).

There is no evidence to suggest that Mann ever occupied or improved his original 50 acre grant, having conveyed it relatively quickly (within seven years) to Edward Norton Hely.

5.3 Early Subdivisions

Multiple attempts to subdivide the area now known as Rathmines occurred progressively from 1880 onwards.

5.3.1 Mann's 50 Acres

Land titles records suggest that Mann's original 50 acre grant was, following conveyance to Hely in 1857, conveyed from Hely to Joseph John Tucker in October 1880 (Primary Application 21801).

A conveyance occurred between Tucker and a J.L. Lee for part of the land in March 1881 and then again in May 1881 (Primary Application 22655). J.L. Lee passed away in 1913, and ownership of the land was transferred to H.E. Lee and G.L. Lee as joint tenants in April 1920; at that time; the total land holdings included 29 acres and 8 perches, and was described as 'unoccupied'. The title records describe the land as being '*bounded on one side by a road and on the remaining sides by the tidal waters of Lake Macquarie*'. This appears to have comprised the northern portion of Mann's original 50 acres.

Another conveyance occurred in 1882, between Tucker and William Laing and Robert Wylie (Primary Application 21801), presumably for the remainder of the land not conveyed to Lee; this is described as being '13 acres and one rood' and comprising 'lots 1, 2, 3, 4, 5 of the first subdivision of Rathmines' (Book 455 No. 38). In an 1881, the land is described as containing an orchard belonging to Messrs Laing and Wylie (*Newcastle Morning Herald and Miners' Advocate*, 8 January 1881: 5). This appears to have comprised the southern portion of Mann's original 50 acres.

In 1882 a lengthy article appears describing a visit of 'a number of gentlemen' to the estate of Laing and Wylie (*Newcastle Morning Herald and Miners' Advocate*, 4 February 1882: 8). This date corresponds with the purchase of land by Laing and Wylie recorded in Primary Application 21801. Laing and Wylie are described in the article as '*well-known timber merchants*', and the visit was made to '*Rathmines, their estate on the shore of Lake Macquarie*'.

The ensuing description notes that the party arrived by boat and were moored at a wharf; the only wharf or pier depicted in historical maps of the Rathmines area is shown to be located roughly adjacent to the present day shopping centre at the corner of Rosemary Row and Fishing Point Road, and in the vicinity of the house labelled 'Rathmines' that is depicted on a 1911 survey map (refer to **Figure 5.3** for the location of the wharf or pier and **Figure 5.2** for the labelled location of Rathmines; the relevant part of this figure has been provided below at **Plate 5.3** for reference).



Plate 5.3 Australia Army Survey Corps map, 1911, with key at top right

Shown is a potential location for a dwelling/homestead associated with the Hely family

Source: National Library of Australia, Call No. MAP RASC 33

The article goes on to describe a '*handsome homestead*' that commanded '*magnificent views of the surrounding country'*. A further article in April 1893 advertises the estate for sale, and describes it as:

> *'… a compact residential estate of about 35 acres known as 'Rathmines'… grand water frontage in a beautifully sheltered bay… comprising a comfortable cottage residence with a verandah and outbuildings, occupying a pleasant slope on the shore of the Lake… capital grazing paddocks and a prolific orchard, planted with a variety of fruit trees…'*

(*Newcastle Morning Herald and Miners' Advocate*, 1 April 1893: 6)

In 1895 the land was again advertised for lease or purchase, and was described as just over 34 acres of land '*adapted for dairying, fruit-growing or farming*'. At that time, the land and dwelling were leased to a Miss Edwards (*Newcastle Morning Herald and Miners' Advocate*, 18 May 1895: 6).

It was again advertised in 1899 (*Newcastle Morning Herald and Miners'* Advocate, 14 December 1899: 8) as just over 33 acres of land for sale as 'suburban freeholds'. The land was described as:

> *'Lots 1-5 and 20-24 inclusive, with frontages to the waters of Lake Macquarie, and known as the Rathmines Estate, together with all improvements thereon.'*

It appears that a purchaser was finally secured in 1906, when the land was conveyed to a Mr. Richard Fennell (Primary Application 21801). A 1909 article in the *Newcastle Morning Herald and Miner's Advocate* describes a:

> *'Mr R. Fennell of Rathmine's Estate, Hely's Bay, Lake Macquarie, who deals extensively in cattle…'*

(*Newcastle Morning Herald and Miner's Advocate*, 11 August 1909: 5)

In January 1919, the land, described as comprising 13 acres, three roods and 30 and a half perches was purchased by Henry Halloran (Primary Application 21801). This land, coupled with the land transferred to Lee and Lee in 1920, comprised a total of approximately 44 acres of land, suggesting that at least seven acres of the original 50 acres granted to Mann had been subdivided and privately sold between 1880 and 1920. This is supported by a 1905 advertisement for the sale of '*two allotments, each one acre and a-half perch, on the Rathmines subdivision*' (*Newcastle Morning Herald and Miner's Advocate*, 19 September 1905: 8).

5.3.1.1 The Location of Hely's Homestead

The historical record does not provide definitive information regarding the location of any dwelling or other structures erected by or for Hely and/or the Hely family, either within Mann's original 50 acre grant or within the adjoining 101 acres purchased by conditional sale by Hely in 1862.

The 1997 CMP cites various sources that provide a range of potential locations for a potential homestead associated with the Hely family. These are listed below.

- Writing in 1947 in the Newcastle and Hunter District Historical Society Journal, W.J. Goold states:

> *'On the Lake front, and close to the present Officers' Mess, [Hely] erected his homestead, and old-fashioned brick and plaster building. In front of the building Hely planted some mulberry trees which were in existence long after the old house had been demolished. We can remember picnicking here under an old mulberry tree, laden with fruit, when all that remained of the home was the chimney and a few bricks.'*

- Rita Smith's 1983 unpublished manuscript/folio, entitled *Early Rathmines, the AA Company and other places* locates the house in the south-west corner of Portion 8 in the Awaba Parish Map. This is roughly the location of the former guard house (refer **Figure 5.1**).

- The 1985 book *Lake Macquarie: Past and Present* notes that '*it is conjectured that Hely's homestead (made of brick and plaster) stood on the West Lakes Hospital site*'. It is unclear as to whether or not this is a reference to the former Hospital established during the RAAF phase of occupation and use, which would place the house roughly in the same location indicated by Smith.

The 1997 CMP states that Goold's recollection of the location of Hely's house is unlikely to be correct, as the land was granted to J.F. Mann. However, based on the recorded conveyance of Mann's 50 acres to Hely in 1857 and the death notices which state that Hely passed away at Rathmines in November 1862 (just two months after his conditional purchase of Portions 8 and 9, meaning he is less likely to have established a residence on that land), the location described by Goold is plausible.

The 1911 map of the '*Parish of Kahibah and part of Awaba, Teralba and Newcastle*' compiled by the Australian Army Survey Corps, shows land used for pasture, an orchard and a wooden (as indicated in the map key shown on **Plate 5.3**) building labelled 'Rathmines' as being located to the south of Rathmines Park, and roughly at the present day location of intersection of Sunlight Parade and Fishing Point Road; the 1911 map provided in **Plate 5.3** above is shown in relation to the current Park boundaries in **Figure 5.2**. No other available mapping of the area indicates an alternative location for any potential homestead or dwelling associated with the Hely family, and there is no additional information to support Smith's identification of the location.

Accounts of Laing and Wylie's land, which comprised the southern portion of Mann's original 50 acre grant, make multiple references to the 'Rathmines Estate' and a homestead or dwelling surrounded by orchards and gardens. This is consistent with the indicative location of 'Rathmines' and the associated orchard shown in **Figure 5.2**. Further, reference to the dwelling being located within a 'sheltered bay' in the *Newcastle Morning Herald and Miners' Advocate* in April 1893 also corresponds with this location; neither the location identified by Smith nor that identified by Goold are located within a 'sheltered bay', nor did they form part of Laing and Wylie's eventual landholdings.

Historical references to Hely's homestead being located on fertile land that was suitable for cultivation is similarly more consistent with the area around the current shops; the underlying soil landscapes of the area summarised in **Section 4.2** support this. It is known that the land within the northern section of the Park was required to be extensively filled and modified to facilitate the construction of the Base (refer to **Section 5.5.2**). Again, this strongly indicates that the northern portion of the Park is unlikely to have been the site of Hely's homestead or any associated cultivated land.

Later development in the area, as shown in **Figure 5.3**, is concentrated around this same location, suggesting that it was a preferred location for development in the immediate area. Similarly, the only complete road into 'Rathmines' shown in the 1928 map leads to this same area of more intensive development. Aerial imagery from 1938 shows a similar pattern of development, with residences concentrated around the current local shops, within a sheltered bay, and in proximity to the intersection of Sunlight Parade and Fishing Point Road (refer to **Figure 5.4**).

Based on the above information, it seems most likely that Goold's description is correct, but that he referred to the 'Officer's Mess' in error; other information suggests that Goold is actually referring to the 'Sergeant's Mess' located considerably further to the south. The available historical evidence strongly suggests that Hely's homestead was located either in the south-eastern tip of the current Park boundaries, or further to the south. The single fig tree remaining in this general area may have been associated with Hely's landholdings, as it is known to pre-date the construction of the Base (refer to **Section 3.3**) and descriptions of the estate mention the presence of fig trees.

By 1926, and prior to the development of the RAAF Base, the location of Hely's homestead was described as follows:

> *'At one time, Rathmines was a large estate used mainly for fruit-growing… To-day, all that remains of the orchard are several old fig and mulberry trees, which serve as shade for picnickers.'*
>
> (*Newcastle Morning Herald and Miners' Advocate*, 14 January 1926: 8)

Similarly, Goold's description notes that at the time that he picnicked at the former location of the house, '*all that remained of the home was the chimney and a few bricks*.' It is considered that the house is most likely to have ceased being used, or to have been partially or substantially demolished, around 1920 when land in the area was advertised for subdivision and sale.

5.3.2 Hely's 100 Acres and 3 Roods

With regard to Hely's land acquired in 1862, the land titles records suggests that this was subject to subdivision and sale between 1881 and 1887, with a number of lots being subdivided and sold at this time (Vol 569 Fol 163). Advertisements for the sale of subdivided land in the area appear from October 1880 onwards, as outlined below:

- In October 1880, 24 allotments measuring two to five acres in size are advertised for sale 'at Kilaben Point, Lake Macquarie… the blocks are all laid out by Surveyor Tucker… the whole is known as Rathmines' (The Maitland Mercury and Hunter River General Advertiser, 2 October 1880: 3);

- In January 1881 13 villa sites on the 'famous Rathmines Estate' were offered for sale. The lots were described as adjoining the orchard of Messrs Laing and Wylie and the extensive property of Messrs Brooks and Goodsir. Like the 1880 advertisement, the land is described as fertile and under cultivation (Newcastle Morning Herald and Miners' Advocate, 8 January 1881: 5);

- In May 1881 60 large size villa sites were offered for purchase and described as adjoining the properties of Messrs Laing and Wylie, Brooks and Goodsir, and John Lee and others (The Maitland Mercury and Hunter River General Advertiser, 3 May 1881: 8);

- By 14 May 1881 an article states that 25 large lots had been sold at the 'Rathmines Estate' under the instruction of E.W. Hely and Messrs Laing and Wylie. Lunch was held on the adjoining land of Laing and Wylie (Newcastle Morning Herald and Miners' Advocate, 14 May 1881: 4);

5.3.3 John Goodsir's 45 Acres and 1 Rood

Vol 831 Fol 212 shows that Goodsir's 45 acres was conveyed via transmission to Alexander Goodsir in 1907. The land was then transferred from Goodsir to Frank Halloran on 30 August 1919.

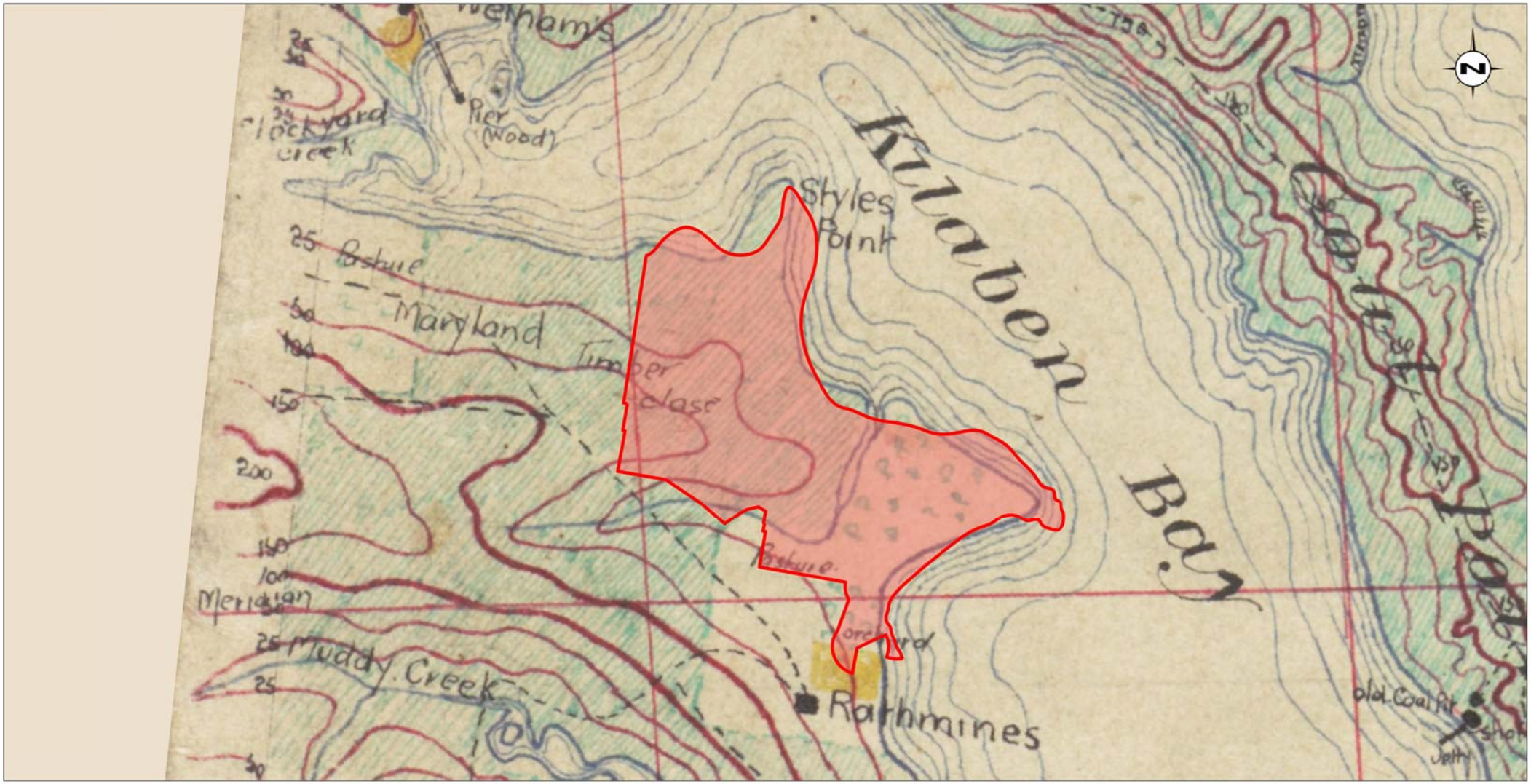


Image Source: NSW Lands Registry Service (2018), Australia Army Survey Corps (1911)

0 250 500 750m
1:15 000

Legend

Rathmines Park

FIGURE 5.2

1911 Australia Army and Survey Corp Map with State Heritage Register Curtilage of Rathmines Park

5.3.4 Henry F. Halloran & Co. Subdivisions – 1920s

The historical record suggests that the most intensive subdivisions of Rathmines occurred from around 1919 onwards under the management of Henry F. Halloran & Co. As outlined above, transfers of land within Rathmines occurred in 1919 to Frank Halloran, likely a relative of Henry F. Halloran (refer to **Section 5.3.4.1** for further information regarding Henry F. Halloran and his career) and a representative of the Company.

Mapping incorrectly identified in Trove as dating from 1908 shows the subdivision attempts that occurred from 1920 onwards (**Plate 5.4** and **Plate 5.5**). There is no corresponding evidence in the historical record to support the dating of these maps as being 1908, as Halloran did not purchase land in this area until 1919 at the earliest. Council records specifically state that:

> *'The oldest existing Halloran subdivision at Rathmines is DP 10176, declared on 6/5/1920 and encompassing Rosemary Row and Cheapside, Northview, Overhill and Bayswater Streets.*
>
> *A second subdivision DP 11537, was declared on 1/12/1920. It encompassed Bristol Way, Fishing Point Road, Knebworth Grove, Sunlight Parade, Rosemary Row, Rathmines Circus, Somersham Avenue and Secret Corner Road.'*
>
> (Lake Macquarie City Council,
> *History of Lake Macquarie: Henry Ferdinand Halloran (1869-1953)*, undated)

Further, corresponding newspaper articles advertising the subdivision are predominately dated 1920 and 1921. A newspaper article dated November 1921 states:

> *'Four large estates – Kilaben, Rathmines, Balmoral and Edendale, planned by the foremost town-planning experts, are now opened up, and present to everyone the opportunity to secure a block of park-like lands on easy terms. On the Rathmines Estate, commodious swimming baths and sheds have been constructed within easy reach of the other estates.'*
>
> (*The Newcastle Sun*, 18 November 1921: 7)

A further article in December 1921 similarly states:

> *'Mr Henry F. Halloran has just opened up a fine estate at Lake Macquarie, situated at the spot known as Rathmines. It is one of the best estates which have recently been subdivided in this beautiful part of the estate… a number of sales were made there last week-end…'*
>
> (*Sunday Times*, 4 December 1921: 10)

The earlier subdivision, dated May 1920, is shown in **Plate 5.5**. The December 1920 subdivision, incorrectly dated to 1908 on Trove, is shown in in **Plate 5.6**. This plate shows some of the earliest allotments (indicated in red) to be sold in that area. It is noted that none of these plans show that the northern portion of Mann's original 50 acres (as owned by Lee and Lee) was being offered up for sale at this time, with the focus of the subdivisions being predominately to the south of the current boundaries of Rathmines Park. Also shown on this mapping is the communal swimming paths and jetty (or pier), the later having potentially been established in some form as early as 1882.

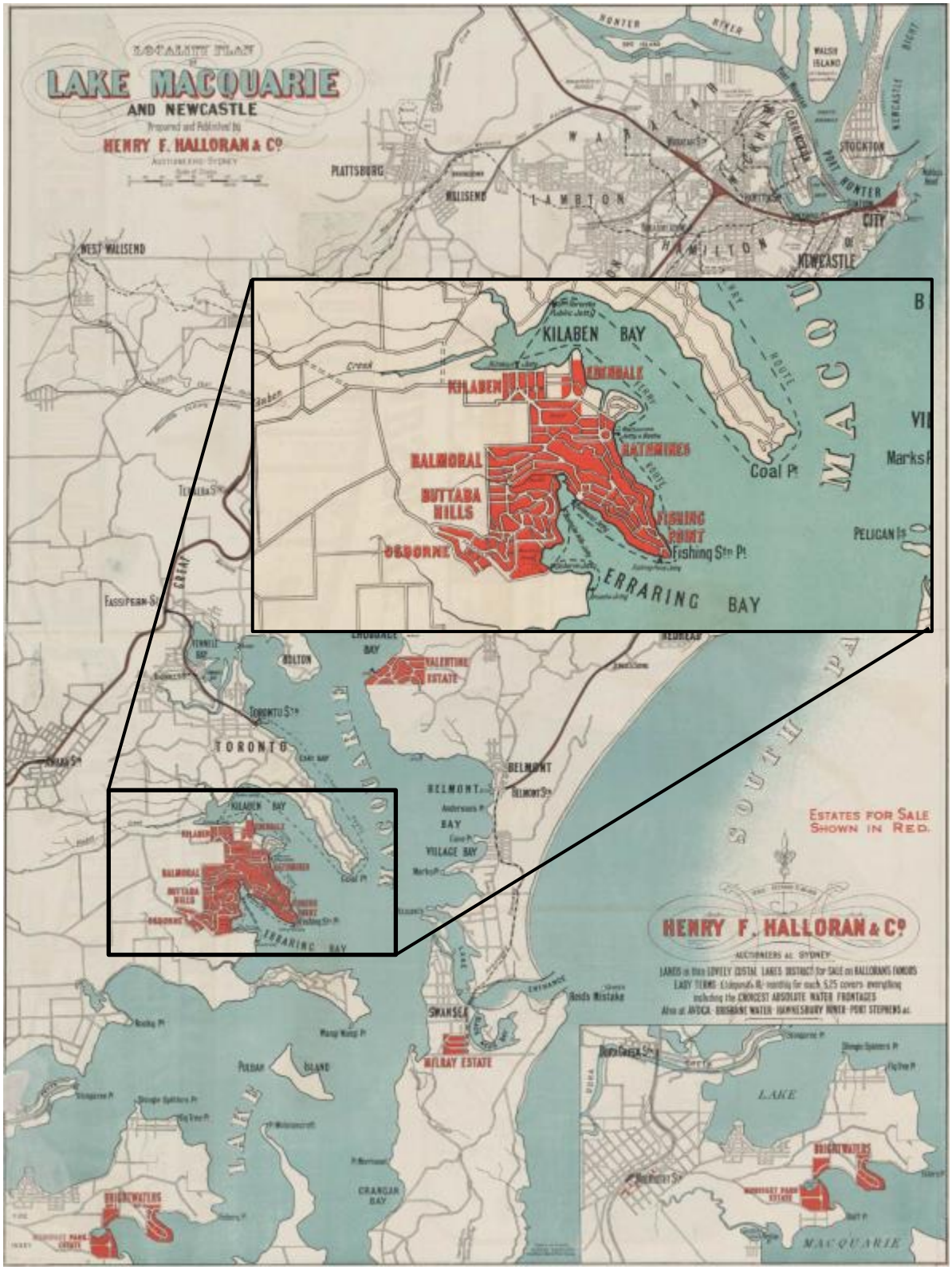


Plate 5.4 'Lake Macquarie, Rathmines Estate for private sale by Henry F. Halloran & Co', around 1920-21

Source: National Library of Australia, Call No. MAP F 96

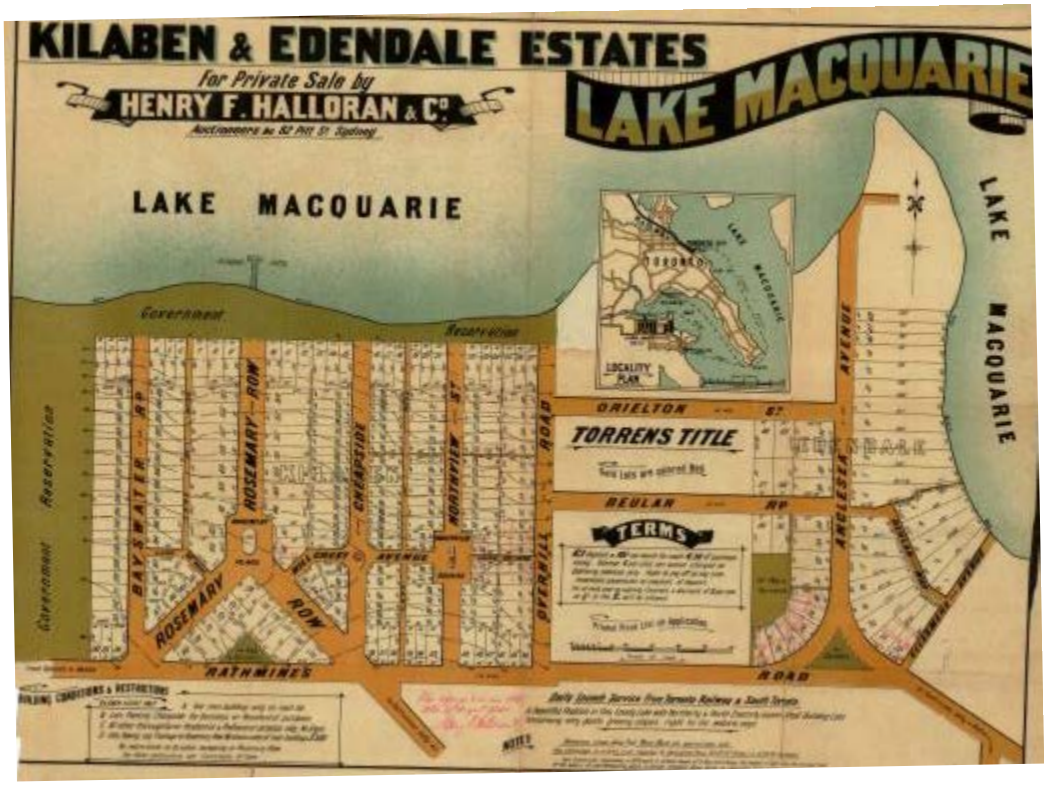


Plate 5.5 **'***Rathmines: Kilaben and Edendale Estate [Rathmines] Lake Macquarie.*', around 1921

Source: Lake Macquarie City Council, History of Lake Macquarie: Media, Photo Ref: 20658



Plate 5.6 **'***Lake Macquarie, Rathmines Estate: for private sale by Henry F. Halloran & Co.*', around 1921

Source: National Library of Australia, Call No. MAP F 96

A further advertisement for sale was made for the same lots shown in **Plate 5.4** at an unknown date (**Plate 5.7**). However, the identification of 'Realty Realizations Pty Ltd' as the auctioneers suggests that the advertisement dates from 1930 onwards, as this company name was not registered until the 1930s. This suggests that subdivision sales at Rathmines continued well into the 1930s.

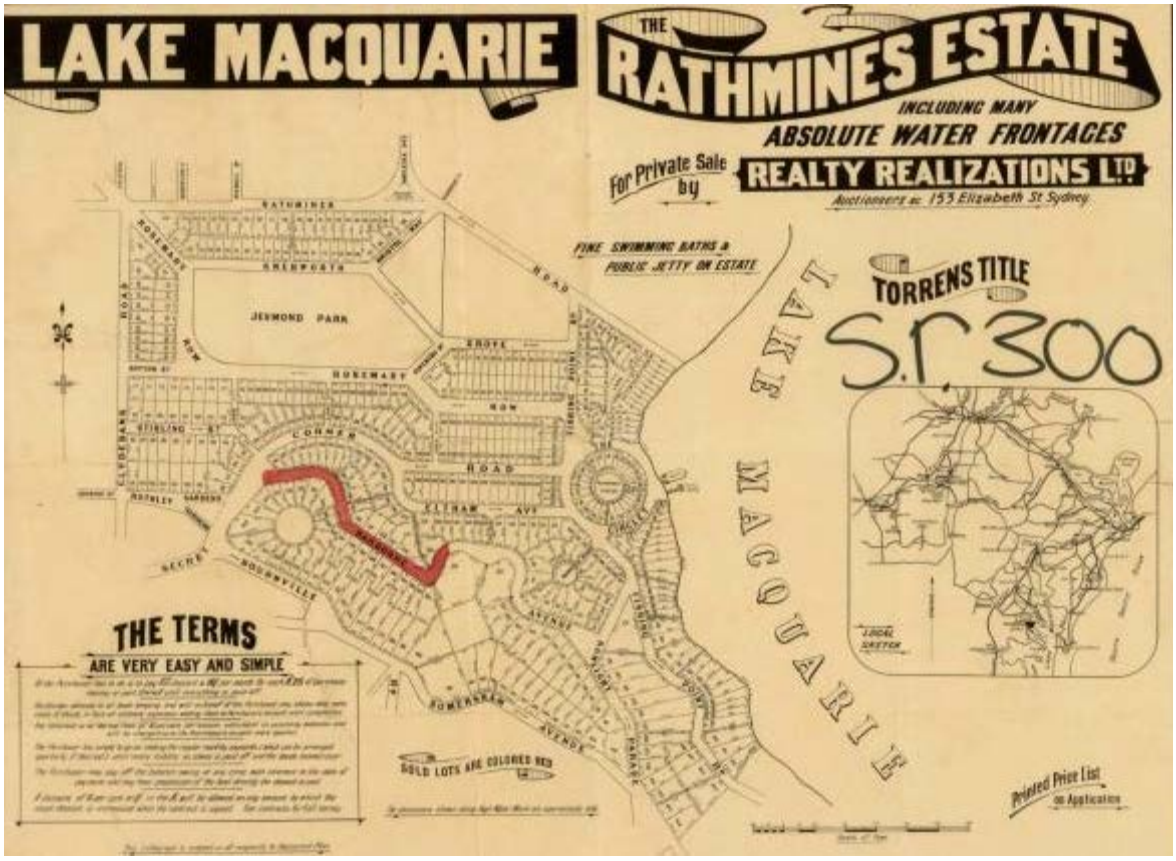


Plate 5.7 **'***Rathmines Estate including many absolute water frontages, for private sale by Realty Realizations Ltd., auctioneers*', post-1930

Source: Lake Macquarie City Council, History of Lake Macquarie: Media, Photo Ref: 16480

5.3.4.1 Henry F. Halloran and the Henry F. Halloran Co.

Henry F. Halloran was a notable surveyor, valuer and conveyancer, and was responsible for the town planning of a number of coastal suburbs in the early years of the twentieth century including Seaforth, Cronulla Highlands, Warriewood, Stanwell Park, Avoca and the former Yow Yow Estate (near Gosford).

Halloran's preliminary artistic layout of estates was praised by the Town Planning Association of New South Wales (of which he was a fellow and later a vice-president). Halloran authored papers on the topic of town planning, which he presented at conferences. He also represented New South Wales at the 1923 international conference on town planning at Gothenburg, Sweden and, with Sir John Sulman, the Commonwealth at the 1924 Amsterdam conference. He was a member of the Royal Institution of Chartered Surveyors, London and of the American Institute of Planners, and a fellow of the Royal Society of Arts, London and the Institution of Surveyors, New South Wales (Atchison 1983).

Halloran went on to buy and subdivide many more estates in the Port Stephens area, including Mallabula Point Estate (1919), Karuah Estate (1922), Yalinbah Estate (1923), Holdom Estate (1927) and Tomaree (1934) (Freestone & Nichols 2010).

5.4 The Suburb of Rathmines: 1920s – 1930s

By the mid-1920s, Rathmines was an established suburb, albeit a small one with a limited population. Various newspaper articles published throughout this time describe a suburb with a limited number of permanent residents, which was heavily used by visitors and holidaymakers; the lots first offered up for sale in 1920-21 seem to have been subject to relatively minimal development, being predominately the construction of holiday cottages with a few permanent residences.

A local newspaper described the suburb in 1926 as:

> *'… an ideal spot… there is only one store at Rathmines so far, to which is attached a small hall. A tennis court and swimming baths are appreciated by visitors. The baths were built by the vendors who have constructed a public jetty… a progress association has been formed. Several nice houses have been built on the water front, and a number of new places are being erected on the estate at the present time.'*
>
> (*Newcastle Morning Herald and Miners' Advocate*, 14 January 1926: 8)

An active 'sports programme' was established in the suburb by 1927 under the auspices of the above-mentioned Rathmines Progress Association. Notable events included the egg and spoon race, peanut race, wheelbarrow race and 'carry your chum' race (*Newcastle Morning Herald and Miners' Advocate*, 7 October 1927: 11). Visitor numbers to the area were generally high, particularly on weekends and during summer, with 'car and launch parties' being popular, inquiries being made for summer houses, and the local swimming baths being well used (*Newcastle Morning Herald and Miners' Advocate*, 21 October 1927: 7).

By the end of that year, Rathmines is described as being 'noted' for its ideal camping grounds and abundant supply of fresh water (*Newcastle Morning Herald and Miners' Advocate*, 19 November 1927: 10). A 1928 map of the area, which does not show all buildings or structures, is indicative of the spatial distribution and density of development that had occurred by that time. As is shown, development was concentrated in the south-eastern tip of the current Park extent, in proximity to the current shopping village and in the likely location of Hely's former homestead (refer to **Figure 5.3**).

In July 1929, a private telephone line connected to the local store was nearing completion, and the Progress Association was working on either having the existing access road repaired, or having a dedicated road to Rathmines developed (*Newcastle Morning Herald and Miners' Advocate*, 18 July 1929: 6). By September of that same year, a regular postal service was identified as being 'badly needed' to service Rathmines which was '*gradually developing into a popular lakeside resort*' (*Newcastle Morning Herald and Miners' Advocate*, 25 September 1929: 9). This mail service was established by November (*The Cessnock Eagle and South Maitland Recorder*, 26 November 1929: 6).

The popularity of the lakeside spot continued into the 1930s, despite lobbying continuing for an improved access road. By this time, Rathmines is described as being '*well laid-out, with provision for public reserves and parks and streets*'. Residents were provided with '*swimming baths, swings, and tennis courts*' (*Newcastle Morning Herald and Miners' Advocate*, 14 December 1933: 9). The road issue was still unresolved in 1938, when the number of permanent residents was described as '*not many*' (*Newcastle Morning Herald and Miners' Advocate*, 13 July 1938: 5).

Electricity was anticipated in 1937, and a polling place established (*Newcastle Morning Herald and Miners' Advocate*, 4 September 1937: 13; 17 July 1937: 3). References to dwellings being constructed within the 'Edendale Estate' continue into the late 1930s (see examples including *Newcastle Morning Herald and Miners' Advocate* 11 September 1937: 20; *The Newcastle Sun*, 1 August 1938: 4).



Image Source: NSW Lands Registry Service (2018),Great Britain War Office General Staff Australian Section (1928)

0 250 500 750m
1:15 000

Legend

Rathmines Park

FIGURE 5.3

1928 Great Britain War Office Map with
State Heritage Register Curtilage of Rathmines Park

In June 1939, and following the announcement of the intention to establish a RAAF Base at Rathmines, the following description of the area was provided:

> *Today Rathmines is a sleepy lakeside village, the centre of a quiet picnicking section of the lake. Although linked by roads with Awaba railway station, on the main Newcastle-Sydney railway line, about four miles away and with Toronto, Wangi, and Dora Creek, outside events leave little impact on its inhabitants. Life is very easy there. Smoke curls lazily from the chimney tops; a few old men gossip and smoke in the sun; a dog stirs at the sight of a stranger but sinks down again without barking; a woman walks slowly to a neighbour's house and men and dog watch her, without interest; the chug-chug of a motor-boat making for the jetty sounds out of place in the stillness. Half a mile away a cow moves as it feeds and the clang of the bell is heard clearly.*
>
> *… The motor-boat reaches the jetty and the fisherman leisurely snugs her down for the night and brings his catch ashore. Starting near the baths in Rathmines Bay the boundary line of the base cuts the village in two as it runs inland for some distance before turning to the right to reach the water again at Kilaben Bay.*
>
> *Approximately 32 buildings, mostly week-end cottages, but a few permanently occupied, and 300 blocks of land will be resumed by the Defence Department at a cost of £15,000 … The population of Rathmines, normally about 100, swells to 1000 at the Christmas holidays when coalminers and their families migrate from Cessnock and Kurri Kurri for the holidays. The week enders are crowded, dozens of tents spring up near the waterfront, and Rathmines wakes up and lives for a few weeks. When the holidays end the township sinks back to its normal drowsy routine that is interrupted again only at week-ends. When the summer has fled the village hibernates until spring.*
>
> *Work on the new road to Toronto, to cut the distance from seven and a half miles to four, will be speeded up; roads to Awaba railway station and other lake centres will be improved and tarred, the streets and houses will be lit with electricity supplied by linking mains at Kilaben to those at Arcadia, to complete an electrical circuit round the lake, and the mains now being extended from Toronto to Morisset will be tapped to give the settlement a permanent water supply.*
>
> (*Newcastle Morning Herald and Miners' Advocate*, 17 June 1939: 7)

In August 1939, the Minister for defence stated that about 200 resumptions of private property would have to be completed before actual work could begin at the new RAAF Base (*The Cessnock Eagle and South Maitland Recorder*, 1 August 1939: 3).

Figure 5.4 below shows the Park as it was in 1939.



Image Source: Newton (1978)

0 100 200 400m
1:7 500

Legend
Rathmines Park

FIGURE 5.4

1938 Historical Aerial with Current Park Boundaries Shown

5.5 Establishment of the RAAF Base

The establishment of the RAAF Base is well documented by Newton in his 1978 book on the history of the Base, and is supplemented by the overview provided by Howard in his 2009 book. The historical context presented below is predominately sourced these resources, with minor changes or corrections made as necessary.

5.5.1 Selecting the Site

In 1936, the RAAF were searching for a suitable place to set up a flying boat base and pilot training school; the intention was that the No. 5 Squadron (ultimately renamed No. 9 Squadron on 1 January 1939), which was at that time based at RAAF Base Point Cook, would be relocated to a new, permanent base. Though Point Cook, established in 1914, did have a jetty and slipway and seaplane hangars, it was not a dedicated flying boat base (refer to **Section 6.0** below).

In early 1936, Wing Commander (later Air Commodore) L.V. Lachal received instructions from the Director of Staff Duties at RAAF Headquarters, Victoria Barracks, Melbourne, to investigate and recommend a flying boat base north of Sydney in the Newcastle region (Newton 1978: 7).

Wing Commander Lachal proceeded by car from Point Cook to Toronto on the western shores of Lake Macquarie, and in a comprehensive ground and water survey and accompanied by Mr. David Clouten, a well-known Toronto identity, he inspected every bay and inlet around Lake Macquarie. Though two options were considered, with the preferred location being somewhere on the eastern side of the Lake, Rathmines was considered the more likely site following discussions with the then Director of Works and Buildings, Wing Commander A. Hepburn (Newton 1978: 7).

The use of Rathmines was not guaranteed, however, and in 1938 Salamander Bay at Port Stephens came under consideration as another potential site. However, during that year aircraft attached to No. 9 Squadron at Richmond made further surveys of the western shores of the lake around Rathmines, and the potential landing area available in Kilaben Bay. One of these flights took place on 4 October 1938, with Flight Lieutenant J Alexander as pilot, and a 'J Newton' as photographer. Newton, who later settled at Toronto and was a member of the Lake Macquarie Historical Society, has written extensively about the history of the Rathmines RAAF Base. He states in his book that he assumes that, as a result of the surveys referred to above, the authorities '*determined that Rathmines was the site sought*'.

The Australian magazine 'The Air-Log' (now defunct) noted in June 1939:

> *'The Minister for Defence, Mr Street, announced on 19 May (1939) that the new seaplane station included in the programme for development of the Royal Australian Air Force, would be established in Rathmines.'*

On August 14, 1939, a party of four left RAAF Station, Richmond, in a tender for Rathmines. It consisted of Warrant Officer W. Bartlett (i/c), Sergeant S. Haggarty (fitter), Corporal J. Fuller (clerk) and Sergeant K. Lord (diver), and arrived at Rathmines the same day. Wing Commander Hewitt followed in a Seagull aircraft. The party was given board by Mr. Guest, in a cottage, just outside the Base area; neither Newton nor the 1997 CMP provide further information regarding the location of this cottage. By this time, the proposed Rathmines site had still not been resumed; this did not happen until 14 September 1939.

Shortly after an initial camp had been set up at the future Base site, arrangements were made to rent local cottages as living quarters for one barracks officer and 28 other ranks. Station Headquarters was established in a rented cottage, and two halls were rented for station stores. The Headquarters cottage is described by Newton to have been located on a slight rise facing the lake, though its specific location is not identified (Newton 1978: 7).

More personnel were posted and by late October three officers and 40 airmen were at the Base. Within this group were fitters, cooks, radio operators and transport drivers, and all contributed to the construction of accommodation huts on the Base. Wing Commander Hewitt left for Rose Bay in September 1939, and Flight Lieutenant S.A.C. Campbell took over command (Newton 1978: 7).

5.5.2 Constructing the Base

Howard notes in his 2009 book that in the early days of planning, Rathmines was intended to become a permanent RAAF Base. However, due to the impending urgency of the war in Europe, plus increased Japanese aggression, it became apparent that a training base would be of more importance and benefit (Howard 2009: 13).

Newton states that original plans had all buildings as being of brick construction. These plans were cancelled, with semi-permanent timber framed buildings erected instead. Newton describes that, prior to construction, most of the land was swampy. The areas selected for the general and aircraft stores, and the main hangar, workshop and offices complex required 'thousands of yards of filling', with fill obtained from a gravel quarry situated halfway between Rathmines and Awaba (Newton 1978: 8). Historical imagery of the Base under construction is provided in **Plate 5.8** to **Plate 5.15**.

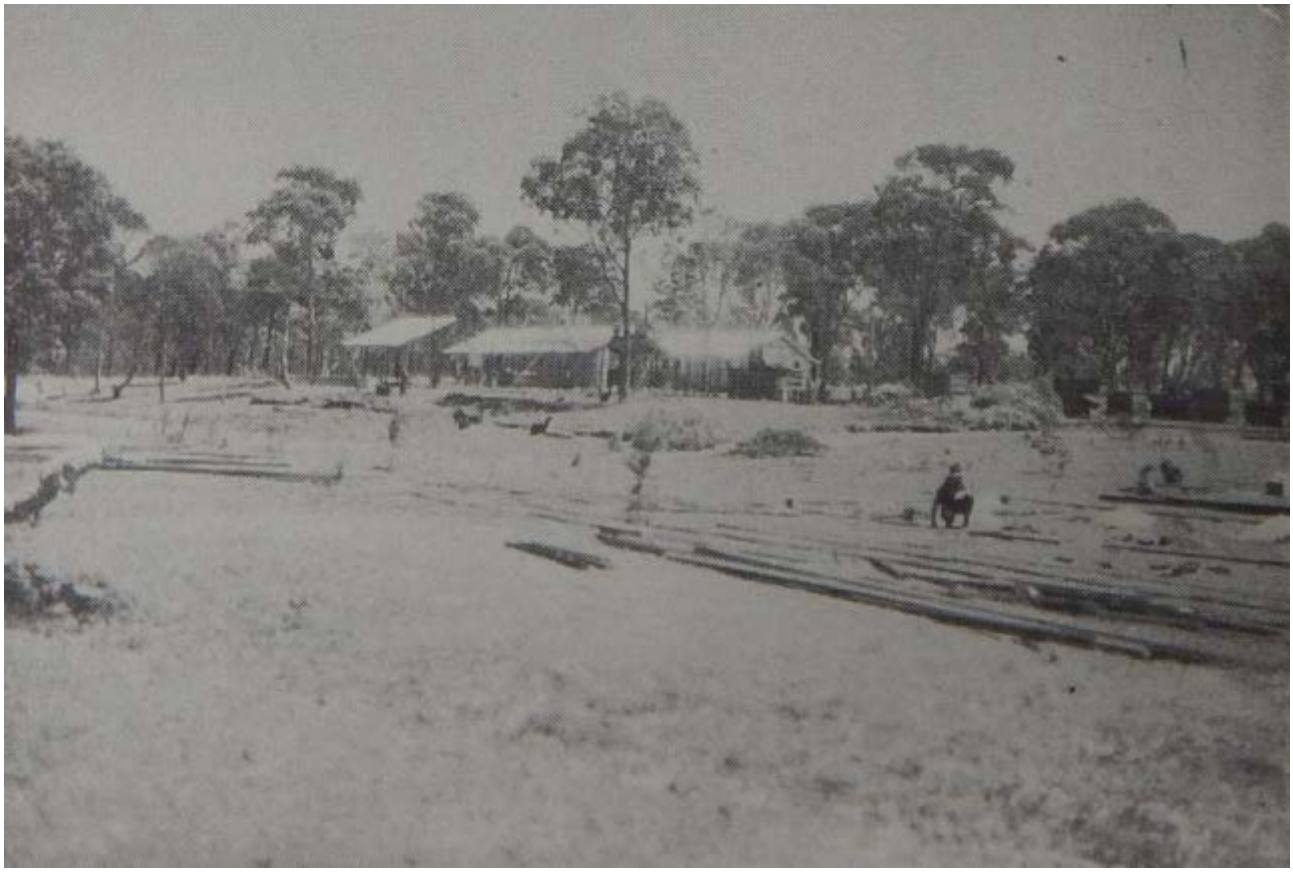


Plate 5.8 Early construction on the Base, 1940

Source: Newton 1978: 9

In September 1939 and immediately following the declaration of war in Europe, clearing of the site for the construction of temporary offices, huts and hangars commenced, and contractors began work on the slipway (Howard 2009: 18).

In total, 273 tonnes of steel frames, roofing, wooden flooring and the bellman hangar were delivered to the base by the end of that month. As it was not possible to taxi a Seagull amphibian up any part of the shoreline due to a ridge of silt surrounding it, a temporary slipway consisting of old railway sleepers spiked to a framework of green trees was laid in two and a half days by six men. The first Seagull, A2-4, was taxied onshore in October 1939 (Howard 2009: 18).

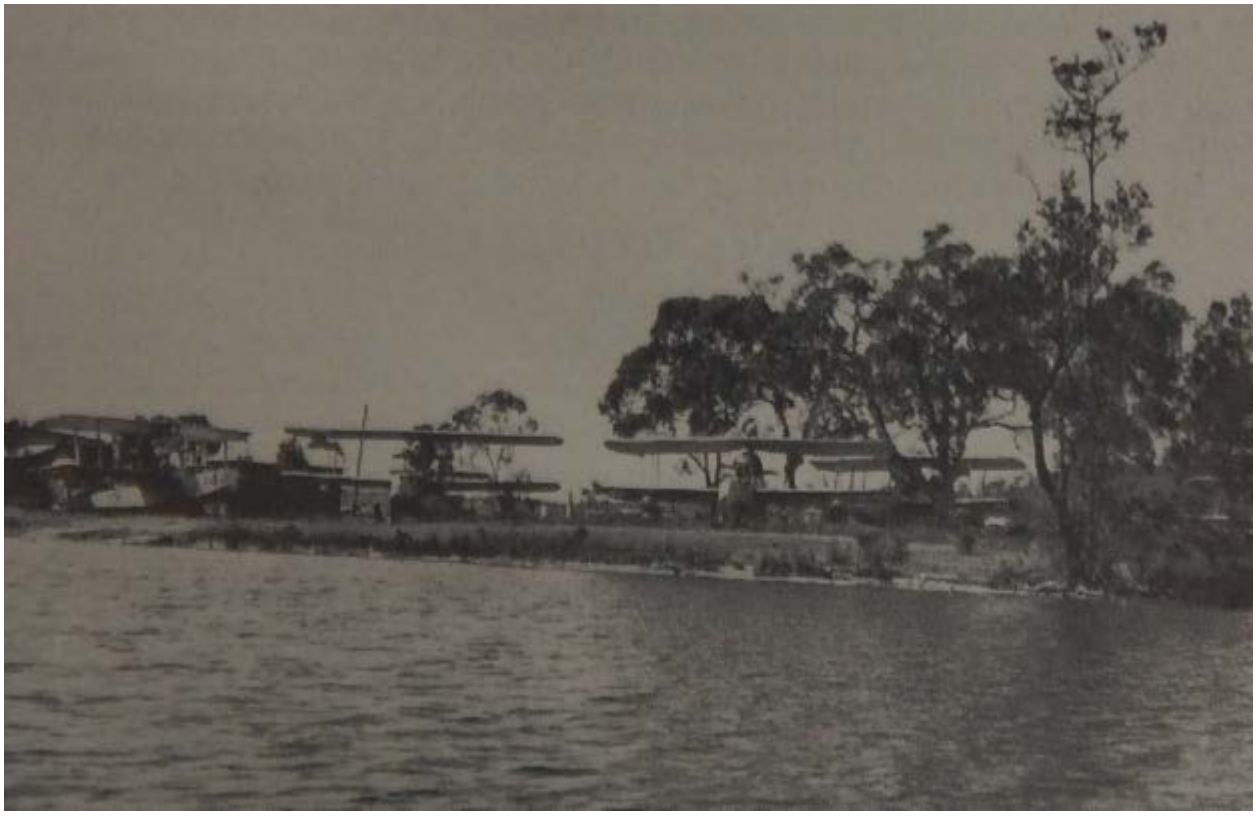


Plate 5.9 The concrete apron area, before the western hangars were constructed, 1940
Source: Newton 1978: 33

In October 1939 works commenced on the Marine Section (refer to **Figure 3.9**) and a contract was signed for moorings off shore, chains, buoys and iron poles. The locations of facilities for boats, such as jetties and sheds, were finalised. Works were delayed by heavy rains as swampy ground made the use of tractors and other heavy machinery too difficult (Howard 2009: 18-19).

Wet weather throughout October impeded the burning and clearing of scrub at the Base. Nevertheless, the bellman hangar site was consolidated and half the gravelling carried out, and progress was made on the slipway with 60 piles driven, 484 feet of deck beams laid, 220 feet of cross heads fitted and 330 feet of decking laid (Howard 2009: 19).

By the end of November, all residents within the surrounding area that had leased their dwellings temporarily to the RAAF while the Base was constructed had now vacated. Work had begun on the perimeter fencing, and water was connected. In November, electric lights, power and telephone connections were established for completed huts (Howard 2009: 19).

No. 9 Squadron moved from Richmond on 28 December 1939, and Squadron leader J.A.S. Brown took over as Commanding Officer. By that time, sufficient 'tin huts' had been completed on the Base to house the majority of personnel. Newton notes that 'tin huts' were also used for the purposes of an orderly room, messes, stores and a cook house, while the photographic section, guard room and oil and grease storage facilities associated with the transport section of the Base continued to use weekenders (refer **Plate 5.10**).

Originally, the building used as the officer's mess was also a weekender, albeit a large one. In August 1940, when the new (and existing) officer's mess was officially opened, the weekender was no longer used (Newton 1978: 8). Again, Newton does not clarify the location of the weekender temporarily used as the officer's mess.



Plate 5.10 The weekender used as the 'photographic section' by Newton in 1940
Note that the building is elevated on piers and is of timber construction
Source: Newton 1978: 54

In December, sewer and road works had commenced, and all personnel and stores were moved from rented premises to the Base; all air force personnel and property were now within the Base boundaries. The main road through the Base had been closed and guards mounted at both gates (Howard 2009: 20).

The kitchen and ablution huts were completed in December, along with the orderly room, medical section and canteen, barracks offices and stores, station store, four airmen's sleeping quarters and an airmen's mess (Howard 2009: 20). The concrete slipway, however, was delayed in being completed due to a need to excavate a further three feet at the seaward end of the ramp. The filling in of the swamp areas was also behind schedule (Howard 2009: 20-21).

By January 1940, however, a private contract was agreed upon and the bellman hangar erected in just two weeks. Construction of a further 25 wooden huts commenced and the slipway was completed. Sewerage and road works, as well as the ground levelling works, was almost complete (Howard 2009: 21). Construction delays continued intermittently however, with workers stood off in August 1940 as the Base was 'nearing completion' (*Newcastle Morning Herald and Miners' Advocate* 8 August 1940: 9).

By the middle of 1942 the base was in full swing, with all buildings completed. This work had been carried out by the Department of the Interior. Brick buildings erected included the hospital, guard room, and rooms for emergency power plan and inflammable store. The annex of the hangar, containing the various offices and sections, was also of brick construction. A power generating plant was installed and frequently used during power blackouts. An above ground water storage reservoir, with a capacity of 100,000 gallons, was erected, to ensure water supply should mains from the town water supply break (Newton 1978: 12).



Plate 5.11 Construction of the former Hospital, 1940

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'

The concrete stormwater channel is visible in the foreground, and the airmen's sleeping huts are visible at centre frame. Note, the associated ground disturbance



Plate 5.12 Construction of former barrack office, located to the west of the former Sergeant's Mess, 1940

Source: Newton 1978: 54

The basic function of the base was the conversion and training of aircrews to flying boats, and training of sea rescue crews in sea rescue boats, the complete overhaul of flying boats and seaplanes, supplying Seagull and Walrus aircraft for HMA Ships and carrying out patrol duties for enemy submarines and raiders of the NSW coast. Catalina and Sikorsky aircraft were used for these duties (Newton 1978: 12).



Plate 5.13 Construction of the guard house in 1940

Source: Newton 1978: 12



Plate 5.14 The guard house nearing completion, likely 1940

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'



Plate 5.15 Construction of the former Hospital, 1940
Source: Newton 1978: 61

5.6 The RAAF Phase of Occupation and Use

In total, over 230 buildings were constructed as part of the development of the RAAF Base at Rathmines, across approximately 60 hectares of land. These buildings are shown on both the 1945 and 1945-1956 survey plans, which demonstrate the planned layout of the Base during its active years. The 1945 survey plan is shown at **Figure 5.5**.

The 1945-1956 compilation survey plan, which was compiled as part of the 1997 CMP, is shown separately at **Figure 5.6**; though Pratten & Irving (1997) use the latter figure in their CMP as a complete survey of all buildings formerly located on the Base, the difference between these figures is evident. A number of small buildings and 'weekenders' visible on the 1945 plan were not translated to the 1945-1956 compilation survey plan. Similarly, the residential subdivision for married personnel is shown on both plans, but is noticeably absent from the 1950 historical aerial of the Base. Overall, it is considered that both plans are indicative only.

As these figures show, the Base contained a considerable number of buildings during its active years. Based on a review of historical aerials and Newton's description of the construction of the Base, it appears that almost all of the buildings on the Base were constructed between late 1939 and 1942. The timber slipway and concrete apron area were still under construction in 1941, as shown in **Plate 5.16**. A 1943 aerial of the base also shows that the marine section wharf (or 'F Jetty') was in construction, but not yet complete at that time (**Figure 5.7**). The residential subdivision for married personnel first appears on the 1954 aerial (**Figure 5.9**).



Plate 5.16 The first Catalina being beached at Rathmines in 1941
Source: Newton 1978: 14, photograph courtesy of H. Creek

5.6.1 Base Layout

Rathmines RAAF Base, similar to other comparable examples, was planned with reference to the British Royal Air Force (RAF) base model, whereby the chain of command, military hierarchy and separation of rank and function are clearly reflected by the spatial layout. The separation of functions into zones for administration, accommodation and operational requirements is clearly conveyed by the layout of the Base, and is demonstrated in **Figure 5.6**. As was typical, Rathmines incorporated more substantial brick buildings constructed to standard designs for specific uses (e.g. the former Hospital, guard house, and Inflammable Stores building), and timber framed and/or prefabricated buildings for accommodation huts, ancillary buildings, and hangars. Accommodation huts throughout the majority of RAAF bases were arranged in rows or clusters.

As was commonly seen at comparable RAAF bases, the layout of Rathmines was based on an axial plan, defined by the east-west running Rathmines Road and Higgins Avenue (now collectively Dorrington Road) and, perpendicular to this, the north-south running Stilling Road (now Stilling Street); the T-junction of these two roads formed the primary focus of the Base. Rathmines is characterised by a simple geometric layout, defined by this principal axis. Examples of other base layouts are provided at **Plate 5.17** and **Plate** 5.18.

As also seen at other RAAF Bases, the large and architecturally distinctive former Picture Theatre and Gymnasium building was deliberately positioned to be highly visible within the Base, and to 'close the vista' from the entrance of the Base (marked by the former guard house) along Higgins Avenue and into the Base proper. Through the encircling 'Hemsworth Crescent' this building, which was 'rank neutral', was effectively separated from the surrounding airmen's mess building and associated facilities, as well as the sergeant's quarters to the south. Near to the junction with Stilling Road (now Street), the Higgins Avenue vista was flanked by the administration buildings on one side and the pay office and post office on the other. The parade ground was accessed from both Higgins Avenue and Stilling Road (now Street), with the saluting base being located adjacent to the administration building.

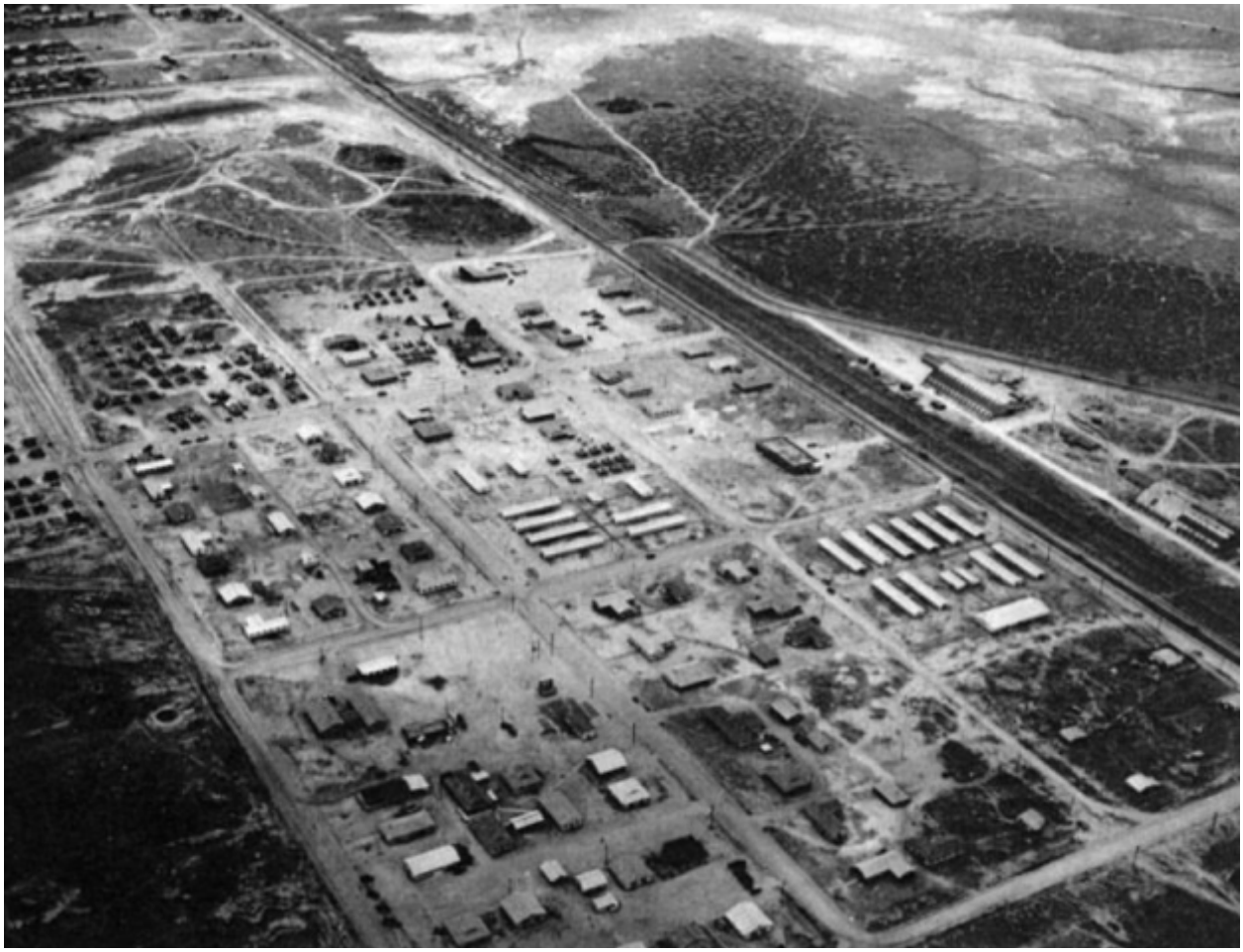


Plate 5.17 RAAF Base Townsville in 1943, showing an orthogonal layout and separation of areas

Source: RAAF Base Townsville Museum, reproduced by GML 2015: 68



Plate 5.18 RAAF Base Amberley in 1941, showing guard house at entrance and planning around a central axis

Source: Point Cook Museum, reproduced by GML 2015: 69

At the northern end of Stilling Road (now Street) was the operational 'hub' of the Base, comprising the concrete apron area, main hangar complex, Aircraft Maintenance and General Workshops precincts, the bomb and fuel wharf and other hangars. The officer's mess and quarters were also located at the northern end of this road, within a foreshore setting that was reflective of their rank status. At the southern end of Stilling Road (now Street) were the Department of the Interior compound, sportsgrounds and the sergeant's mess building and associated quarters. Accommodation for the airmen, WAAAF and married personnel (not established until the early 1950s) were located within the centre of the overall Base, and within a less picturesque setting, as befitted their respective rank.

A variety of single-lane roadways were established within the various precincts of the Base, so as to enable circulation and accessibility between the buildings. This is particularly evident within the Aircraft Maintenance and General Workshops precincts (refer to **Figure 3.9**). Like other bases, roads and streets within Rathmines were named after individuals relevant to the history of the Base. LMCC'S website notes that Gurney Road, Hemsworth Crescent, Higgins Avenue, Chapman Drive, and Stilling Street are all named after airmen or personnel who served out of Rathmines but were killed in action.

As noted in **Section 5.5.2** above, the planning and construction of the former Base was directly influenced by the outbreak of war and the sense of urgency this created; as such, the planning of the Base was not as formal as that of other Bases established in different contexts, such as Darwin, Lapstone, Richmond and Amberley. As such, formal plantings do not appear to have factored strongly into the early planning of the Base, and do not appear to have been used to visually demarcate respective areas of the Base as is commonly seen elsewhere (refer to **Plate 5.19** and **5.20**). Formal rows of plantings were incorporated along (the then) Higgins Avenue and Stilling Road, but are not readily visible until later (c. 1950s, refer to **Section 3.4**). Similar to RAAF Base Amberley, it appears that planting at Rathmines incorporated endemic eucalypt species that would have already been present on the site.

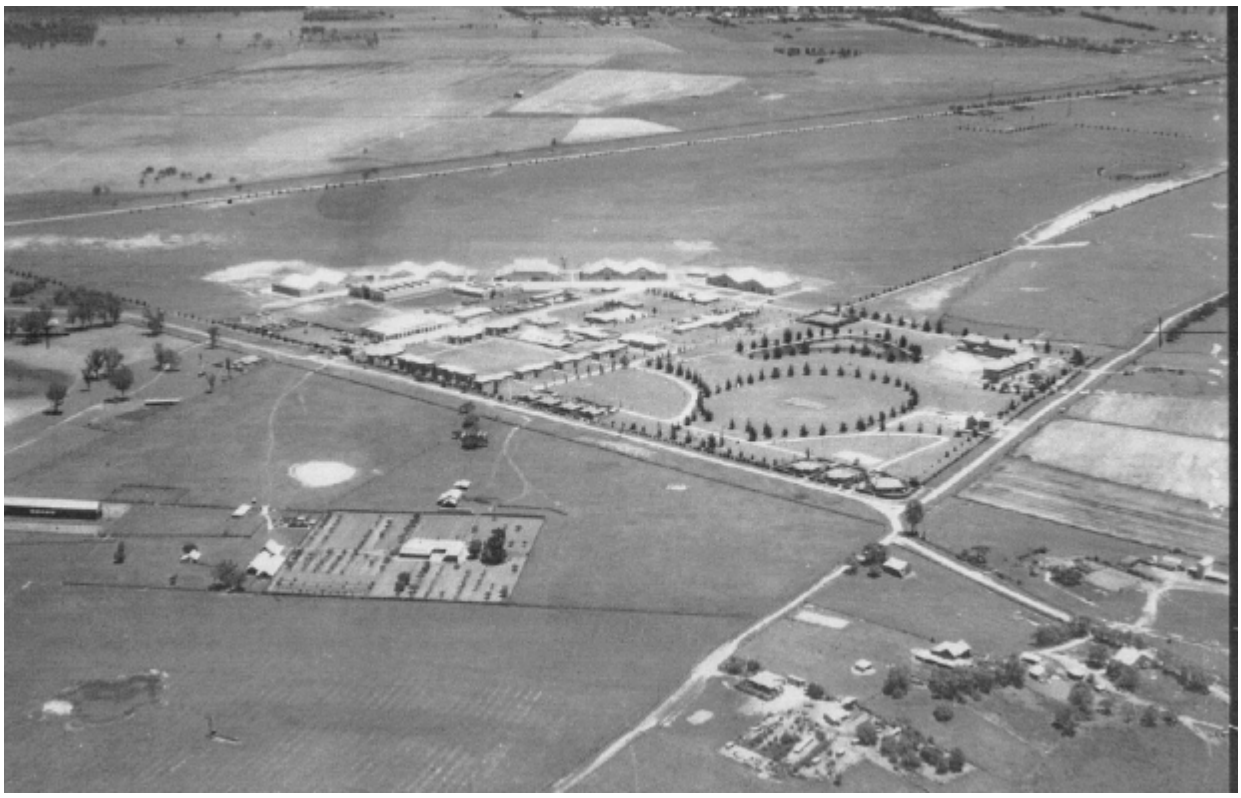


Plate 5.19 Formal plantings used to demarcate areas at RAAF Base Richmond, 1937

Source: Directorate of Heritage and Biodiversity Conservation, reproduced in GML 2015: 74



Plate 5.20 Formal plantings used to demarcate areas at RAAF Base Point Cook, 1938
Source: Australian War Memorial, reproduced in GML 2015: 75

It is possible that the former short ground air strip shown in the 1945-1956 compilation survey plan dates from the 1950s, when an Officer Training School was established at the Base. The 1997 CMP notes that P.A. Haslem, editor of Newton's book, stated that about a year after the establishment of the Officer Training School, "an Auster Al 1-38 was the first aircraft to land on the new airstrip" (Pratten & Irving 1997: 10).

Overall, the layout of the Base was of a design typically seen at other RAAF bases both before and during World War II; the primary point of difference for Rathmines, however, was that the siting and layout of the Base responded directly to the foreshore setting of the place, and the critical establishment of the concrete apron area. As a flying boat base, the location and configuration of Rathmines needed to be both strategic and functional, with access to the foreshore of paramount importance.

5.6.1.1 Accessibility and Entrances

The Base was accessible from both the west (via Rathmines Road and Higgins Avenue, now Dorrington Road) via a main gate with an associated guard house, and from the southeast via a rear gate. The guard house and main gate are shown in **Plate 5.21** and **Plate 5.22**. The rear gate, located adjacent to Rosemary Row and the former Sergeant's Mess ('Westlakes Music Centre') is shown in **Plate 5.23**.

Both the design and siting of the main gate and guard house is typical of RAAF bases from this period, with older World War II guard houses typically being of brick or rendered masonry construction and architecturally designed (GML 2015: 81). The former guard house at Rathmines was of brick construction, and was of a standard RAAF design, being two-storey with restrained Art Deco detailing to the brickwork. Similar guardhouses were also seen at RAAF Bases Wagga, Amberley and Fairbairn (refer **Plate 5.24**).



Plate 5.21 The main gate and guard house at Rathmines, unknown date

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'



Plate 5.22 View of the main gate from within the Base, showing the guard house

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'



Plate 5.23 The rear gate of the Base, located adjacent to Rosemary Row, 1956

Note the former Emergency Power House and concrete fence posts are visible

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'



Plate 5.24 Comparable guard houses at other RAAF Bases

RAAF Base Wagga at left, RAAF Base Amberley at centre, and RAAF Base Fairbairn at right

Source: GML 2015: 88

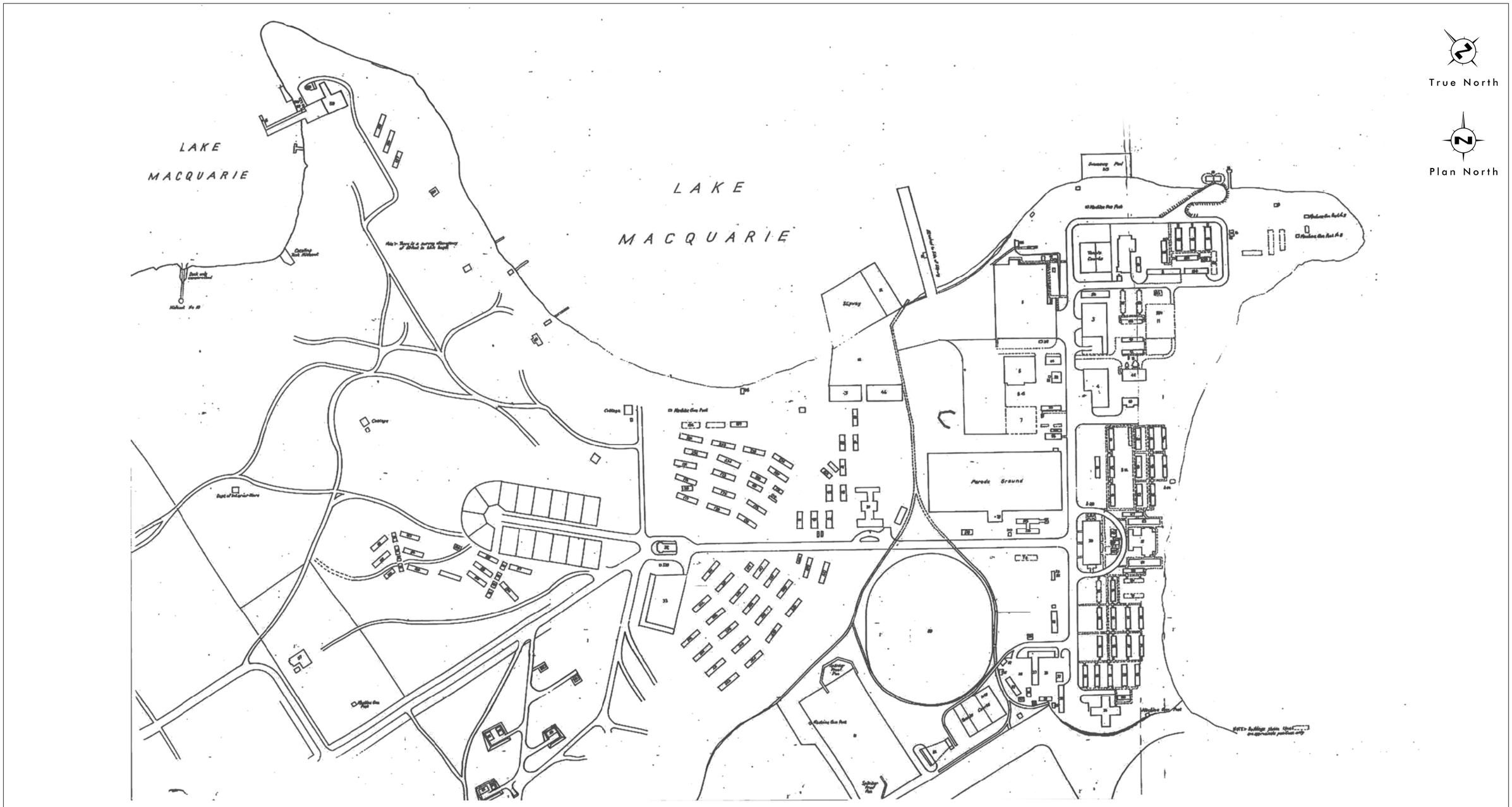


Image Source: Lake Macquarie City Library (2018)

0 25 100 200m
Approximate Scale

FIGURE 5.5

1945 Survey Plan

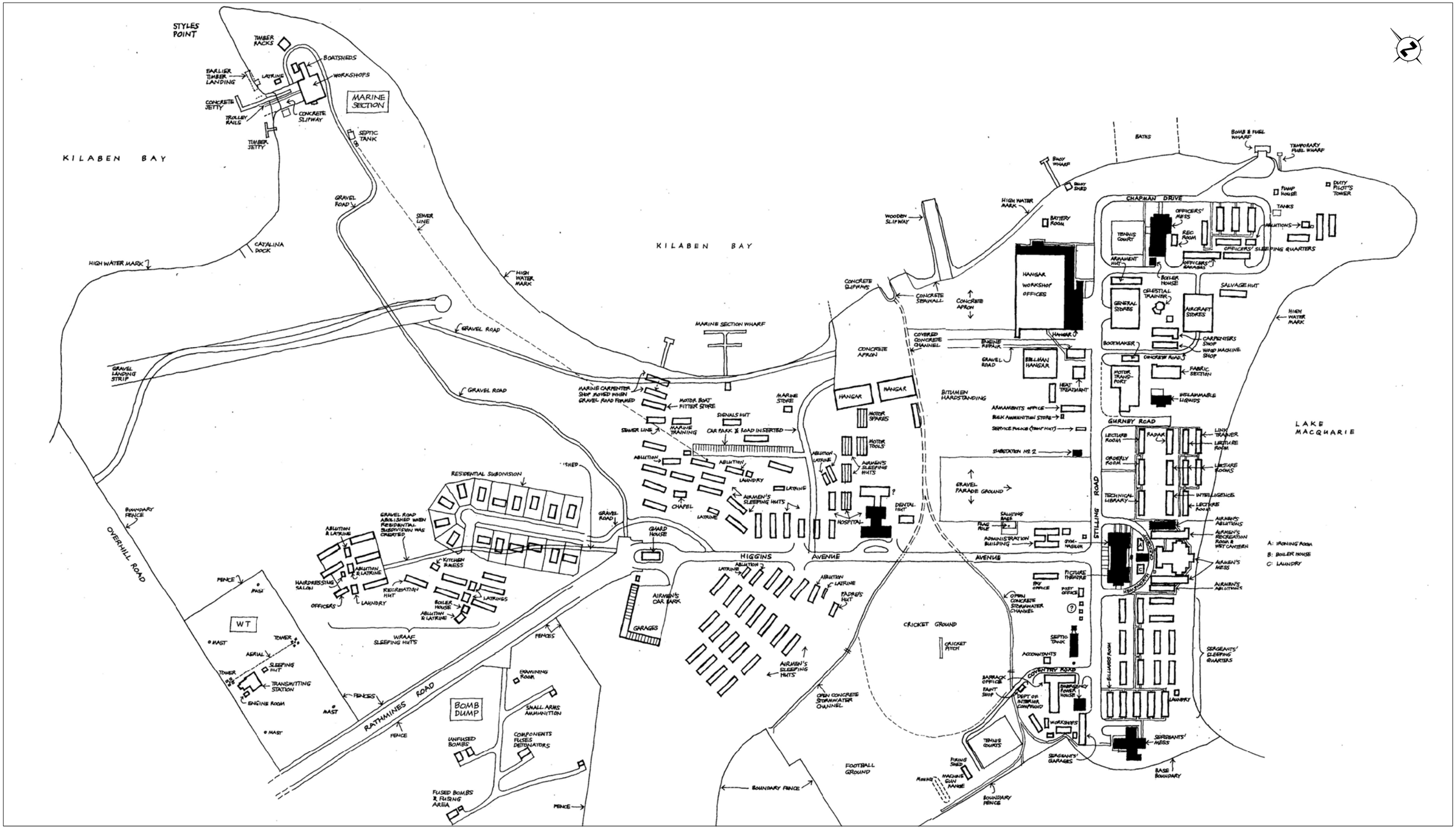


Image Source: Christopher Pratten and Robert Irving Heritage and Conservation Consultants (1997), Department of the Interior (1945, Updated 1956)

0 50 100 200m
Approximate Scale

Legend

- Surviving structures
- Structures shown on survey but no longer existing

FIGURE 5.6

Extant Buildings, Structures and Elements Dating from RAAF Phase of Occupation and Use



Image Source: Newton (1978)

0 100 200 400m
1:7 500

Legend
Rathmines Park

FIGURE 5.7

1943 Historical Aerial with Current Park Boundaries Shown

5.6.1.2 Accommodation at the Base

Personnel stationed at Rathmines were provided with accommodation huts. These varied from 'tin huts' (corrugated metal sheeting to external walls), predominately for the airmen, and weatherboard clad/asbestos cement sheeted huts similar to those relocated on the former Main Hangar complex (now the 'Christadelphian Bible School') for the officers and sergeants.

To facilitate rapid construction, a series of standardised RAAF buildings was developed and adopted, and by 1940 two basic hut types were being used at RAAF bases; the W18 and the W22. These huts were very similar, differing only in proportions and minor detailing; W18 was smaller, and had a single vent over the entry door, while W22 was larger and had a double-louvred vent over the entry door. Both had a single entry door at each end and eight pairs of casement windows (refer **Plate 5.25**).

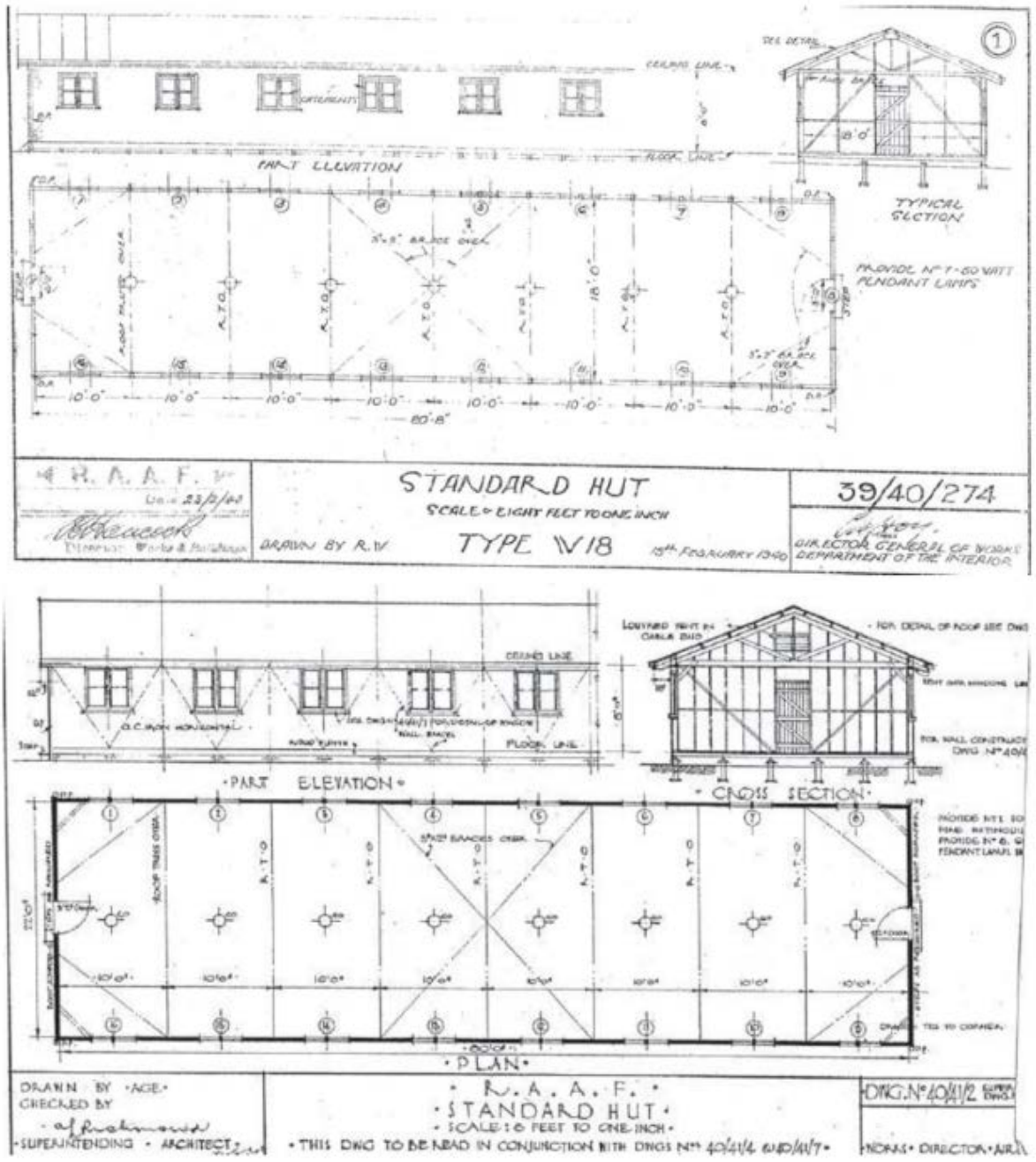


Plate 5.25 Standard Hut Type W18 (top) and W22 (bottom) base plans

Source: Robertson & Hindmarsh, 2006 Vol 2: 2-53

Historical photographs indicate that model W18 is likely to have been used at Rathmines, though it appears that variations were made to the standard designs (refer to **Plate 5.26** to **Plate 5.30**, and the number of windows shown). Prefabricated, demountable huts such as those formerly present on Rathmines were common to all World War II bases, and were often arranged in rows or clusters similar to that seen at Rathmines.

Examples of the accommodation provided at the Base are shown in **Plate 5.26** to **Plate 5.30**. As these photographs demonstrate and based on their prefabricated design, these buildings were typically constructed on piers and elevated off the ground surface. Due to the ease with which they are able to be removed and relocated, *in situ* accommodation and ancillary huts of this style are increasingly rare at RAAF bases.

As was typical of RAAF Base layouts both before and during World War II, accommodation was grouped according to rank, with the accommodation of higher ranks located in more central and picturesque locations within the Base. Each accommodation grouping had an associated mess hall, which was generally located in proximity to the accommodation huts. At Rathmines, the officer's quarters and mess building were located near to the former Main Hangar Complex, concrete apron and operation hub of the Base, with an outlook to the lake. The sergeant's quarters and mess building were located at the southeast of the Base, also with a foreshore outlook. The airmen's, WAAAF and married personnel quarters were located within the undeveloped bushland roughly in the centre of the Base.



Plate 5.26 An airmen's accommodation hut, 1956

Note the construction of the building being elevated on piers

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'

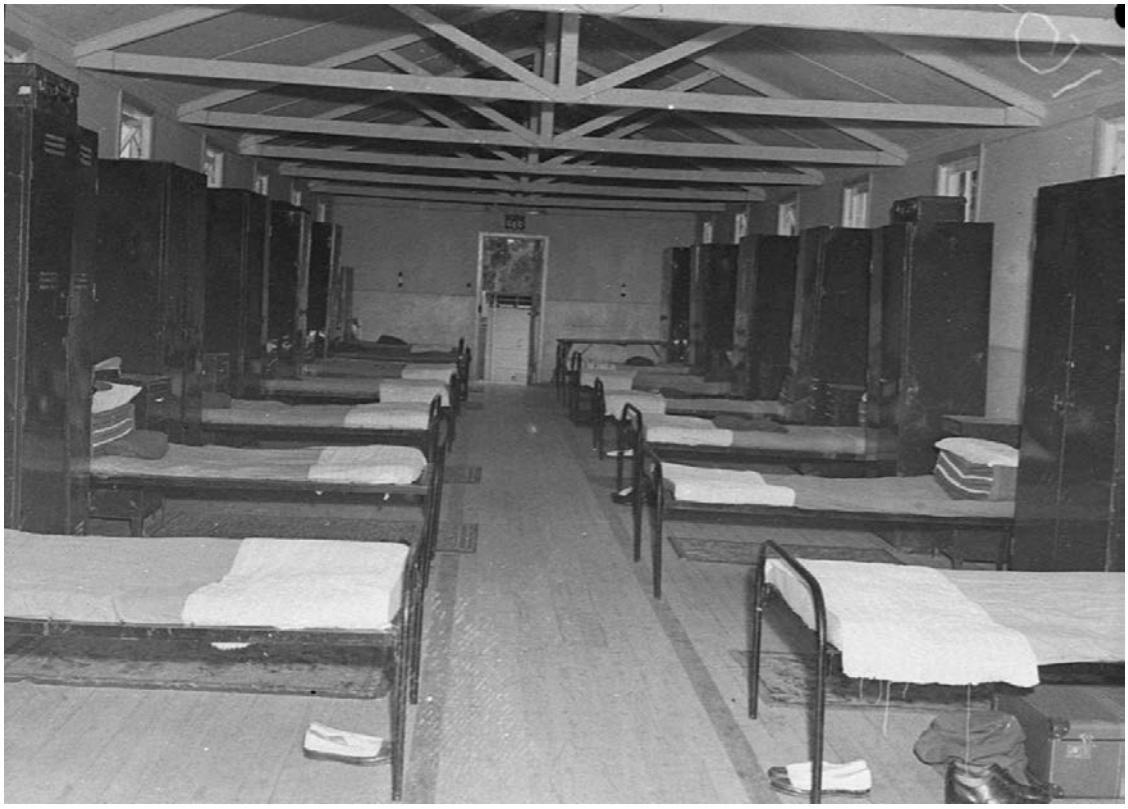


Plate 5.27 Interior view of one of the accommodation huts, 1955

Source: State Library of NSW, Home and Away, File No. FL1484998



Plate 5.28 Internal view of an accommodation hut, 1941

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'



Plate 5.29 Airmen's accommodation huts on southern side of Dorrington Road (formerly 'Higgins Avenue'), 1956

Note the construction of the building being elevated on piers

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'



Plate 5.30 Airmen's accommodation huts, 1960

Note the construction of the building being elevated on piers

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'

5.6.1.3 Ancillary Buildings on the Base

Other hut buildings in the Base, such as signal huts, armament huts, and other small buildings and offices were of similar construction as the accommodation huts discussed at **Section 5.6.1.2**, above. The below photograph at **Plate 5.31**, which likely depicts either the signal hut or the marine carpenter's shop, is of similar construction to the accommodation huts shown above, and is also of a standardised, prefabricated design. These buildings were located throughout the Base as required.



Plate 5.31 View of a typical hut building (likely the signal hut) with former marine section wharf (now 'F jetty') visible, unknown date

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'

Other buildings throughout the Base, such as boiler houses and the former Inflammable Liquids Store, are also of a standardised design, with their brick construction being reflective of their intended use. The former Inflammable Liquids Store at Rathmines is of a standardised design also evidenced at RAAF Bases Townsville (now demolished) (**Plate 5.32**) and Point Cook (**Plate 5.33**). A similar albeit larger example is also present at RAAF Base Darwin.



Plate 5.32 Hazardous/Inflammable Store building at RAAF Base Point Cook

Source: GML 2015: 154



Plate 5.33 Explosives Store building at RAAF Base Townsville, now demolished

Source: RAAF Base Townsville Museum Collection, reproduced in GML 2015: 154



Plate 5.34 Inflammable Store building at RAAF Base Darwin

Source: GML 2015: 147

5.6.1.4 The 'Hub' of the Base

The operational hub of the Base was located in proximity to the northern foreshore, which is reflective of Rathmines's role as a flying boat base. It was concentrated around the concrete apron and slipway, the former Main Hangar Complex, the bomb and fuel wharf (used primarily for fuel and mine/ammunition loading), and the Aircraft Maintenance and General Workshops precincts. These areas and the buildings contained therein were critical to the operation of the Base.

Buildings within this area were generally large and more substantial than the accommodation and ancillary huts. They were typically of utilitarian design and construction, with a clear industrial character as befitted their function; this contrasts clearly with the 'bungalow-style' architecture of the mess and recreational buildings on the Base. Examples of these larger buildings, which were predominately located within the Aircraft Maintenance and General Workshops Precincts, are shown in **Plate 5.35** to **Plate 5.38**. Some of these buildings are still discernible in the form of remnant concrete slabs, piers, or other footprints within the Park today; examples include the motor transport building, aircraft stores building, general stores building, and former Main Hangar Complex.

This is in contrast with other large buildings on the Base which, despite their size, are no longer discernible in the landscape. Examples of this include the airmen's mess building, which was located between the Picture Theatre and Gymnasium building and the eastern foreshore of the Park (shown in **Plate 5.54**), the fabric section building (shown in **Plate 5.39**) and the bellman hangar (shown in **Plate 5.40**). This is reflective of the design and construction methods of these buildings, which is also demonstrated in the below photographs (refer **Plate 5.39** and **Plate 5.40**).



Plate 5.35 The former Main Hangar and Workshops Complex, 1956, facing southwest from 'Chapman Drive' The brick building remains, though the hangar has been removed

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'



Plate 5.36 The western elevation of the former Main Hangar, 1956

The brick building (not visible) remains, but the hangar shown above has been removed

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'



Plate 5.37 One of the western hangars in use, 1956

These hangars have been removed, though their concrete slabs and raised kerbing indicating their original footprint remain

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'



Plate 5.38 View of the general stores building in 1942

This building has been removed, though its concrete slab and raised kerbing indicating its original footprint remains

Source: Australian War Memorial Collection, Accession No. P03016.001



Plate 5.39 The fabric section building, unknown date. No evidence of this building remains

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'



Plate 5.40 The bellman hangar, 1960

No evidence of this building remains

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'

The concrete apron area, and the adjacent western hangars and former Main Hangar Complex were a particular focus of activity on the Base; these buildings/areas collectively form the Aircraft Maintenance precinct. The Main Hangar complex contained workshops, offices and lecture spaces, and was heavily used by trainees at the Base. The use of these areas is demonstrated by the historical photos provided in **Plate** 5.41 to **Plate 5.46**.



Plate 5.41 Trainees at the Base working on an aircraft in the main hangar, January 1955

Source: State Library of NSW, Home and Away, File No. FL1381922



Plate 5.42 Trainees at the Base, marching past the western hangars, 1955

Source: State Library of NSW, Home and Away, File No. FL1473623



Plate 5.43 Fitters at work in the former Main Hangar, 1950

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'



Plate 5.44 Work in progress in the former Main Hangar, 1956

Source: Lake Macquarie City Council, History of Lake Macquarie: Media, Photo Ref: 6200

Training and workshop-type activities also occurred in other buildings on the Base, concentrated in the General Workshops precinct (refer to **Plate 5.45** and **Plate 5.46**).



Plate 5.45 Trainees at work in the armament hut, 1943

Source: Australian War Memorial Collection, Accession No. P00745.002



Plate 5.46 RAAF and WAAAF personnel working in the fabric section at Rathmines, 1944
Source: Australian War Memorial Collection, Accession No. P 00780.001

5.6.1.5 The Parade Ground

The parade ground, located in the north-western corner of Dorrington Road (formerly Higgins Avenue) and Stilling Street (formerly Road) was also a focus of activity, with all formal parades occurring there. Originally, a saluting base surmounted with a large flagpole was located on the southern edge of the parade ground.

Use of the parade ground during the active years of the Base is demonstrated in the historical photographs shown in **Plate 5.47** to **Plate 5.49**. The location of the parade ground in proximity to the operational hub of the Base and within a highly visible area is typical of other RAAF bases.



Plate 5.47 Trainee pilots at Rathmines, 1942
Source: Australian War Memorial Collection, Accession No. P00041.018



Plate 5.48 A parade marching off Rathmines RAAF Base, 1942

Source: Australian War Memorial Collection, Accession No. P00041.017



Plate 5.49 A passing out parade in 1954, showing the former Main Hangar and bellman hangar in the background

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'

5.6.1.6 Recreation at the Base

There were also numerous facilities for leisure and recreational activities, including the various mess buildings, the swimming baths/area (at which carnivals were regularly held) and the former Picture Theatre and Gymnasium building. Historical photographs showing the use of the swimming area/baths and the various recreational events that took place on the Base during its operational years are provided at **Plate 5.50** to **Plate 5.53**.



Plate 5.50 The start of an event at a swimming carnival held in the pool at RAAF Base Rathmines, 1942

Source: Australian War Memorial Collection, Accession No. P03016.036



Plate 5.51 The Base swimming bath/area and associated play equipment, 1956

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'



Plate 5.52 Spectators at swimming carnival held in the pool at RAAF Base Rathmines, 1942

The former Officer's Mess is visible in the background, along with a number of officer's sleeping quarters (no longer present)

Source: Australian War Memorial Collection, Accession No. P03016.037



Plate 5.53 Athletics carnival at the Base, unknown date

Source: Reproduced in Howard 2009: 81, primary source unknown

The Base originally contained three different mess buildings, one each for the officers, sergeants and airmen; the separation of mess buildings based on rank is typical for RAAF bases. Mess buildings were usually, though not always, located in proximity to associated accommodation.

At Rathmines, the mess buildings are all of a timber framed construction with weatherboard cladding and asbestos cement sheeting over. Though a large proportion of mess buildings constructed from the 1920s to 1930s onwards were substantial buildings of brick construction (including those at Laverton, Point Cook, Darwin, Pearce, Wagga and Richmond), there are examples similar to the mess buildings at Rathmines present at Townsville, and Amberley (GML 2015: 261). At Rathmines, the design and construction of the mess buildings may be reflective of the expediency with which the Base was established.

The former airmen's mess building was located between the Picture Theatre and Gymnasium building and the eastern foreshore of the Park (shown in **Plate 5.54**). This mess building was not located in close proximity to associated accommodation, but was located in proximity to additional facilities for airmen; this was typical for airmen's facilities at RAAF bases, as airmen's mess halls were generally strictly used for dining (GML 2015: 260). Additional facilities provided in proximity to the mess building included two airmen's ablution buildings (one of which is extant) and a recreation room and wet canteen. The foreshore location of these buildings may have been intended to compensate for the location of the airmen's accommodation huts within undeveloped bushland within the centre of the Base.

The airmen's mess building has been relocated to the 'Christadelphian Bible School' and is currently being used as a cafeteria. An internal view of the airmen's mess building is provided at **Plate 5.55**.



Plate 5.54 The airmen's mess building and adjacent huts, located to the immediate east of the current Community Hall.

This building has been relocated to the 'Christadelphian Bible School'

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'



Plate 5.55 Interior of the airmen's mess building, unknown date

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'

The former Officer's Mess (now 'Club Catalina'/' Rathmines Memorial Bowling Club') occupied the north-eastern tip of the current Park, and was located in proximity to the officer's quarters. **Plate 5.56** and **Plate** 5.57 below show the original appearance and setting of these buildings, adjacent to the northern foreshore.

As befitting rank, the former Officer's Mess was located to achieve sweeping lake views, and featured a visually distinctive principal façade, emphasised by entrance steps with a verandah and portico-like roof over. It also had an adjacent tennis court. The incorporation of these kinds of distinguishing features was typical for officer's mess buildings, so as to reinforce rank hierarchy (GML 2015: 260).



Plate 5.56 The former Officer's Mess and officers' quarters, 1939

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'



Plate 5.57 The former Officer's Mess in the 1940s, showing its original configuration
Source: ERA Heritage, 2008

The former sergeant's mess, located at the southern end of the former Base, was also located to achieve lake views. It is stylistically similar to the sergeant's mess building (now demolished) formerly located at RAAF Base Wagga (**Plate 5.58**).



Plate 5.58 RAAF Base Wagga Sergeants' Mess (now demolished)
Source: GML, 2015: 275

Recreation halls, including theatres and gymnasium buildings, were intended to provide social and recreational facilities for personnel, and could also function as communal buildings. Their high ceilings and open spans allowed them to be multi-purpose buildings, typically comprising gymnasium, assembly hall and theatre spaces within a single building (GML 2015: 229).

The design of the former Picture Theatre and Gymnasium building at Rathmines is nearly identical to those at RAAF Bases Amberley (now demolished), Townsville, Darwin, Wagga and Fairbairn (refer to **Plate 5.59** to **Plate 5.61**). The standard design of these buildings, which are typical of the vernacular style of recreational facilities provided for defence personnel throughout World War II, incorporates a large central volume reflected in a raised roof form and emphasised porch openings with multiple doors into the central hall spaces. They also featured a timber frame with external walls of weatherboard cladding to sill height and fibrous cement sheeting over, and gabled roofs (GML 2015: 229).

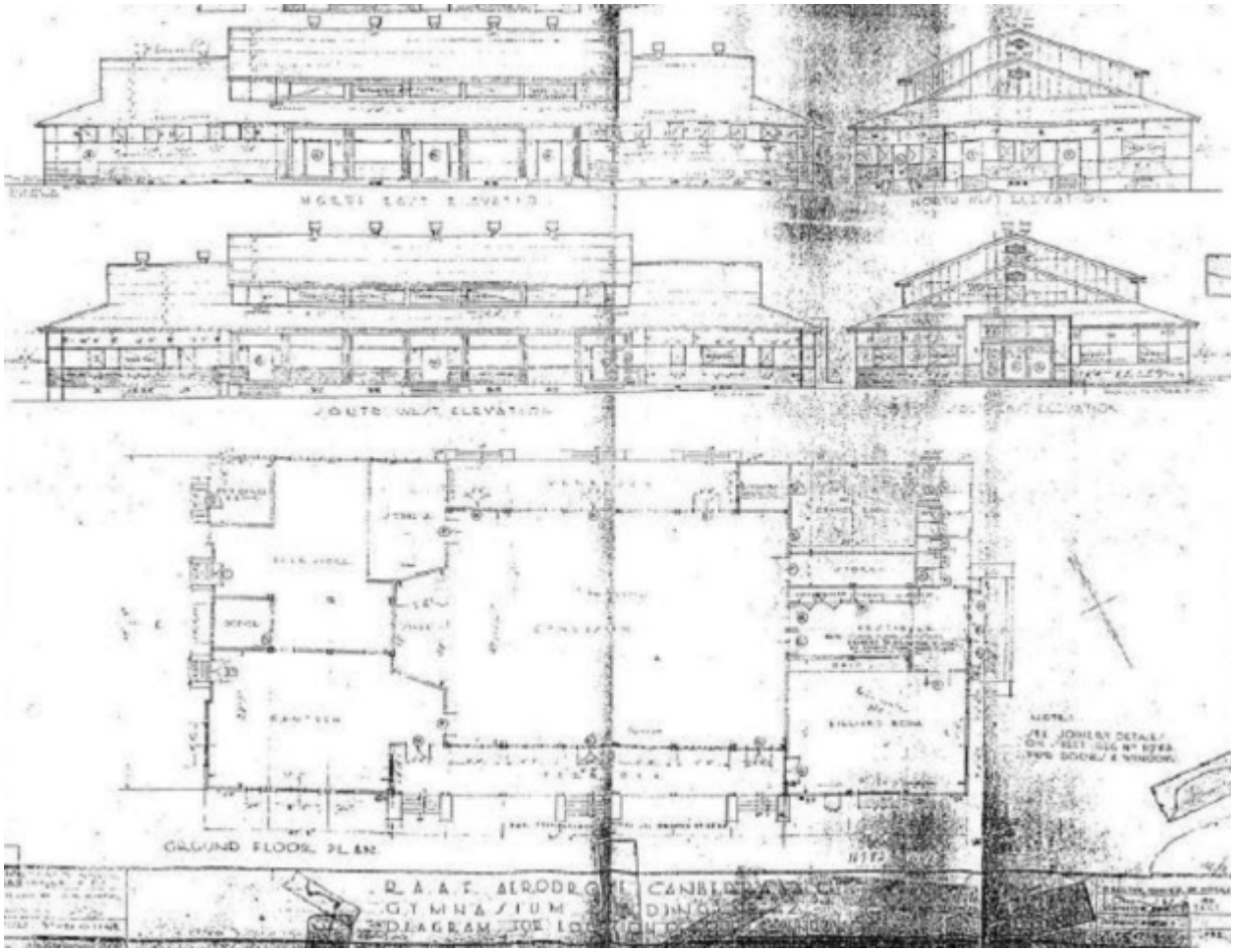


Plate 5.59 Plans of the RAAF Base Fairbairn Cinema, the design of which is also evident at RAAF Bases Amberley (now demolished), Townsville, Darwin and Wagga, as well as at Rathmines

Source: Reproduced from GML 2015: 231, which references the plan to the National Archives of Australia



Plate 5.60 The Astra Cinema at RAAF Base Amberley, 1941, which is almost identical to that at Rathmines This building has recently been demolished

Source: GML 2015: 238, reproduced from Converge Heritage + Community, 2012: 32



Plate 5.61 Recreation hall at RAAF Base Townsville, 1980, which is almost identical to that at Rathmines

Source: GML 2015: 238, reproduced from the RAAF Townsville Museum

The former Picture Theatre and Gymnasium building was one of the largest buildings on the Rathmines RAAF Base, and was deliberately located at the major axis of the Base, being the T-junction formed by (the then) Higgins Avenue and Stilling Road. This was also typical of these buildings, which were often located so as to be a focal point within a base, in recognition as their importance as a social hub (GML 2015: 229). It is understood from the comparative analysis presented at **Section 6.0** that the former Picture Theatre and Gymnasium at Rathmines is one of the most intact, if not the most intact, of its type in Australia.

A historical photograph demonstrating the use of the former Picture Theatre and Gymnasium at Rathmines is provided at **Plate 5.62**.



Plate 5.62 Use of the current Community Hall as a theatre space, unknown date
Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'

5.6.1.7 The Hospital and Dental Precinct

The Base was serviced by an on-site hospital and dental precinct, which was located in between the airmen's quarters and the parade ground on the northern side of (the then) Higgins Avenue (**Plate 5.63**).

The hospital was intended, like other RAAF base medical facilities, to provide health care services to personnel stationed at the Base. In contrast to the seven major RAAF hospitals located throughout Australia and overseas, the Rathmines Base hospital was a smaller-scale 'station medical centre' of the kind typically established at each base to provide sick-quarters and facilities for emergency surgery; more serious or longer-term cases were referred to the major RAAF hospitals or to partner civilian hospitals nearby (GML 2015: 244).

Base hospitals were historically located adjacent to accommodation areas and often provided a landscape focus; at Rathmines the hospital was located on (the then) Higgins Avenue, and therefore on the main road leading into the Base. It was also located immediately adjacent to the airmen's quarters.

Wartime restrictions meant that the same building design was applied to the construction of hospital buildings across multiple bases; the hospital buildings at Rathmines, Amberley and Fairbairn, are representative of this. Further, as the hospital buildings were important to a base's function, they were often provided with additional design features to distinguish them; the distinctive Art Deco design elements incorporated into the face brickwork of the Rathmines, Amberley and Fairbairn bases are demonstrative of this (GML 2015: 245).

The original design of the hospital at Fairbairn (**Plate 5.64**) was modified prior to construction, removing elements of the original detailing (**Plate 5.65**). That at RAAF Base Amberley was constructed as planned, and is nearly identical to that at Rathmines (**Plate 5.66**).



Plate 5.63 The principal façade of the former Hospital, unknown date

Source: Courtesy of the 'Catalina Conference Centre'

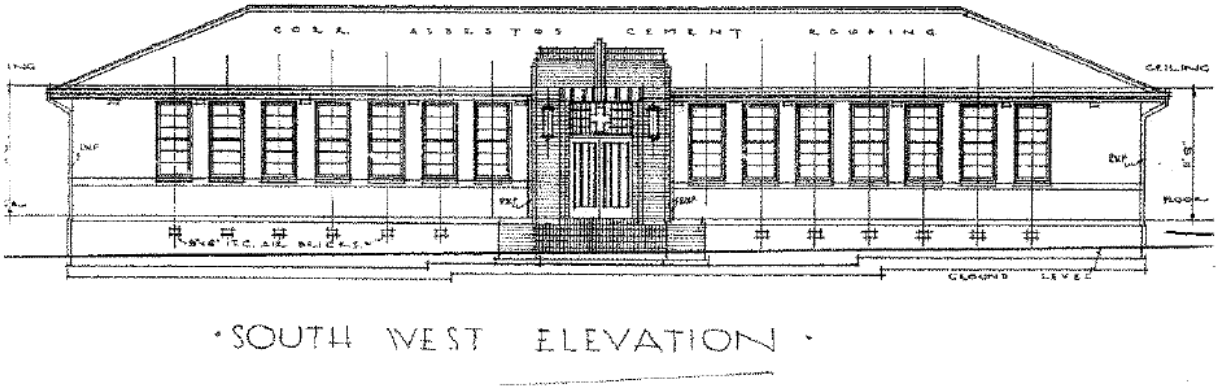


Plate 5.64 Original 1939 plan for the RAAF hospital building at Fairbairn

Source: Reproduced from GML 2015: 252



Plate 5.65 The hospital at RAAF Base Fairbairn, as constructed
Source: GML 2015: 253



Plate 5.66 The hospital at RAAF Base Amberley, which is almost identical to that at Rathmines
Source: GML 2015

5.6.1.8 The Marine Section (Styles Point)

Styles Point was used as the 'wet' area, where maintenance and small boat building was carried out. This function was relatively unique to Rathmines as a dedicated flying boat base, and is directly reflective of the activities of the Marine Section (refer to **Section 5.7.9**). This area featured a slipway, jetty, workshops and a boat shed, which were used in the overhaul, repair and maintenance of marine aircraft associated with the Base. Interpretive signage erected on the former Base in 1999 notes that the workshop building was destroyed by fire in mid-1945.



Plate 5.67 View of the Marine Section workshop, with marine craft visible

Source: Reproduced in Howard 2009: 63, primary source unknown

The marine section wharf (now known as the 'F Jetty') was used to assist with the arrivals and departures of crew members (Howard, pers. comm.); it was located centrally between the concrete apron and Styles Point (**Plate 5.68**).

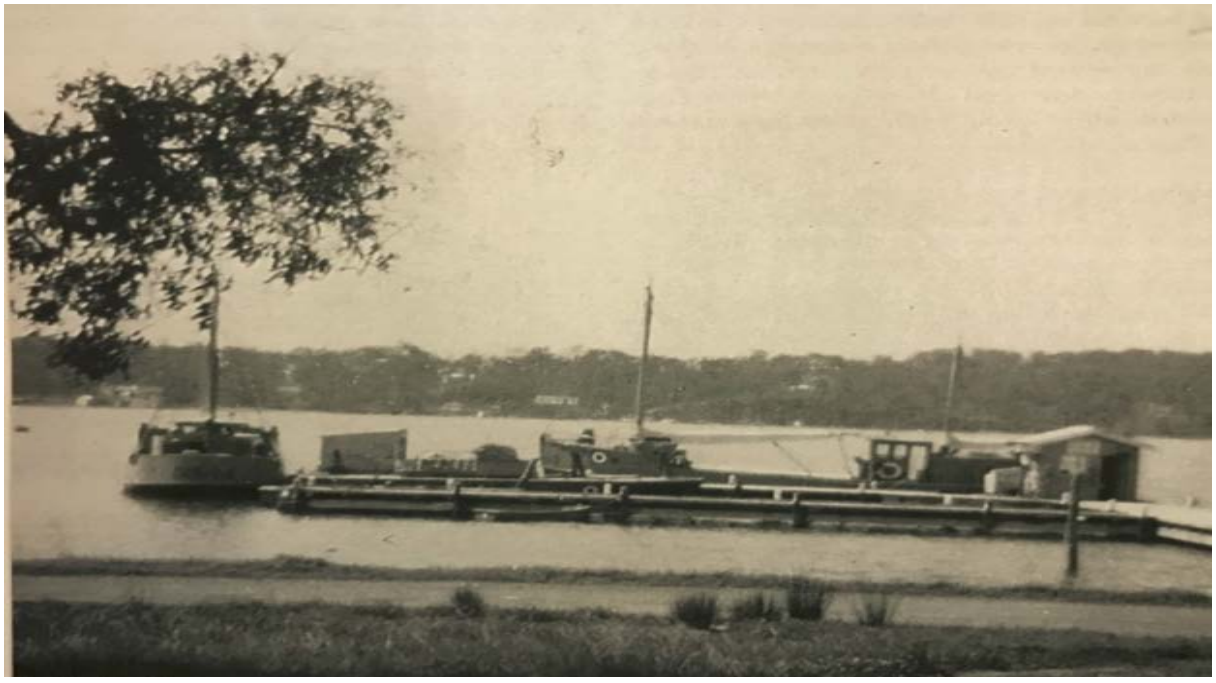


Plate 5.68 use of the former Marine Section Timber Wharf (now the 'F Jetty'), unknown date

Source: Reproduced in Howard, 2009: 45, primary source unknown

5.6.1.9 The Wireless Transmission Station

The Wireless Transmission Station, located on the corner of Rathmines Road (now Dorrington Road) and Overhill Road comprised around 25 acres of land, and contained a transmitting station, engine room and dedicated sleeping hut. Also present were five receiving antennae and transmitting units (**Plate 5.69**).

The Station was fenced off from the remainder of the Base, with restricted access. It handled incoming and outgoing communications with other levels of external command, and many WAAAF personnel worked out of the station as radio operators.

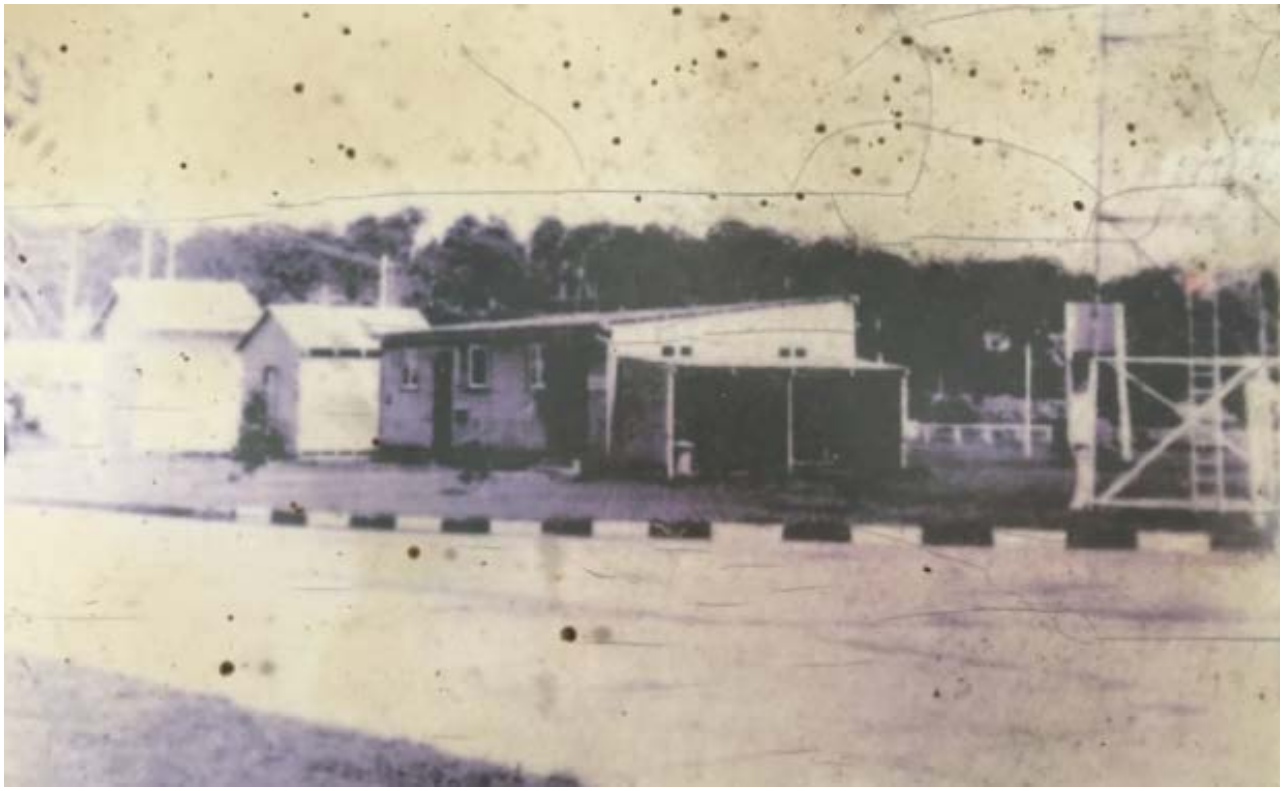


Plate 5.69 View of the Wireless Transmission Station, unknown date
Source: Courtesy of Brian Archer, 2001 (Part of the 1999 Rathmines Park Air Force Interpretive Project)

5.6.2 The Sir William Dobell Connection

Around 1943, Sir William Dobell, renowned Australian portrait and landscape artist and three time recipient of the Archibald Prize, was present at the Rathmines RAAF Base. His painting, 'The Billy Boy' was painted at Rathmines in 1943 (**Plate 5.70**).

Whilst on Base, Dobell also contributed to the camouflage painting of a number of buildings along with other artists, including Archibald Price winner Joshua Smith. With regards to his painting 'The Billy Boy' and his time at Rathmines, Dobell wrote:

> *'He was a Glasgow Irishman & his name was Joe Westcott. He was more interested in political argument than boiling the billy - which was his only job. Whenever we were waiting for our tea at morning or afternoon smoko, Joe, a dinkum bush lawyer, was trying to shout someone else down in an earbashing contest, and we often had to boil our own billy. I painted him at Rathmines Air Base, where I worked on camouflage with Joshua Smith and a lot of other artists.'*
>
> (Australian War Memorial Collection, Accession No. ART30245)



Plate 5.70 Sir William Dobell's 'The Billy Boy', painted 1943

Source: Australian War Memorial Collection, Accession No. ART30245

The following historical aerials demonstrate the use of camouflage paint at the Base during the early 1940s (refer to **Plate 5.71** to **Plate 5.73**).



Plate 5.71 Aerial view of the Base in c. 1943, showing the use of camouflage paint

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'



Plate 5.72 Aerial view of the complete Base in the 1940s

Source: livinghistories.newcastle.edu.au/nodes/view/11987



Plate 5.73 Aerial view of the Base around 1943, showing the use of camouflage paint

Note the earlier public jetty and swimming baths are still visible at the bottom right of frame

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'

5.7 Units that Served at Rathmines

A number of units served at Rathmines RAAF Base, as summarised in **Table 5.1** below (adopted from Newton 1978: 38). Below this table, additional information regarding specific units that served at Rathmines has been provided; noting this information is not exhaustive.

Table 5.1 Units that served at Rathmines RAAF Base (Newton 1978: 38)

Unit	From	To
RAAF Station Rathmines	14 August 1939	1 October 1947
Renamed Search and Rescue Wing	1 October 1947	1 July 1948
Renamed No. 11 Squadron (G.R.)	1 July 1948	1 May 1950
Renamed RAAF Station Rathmines	1 May 1950	31 December 1952
No.9 Squadron	28 December 1939	12 January 1943
Seaplane Training Flight	2 March 1940	7 December 1942
No. 3 Operation Training Unit	7 December 1942	1 February 1946
Renamed Crew Conversion Unit	1 February 1946	22 April 1946
No.2 Flying Boat Repair Depot	10 February 1943	26 April 1946
No. 107 Squadron	10 May 1943	1 July 1944
Officers Training School.	12 April 1950	16 May 1956
No.2 National Service Training Unit	21 May 1956	22 July 1957
School of Ground Training	16 May 1956	30 November 1960

5.7.1 No. 9 Squadron (Fleet Co-Operation)

No. 5 Squadron was renumbered No. 9 Squadron when it moved to Richmond in 1939, before becoming No. 9 Squadron (Fleet Co-operation) when it moved to Rathmines in August 1939. No. 9 Squadron was Australia's only fleet co-operation squadron, and operated amphibious aircraft from the Royal Australian Navy's (RAN's) heavy and light cruisers (Howard 2009: 22).

During World War II, No. 9 Squadron saw action all over the world; the amphibian aircrafts were used to provide parent ships with reconnaissance, anti-submarine protection, artillery spotting and general support. However, by 1944 the RAN was receiving enough support from land and carrier based aircraft to render amphibians unnecessary; RAN cruisers had their catapults, which were used to launch the amphibians, removed during 1944 (Howard 2009: 22).

No. 9 Squadron was the first to be based at Rathmines, and was based there until being disbanded on 31 December 1944.



Plate 5.74 Supermarine Walrus amphibian aircraft of No. 9 (Fleet Co-operation) Squadron in flight near Rathmines, 1941

Source: Australian War Memorial Collection, Accession No. P03016.012

5.7.2 No. 10 Squadron (General Reconnaissance)

No. 10 Squadron was formed at Point Cook in July 1939. It was intended that, equipped with six new Short Sunderland flying boats, No. 10 Squadron (General Reconnaissance) would be stationed alongside No. 9 Squadron (Fleet Co-Operation) at Rathmines.

In 1939 a contingent of No. 10 Squadron travelled to the UK for training on the six flying boats; however before the new Short Sunderland's had even arrived war was declared in Europe and No. 10 Squadron were ordered to remain in the UK to assist with the war effort. The squadron was initially based at Pembroke Dock in Wales, with personnel trained at Rathmines being sent over as the war continued (Howard 2009: 24). No. 10 Squadron was the first to serve in World War II.

The primary role of No. 10 Squadron was to locate and destroy German submarines, but was also used for air-sea rescue and transport missions. In 1940 it predominantly escorted Allied convoys passing through the north-western Atlantic Ocean, with the Bay of Biscay becoming the focus of the squadron's operations in 1941. The most intensive period of operation for the Squadron was during 1943. The squadron returned to convoy escort duty in 1945, following a decline in submarine activity (Howard 2009: 25).

No. 10 was predominately based at Pembroke Dock and Mount Batten in Southern England, with small detachments having operated from Gibraltar and Oban. The squadron ceased operations on 1 June 1940, and was disbanded on 26 October 1945 (Howard 2009: 25).

5.7.3 No. 11 Squadron

No. 11 Squadron was established at RAAF Base Richmond on 25 September 1939, and deployed to Port Moresby in New Guinea in that same year. For this deployment, it was equipped with Empire Flying Boats and monitored Japanese shipping movements in the region. The squadron was re-equipped with Catalinas in 1941 (Howard 2009: 26).

No. 11 Squadron was withdrawn to the Rathmines Base in 1942 following Japanese air attacks on Port Moresby. As the Catalina could travel long distances, the squadron continued to carry out patrols around New Guinea. In 1943, the squadron took part in surveillance of the Japanese convoy destroyed in the Battle of the Bismarck Sea, and began conducting offensive mine-laying operations (which it continued until the end of the war) (Howard 2009: 27).

5.7.4 No. 20 Squadron

Established at Port Moresby in August 1941, No. 20 were equipped with Catalina aircraft and Empire flying boats. The Squadron was tasked with conducting extensive seaward patrols and clearing Japanese vessels from Australian waters. Along with No. 11 Squadron, No. 10 conducted long range patrols until the outbreak of war in the Pacific (Howard 2009: 28).

Following the outbreak of war in the Pacific, No. 10 Squadron commenced anti-submarine patrols and bombing raids against Japanese bases. The Squadron was moved to Bowen, Queensland, in May 1942, and to Darwin, Northern Territory in September 1944. Between 1943 and 1945 the Squadron undertook mine laying operations in various locations including the Philippines, East Indies, Caroline Islands, Manilla Harbour, and China (Howard 2009: 28).

From November 1945 the Squadron was based at Rathmines, and was responsible for flying to locations such as Port Moresby, Manilla Harbour and Singapore to retrieve Australian prisoners of war. After the war, the squadron flew through the South West Pacific delivering medicine and other supplies (Howard 2009: 28).



Plate 5.75 The crew of No. 20 Squadron, Rathmines, in July 1944

Source: Australian War Memorial Collection, Accession No. P00120.006

5.7.5 No. 40, 41 and 43 Squadrons

During the war, a series of squadrons were established for the purposes of operating covertly along Australia's east coast; these squadrons were formed from other, already established squadrons, including No. 9 and No. 11 Squadrons. The majority of personnel who eventually formed part of the No. 40, 41 and 43 Squadrons were trained at Rathmines (Howard 2009: 30).

No. 40 Squadron was formed in Townsville in March 1944, and was equipped with Short Sunderland flying boats. The squadron initially flew transport flights between Townsville and New Guinea, but after re-locating to Port Moresby in July 1944 the squadron also flew transport flights to other South West Pacific islands. Aircraft from this squadron also performed intermittent air-sea rescue tasks. The squadron assisted in the return of Australian personnel at the end of the war, before moving to Rathmines in March 1946, and disbanding in June of that same year (Howard 2009: 30).

No. 41 Squadron was formed in August 1942 and was equipped with ex-QANTAS Short Empire flying boats. These were returned to QANTAS in 1943, leading the squadron to operate Dornier Do.24k flying boats, and later (in 1944) Martin Mariner aircraft. No. 41 predominately flew transport services from its bases in Townsville, Cairns and Rathmines, but also undertook air-sea rescue tasks. It was disbanded in Cairns in September 1945 (Howard 2009: 30).

No. 43 Squadron was formed in May 1943 in Bowen, Queensland. It was equipped with Catalina aircraft, and undertook both general reconnaissance and mine laying roles. The squadron also flew convoy protection patrols along the east coast of Australia, and conducted offensive operations against Japanese craft. The squadron was moved to Darwin in April 1944, and was then moved to Rathmines in November 1945. Following the end of the war, No. 43 predominately performed routine patrol and transport flights, and was disbanded in April 1946 (Howard 2009: 31) (**Plate 5.76**).



Plate 5.76 Photograph of No. 43 Squadron, 1944

Source: Reproduced in Howard 2009: 31, primary source unknown

5.7.6 No. 107 Squadron

The No. 107 Squadron conducted anti-submarine patrols off the east coast of Australia during World War II. It was formed in May 1943 at Rathmines, and was equipped with Kingfisher aircraft; these aircraft were used by the No. 3 Operational Training Unit for training purposes before being re-allocated to No. 107 (Howard 2009: 32).

The squadron operated out of Rathmines, performing convoy escorts and anti-submarine patrols with No. 11 and No. 20 Squadrons. Following a decrease in anti-submarine patrols, No. 107 was disbanded in October 1945 without seeing combat (Howard 2009: 32).

5.7.7 Seaplane Training Flight (No. 3 Operational Training Unit)

In March 1940 the Seaplane Training Flight was formed at Rathmines, and was responsible for providing seaplane conversion training to RAAF air and ground crew to such aircrafts as the Catalina and Kingfisher. It was initially equipped with two Supermarine Seagulls in 1941, and then a number of Kingfishers and Catalinas in 1942. The unit was intended to also carry out high level bombing practice, anti-submarine patrols and training courses for flying boat crews. It was expanded in December 1942 to become the No. 3 Operational Training Unit, as part of the expansion of the RAAF's seaplane units (Howard 2009: 34).

No. 3 Operational Training Unit was the RAAF's main seaplane training unit during the war, and was responsible for converting RAAF air crew. No. 3 was disbanded at the end of the war (Howard 2009: 34).



Plate 5.77 No. 3 Operational Training Unit, Rathmines, 1944

Source: Australian War Memorial Collection, Accession No. P01630.024

5.7.8 No. 2 Flying Boat Repair Depot

The No. 2 Flying Boat Repair Depot was formed in February 1943. It was tasked with handling the repairs or, as a last resort, the scrapping, of flying boats that had departed from Rathmines. It was disbanded in April 1946, after the war (Howard 2009: 36).



Plate 5.78 A group of Air Training Corps cadets inspecting a Catalina during a visit to No. 2 Flying Boat Repair Depot, Rathmines

Source: Australian War Memorial Collection, Accession No. PVIC0306

5.7.9 Marine Section

Prior to the RAAF being formed, the Australian Flying Corps used marine boats to assist with the mooring and removal of seaplanes from the water. In February 1938, the RAAF received approval for the purchase of target class boats; further orders were placed following the outbreak of war. By December 1941, the need to expand the Marine Section of the RAAF had become a priority, and a large-scale boat building program was initiated. As part of this program, the RAAF also began to construct some small boats at the Rathmines RAAF Base. Boats were also obtained from civilians, via loan, secondment, or contract. At the peak of its activities, the Marine Section of the RAAF had a fleet of over 600 powered and 700 un-powered craft (Howard 2009: 58).

At the Rathmines RAAF Base, the Marine Section was concentrated at Styles Point, where there was a slipway, jetty, workshops and a boat shed. A number of watercraft were used at the Base, including bomb and fuel barges, fire tenders, and 38 and 44 foot crash boats (or 'Fairmiles'). Halverson's Boatyard in Ryde, Sydney, delivered the first 34 vessels to Rathmines; the owner of the company, Magnus Halverson, personally delivered the last Crash Boat (02-12) to Rathmines two months before the end of the war, in 1945. Most RAAF Marine Section crews were trained at Rathmines (Howard 2009: 58).

5.7.10 WAAAF

The Women's Auxiliary Australia Airforce (WAAAF) was established in March 1941; at its peak, the WAAAF had 18,038 enlistees. At Rathmines, the WAAAF worked in 73 musterings and, in the early days, worked long hours for less pay than their RAAF counterparts. They were often on call 24 hours a day; Rathmines was both a training base and an operational base, requiring signal staff, transport drivers, telephonists and cooks to be on standby. Newton notes that conditions improved when a house across the lake was acquired to house some of the WAAAF personnel (Newton 1978: 23).



Plate 5.79 Morning Parade, 1945, WAAAF personnel visible

Source: Reproduced in Howard 2009: 7, primary source unknown

The WAAAF was disbanded in December 1947. A new Australian women's air force was formed in July 1950, and became known as the Women's Royal Australian Air Force, or WRAAF. In the 1980s the WRAAF was disbanded, and female personnel were absorbed into the mainstream RAAF.

At the Rathmines Base, WAAAF personnel were provided with accommodation and facilities on the northern side of Dorrington Road (then Rathmines Road), between the wireless transmission station and the guard house (within the WAAAF's Quarters precinct shown in **Figure 3.9**).



Plate 5.80 Dinner to celebrate the WAAAF's 4th birthday, Rathmines, 1944
Source: Reproduced in Howard 2009: 71, primary source unknown

5.8 The Aircraft of Rathmines

Below is a summary of relevant aircraft that was stationed at or passed through the Rathmines RAAF Base. Noting, the below summary is not exhaustive.

5.8.1 Catalina PBY, PBY 5, PBY 5A

The Catalina is described as being one of, if not the, most successful flying boat developed. In a continuous production of 10 years and in a variety of models, it served in every part of the world. The planes were designed and built by the American aircraft manufacturer Consolidated Aircraft San Diego. The first model, M28, stemmed from the PBY-1 ordered by the US Navy in October 1933. The first Catalina began flying in March 1935.

In total, Prime Minister Menzies ordered a total of 168 Catalinas for Australia's wartime effort, with identity serial numbers preceded by A24. The aircraft were delivered to Hawaii by the manufacturers, and then delivered on to Australia by ferry by QANTAS. The first Catalina (AH 534, later to become A24-1) left San Diego on 25 January 1941. The captain was Lester Brain, with Gordon Taylor as navigator, A.S. Patterson as radio officer, and D. Wright as flight engineer. Captain G.U. 'Scotty' Allan and Warrant Officers G.S. Bembrose and W. Richmond travelled as passengers. A24-1 was flown to the Rose Bay QANTAS Base, and then on to Rathmines where it was handed over to the RAAF. It was the third aircraft to cross the Pacific Ocean (Newton 1978: 13).

QANTAS delivered a total of 19 Catalinas, the last being captained by Lester Brain on 23 October 1941. These aircraft became unit equipment of four operational squadrons, being No.s 11, 20, 41 and 42. They were also allotted to No. 3 Operation Training Unit and the four Air-Sea Rescue Flights. The crews of these aircraft were all trained at Rathmines, and participated in practically all phases of the war in the South West Pacific Area. The Catalinas passed through Rathmines for refitting before being dispatched to other bases (Howard 2009: 39).

By the end of World War II the Consolidated Aircraft Corporation had produced 3,272 models with 1,418 models being amphibian aircraft known as the Catalina PBY 5A. The differences between the Catalina and other aircraft such as the Sunderland or Empire, meant that QANTAS pilots, as reservists, were aligned with the RAAF to train new pilots.

At the end of 1974, only one Catalina was still flying in Australia, being used for survey work (Newton 1978: 44-45). At the close of the War, the Catalinas were variously sold to private entities or commercial enterprises (to be used for parts in some instances), donated to museums or gifted to government, or otherwise destroyed (Howard 2009: 40).

Table 5.2 Summary of information for the Catalina PBY, PBY 5 and PBY 5A (Newton 1978: 44)

Information	Description
Manufacture	Consolidated Aircraft Corporation of San Diego, California Boeing Aircraft Corporation, USA and Canada Vickers Aircraft Corporation, Canada
Type	High wing twin engine monoplane flying boat, later models (5A) were amphibians
Engines	Two twin row Pratt and Whitney Wasp, 1,200 horsepower. Each engine was fitted with three blades, D.H. hydromatic, constant speed, full feathering propellers
RAAF Identification No's	Serial numbers preceded by A24
Crew	Pilot (captain), co-pilot, wireless operator, two flight engineers, two navigators, an armourer and an airframe rigger
Armament	Two .5 machine guns in blisters, .303 machine gun in forward turret, .303 machine gun in tunnel. Carried depth charges, bombs and mines
Range	25 hours
Use	Long range reconnaissance, shadowing, anti-submarine patrol, air-sea rescue, bombing enemy installations, mine laying

Below are indicative photographs of Catalinas.

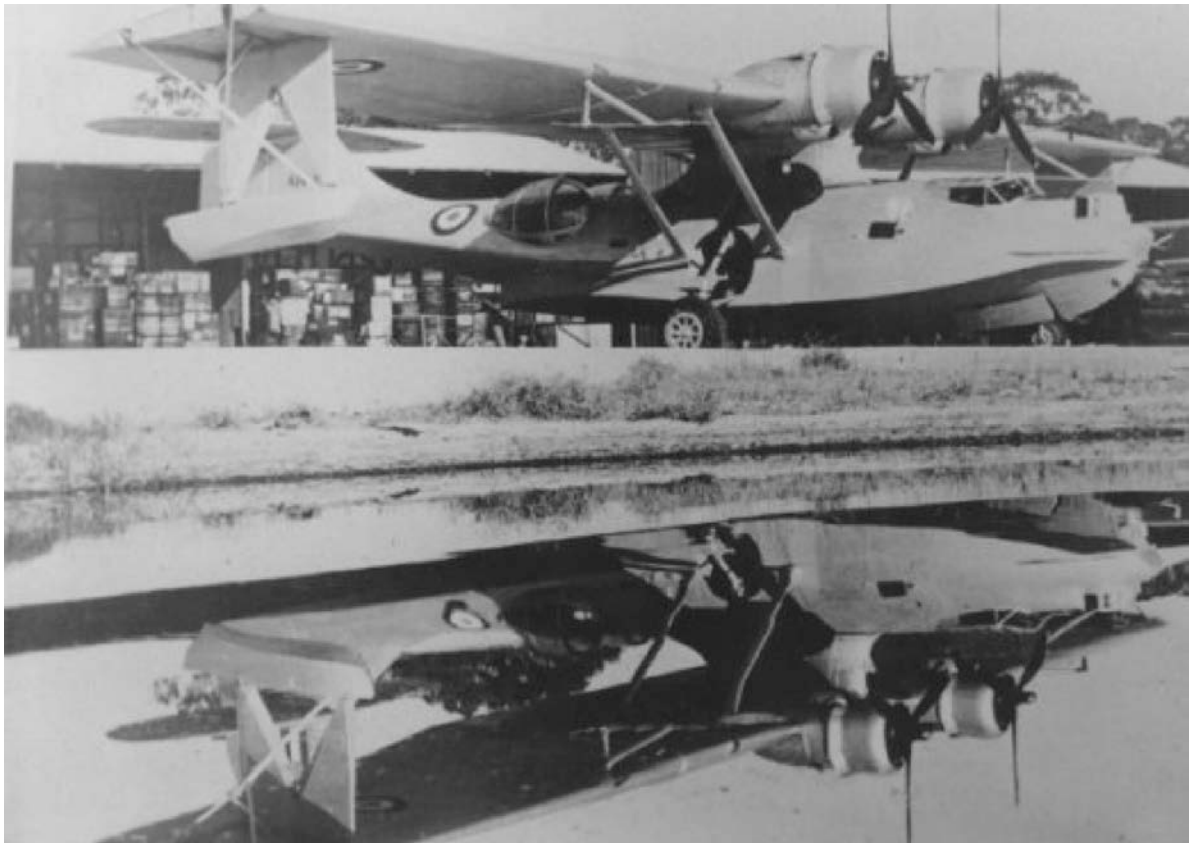


Plate 5.81 A Catalina flying boat at Rathmines, unknown date

Source: Lake Macquarie City Council, History of Lake Macquarie: Media, Photo Ref: 6276

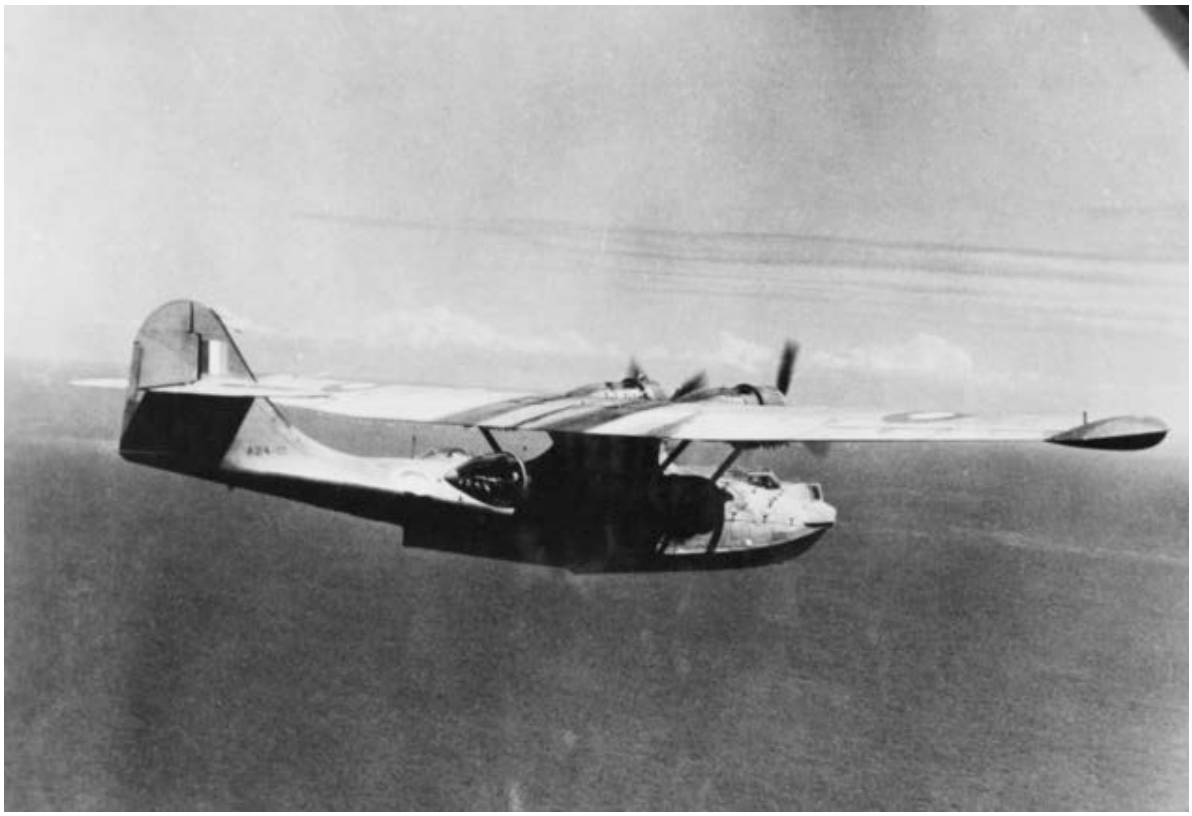


Plate 5.82 Consolidated Catalina with RAAF serial no. A24-10, likely from Rathmines

Source: Australian War Memorial Collection, Accession No. AC0039

5.8.2 Short Sunderland

The Short Sunderland is described by Howard (2009: 55) as being 'the premiere flying boat of World War II for the British'. The Short Sunderland was designed from the airliner transport Short C-class Empire model, and became the militarised version of the same floatplane.

Nearly 700 examples in four marks (Mk 1, Mk II, Mk IIIA and Mk V) were produced for the United Kingdom (Howard 2009: 55). A few of No. 10 Squadron Sunderland flying boats were, towards the end of the War, fitted with Pratt and Whitney Engines. After the War, these flying boats were towed out to sea and sunk (Newton 1978: 45).

Table 5.3 Summary of information for the Short Sunderland flying boat (Newton 1978: 45)

Information	Description
Manufacture	Short Aircraft Company England
Type	Four engine, high cantilever wing monoplane flying boat
Engines	Four single row Bristol Pegasus, type 22 developing 1,010 horsepower, fitted with variable pitch propeller
RAAF Identification No.	A26
Crew	Captain, two co-pilots, two wireless operators, two flight engineers, navigator, armourer and airframe rigger
Armament	Machine guns fore and aft, bombs and depth charges were carried under wings
Range	15 hours
Use	Anti-submarine patrol, shadowing enemy shipping, long rang reconnaissance

Below is an indicative photograph of a Short Sunderland.



Plate 5.83 Short Sunderland Mk III at Sydney, c. 1944

Source: http://www.adf-serials.com.au/2a26.htm

5.8.3 The Seagull (the 'Pussas Duck') and Walrus

The Seagull III seaplane was not robust enough for RAAF or RAN use, and so a replacement craft was designed in 1929, being the Seagull V or Walrus. These seaplanes were predominately used for reconnaissance, survey, spotting and rescue. A2-4 was the first Seagull V (Walrus) at Rathmines, arriving in September 1939 and being allocated to No. 9 Squadron (Howard 2009: 42).

Table 5.4 Summary of information for the Seagull ('Pussas Duck')/Walrus (Newton 1978: 45-46)

Information	Description
Manufacture	Vickers Supermarine Aircraft Company, later Saunders Roe Company, England
Type	Single engined amphibian biplane
Engines	Bristol Pegasus single row radial, nine cylinder air cooled poppet value. Four blade propeller, pusher type, mounted in centre between mainplanes. Two types of engines were built, developing 650 horsepower for the early model and 750 horsepower for the modified version
RAAF Identification No.	A2
Crew	Pilot, wireless operator and navigator
Armament	Two Vickers .303 machine guns (one fore and one aft), two depth charges or two 250 pound bombs, plus 100 pound bombs (total load not to exceed 750 pounds)
Range	Three and a half hours or 300 to 350 miles
Use	Spotting, shadowing enemy shipping, photography, drogue target towing, short range reconnaissance, air-sea rescue, anti-submarine, general patrol work

Below is an indicative photograph of a Seagull (Walrus)



Plate 5.84 A Seagull (Walrus) A2-12 being towed ashore at Rathmines, 1942

Source: Australian War Memorial Collection, Accession No. P00041.027

5.8.4 Martin Mariner

In total, 12 Martin Mariners were delivered to the RAAF in late 1943 under a lend lease agreement. They were assigned to No. 41 Squadron and given the identification No. of A70. These flying boats were delivered to the RAAF without armament or search radar, and were predominately used for transporting troops and stores (Newton 1978: 46).

Table 5.5 Summary of information for the Martin Mariner (Newton 1978: 46)

Information	Description
Manufacture	Martin Aircraft Company, America
Type	High gull wing twin engine monoplane
Engines	Two twin row 1,200 horsepower Wright Cyclone with four bladed Curtis electric reversing airscrew
Crew	Pilot, co-pilot, navigator, wireless operator and flight engineer
Armament	None
Range	12 hours
Use	Transporting troops and stores

Below is an indicative photograph of a Martin Mariner.

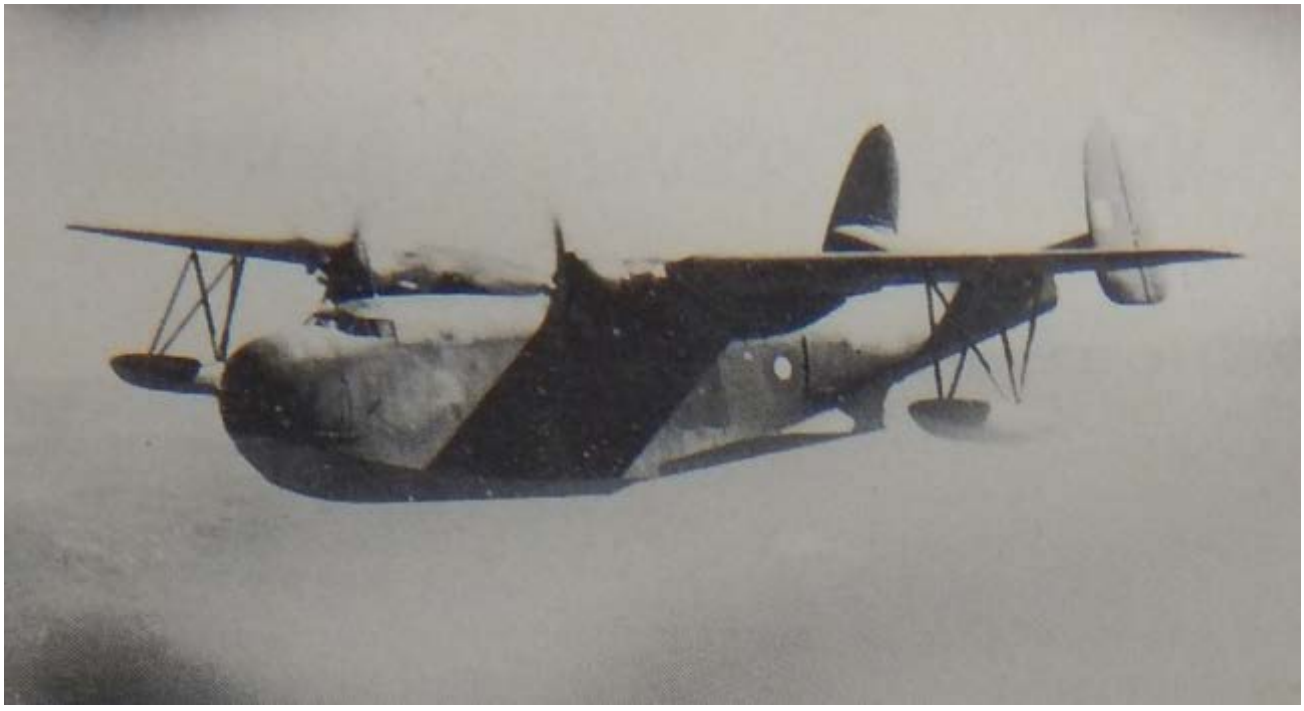


Plate 5.85 A Martin Mariner, unknown date

Source: Newton 1978: 37, photograph courtesy of E. Freeburn

5.8.5 Dornier (or Dornier Do.24K)

The Dornier flying boats arrived in Australia in early 1942. They were flown from the Dutch East Indies when the Japanese invaded there. The RAAF took them on transfer from the Royal Dutch Navy and gave them identification number A49. The Dutch crews didn't stay long at Rathmines. These aircraft were of German origin, but fitted with American Wright Cyclone engines of 1,200 horsepower, and carried a pilot, co-pilots, wireless operator and flight engineer (Newton 1978: 46).

Following the Japanese attack in December 1941, damaged Dornier aircraft were sent to the Rathmines Base for urgent maintenance. Following this, they commenced operations with No. 41 Squadron, flying cargo. In 1944 two Dornier aircraft served with No. 8 Communications in a search and rescue role; at other times they were stationed at Rathmines or Lake Boga, Victoria (Howard 2009: 54).



Plate 5.86 Dornier Do 24K A49-4 with No.41 Squadron code "DQ-G", unknown date

Source: http://www.goodall.com.au/australian-aviation/dornier-24/dornierDo24.html

5.8.6 Voight Sikorsky (Kingfisher)

Originally ordered by the Dutch Indies Navy, the Sikorsky was transferred to the RAAF in 1942. They were assembled in Rathmines, arriving in two batches; in total, 18 Sikorsky aircraft were received. They carried two 250 pound charges or two 250 pound bombs (Newton 1978: 46-47).

Originally referred to as 'Voight-Sikorsky', the name was later changed to Kingfisher to suit Australian nomenclature (Howard 2009: 56). Seven of the 18 Sikorsky aircraft were based at Rathmines, and the rest at Point Cook. Wing Commander J.E. Hewitt was placed in charge of the Sikorsky aircraft, forming into the No. 107 Squadron (Howard 2009: 56).

Table 5.6 Summary of information for the Voight Sikorsky (Kingfisher) (Newton 1978: 46-47)

Information	Description
Manufacture	Sikorsky Aircraft Company, America
Type	Low wing pontoon float monoplane, fitted with floats
Engines	Single row Pratt and Whitney
Crew	Pilot and navigator/wireless
Armament	Fixed .30 Browning firing through propeller and .303 machine gun operated from rear seat
Use	Short range reconnaissance aircraft, anti-submarine, general coastal patrol

Below is an indicative photograph of a Kingfisher.



Plate 5.87 A Kingfisher A48-8, attached to No. 1 Flying Boat Repair Depot at Lake Boga, Victoria, 1942

Source: http://www.adf-gallery.com.au/gallery/Kingfisher/Kingfisher_A48_8

5.8.7 Douglas Dolphin

The Douglas Dolphin was a twin engine, high wing monoplane, that was an amphibious flying boat. They were taken on charge between June 1940 and October 1942 with the identification number A35; in total, fewer than 60 were built. Two of these were stationed at Rathmines, and two used by Communication Unit. All aircraft were previously civil owned and operated (Newton 1978: 47).



Plate 5.88 A Douglas Dolphin A35-3 at Sydney Airport in 1949

Source: http://www.goodall.com.au/australian-aviation/dolphin/douglas-dolphin.htm

5.9 The Role of the Base During World War II

By September 1943, the aircraft at the Base comprised 14 Catalinas, two seagulls, one Dornier and one Dolphin. The Base reached its peak strength of almost 3,000 officers and other ranks around 1944-45. At the end of 1944, it was recorded that 2,176 servicemen and women had been posted to the Base that year, in the following deployment (Pratten & Irving 1997: 8):

- 274 RAAF officers;
- 4 WAAAF officers;
- 476 RAAF sergeants;
- 15 WAAAF sergeants;
- 1,218 RAAF other ranks;
- 189 WAAAF other ranks.

No other flying boat base established in Australia during World War II is recorded to have had as many personnel posted to it as Rathmines.

The following historical images show the spatial extent of the Base during its active years (**Plate 5.89** to **Plate 5.90)**. Based on a review of comparable flying boat bases in Australia during World War II, Rathmines also appears to have been the largest in terms of its total area, being around 61 hectares (refer to **Section 6.0**).



Plate 5.89 Aerial view of the Base in the 1944, showing hangars and Catalina aircraft moored in the lake

Source: Australian War Memorial Collection, Accession No. P00992.008



Plate 5.90 The Base, with the back gate at centre frame, unknown date

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'

Between 1941 and 1950, the RAAF operated 168 Catalinas flow by four front line squadrons, two communications units, and three air-sea rescue flights. Rathmines was the premier dedicated flying boat base during World War II, having been the largest both in terms of personnel and spatial extent, as well as acting as the 'headquarters' for flying boat and seaplane operations during the war.

The Catalinas played a significant role in Australia's RAAF defensive operations during the war, and were the only aircraft to see service with the RAAF for the total wartime operations against Japan. Catalinas served a variety of functions throughout the war, with their predominant uses changing as the war and operational objectives evolved. They were used heavily for reconnaissance, bombing, and mine laying, supplying troops, coast watches, and air-sea rescue missions. They were well known for their precision laying of mines in enemy water ways and harbours, and were one of the most durable and effective aircrafts of World War II due to their range, endurance, and load carrying capacity (Lowe 2007).

As a result of their functional capabilities, Catalinas were used by almost all of the Allied services including the RAF and RAAF. In turn, the use of flying boats such as the Catalina placed a particular demand on training aircrews, who not only learnt to fly the aircraft but needed to learn manoeuvres in sea conditions, usually associated with naval operations. The famous Black Cats (Catalinas that had been painted black) were used on covert night operations involving mine laying in almost every enemy port in the South West Pacific area, including operations extending as far as the Chinese coast (Lowe 2007).

Catalina and aircrews from Rathmines were involved in the defence of Australia in World War II, including events such as the Battle of the Coral Sea, which resulted in the forced withdrawal of Japanese forces from Australian waters, effectively ending the immediate threat of Japanese invasion of the Australian mainland.

The Base was also involved in the mining of Manilla Harbour. Wing Commander Keith Bolitho, who contributed significantly to RAAF operations over the course of the war, flew to Brisbane in November 1944 to collect mines for instructional purposes, for the impending largest single RAAF minelaying operation of the war. On 7 December, six aircraft from No. 11 Squadron were sent to East Arm, Darwin, for 'courting' (the code name for minelaying) operations. At East Arm, No. 11 were joined by aircraft from No. 20 and No. 43 Squadrons. In total, 25 aircraft from these squadrons took part in the operation, and over 50 mines were dropped. The mining of Manila Harbour was the longest single wartime operation carried out by the RAAF (Vincent 1978: 74).

The Base was also an important flying boat crew training facility for the war, and housed the Operational Training Unit for Catalina aircrew. Conversion courses commenced at the Base in 1941. Also on offer was a seamanship course, comprising celestial navigation, sea lore, signalling, marine craft handling, knotting and swimming. One of the original instructors was G.U. 'Scotty' Allan, a well-known and highly experienced Qantas pilot who was pivotal in the successful use of Catalinas as part of the war effort (refer to **Section 5.9.1**).

During the 1940s, crews for No. 9, 10, and 11 Squadrons trained at Rathmines, with over 200 Catalina aircrews trained at the Base during its life. The Base also provided a Flying Boat Repair Depot (being the No. 2 Flying Boat Repair Depot, No. 1 having been located at Lake Boga) and a Marine Section Repair Depot. New flying boats were made in the US, but were converted at Rathmines for operational duties (Lowe 2007). In August 1945 Catalinas drawn from No. 3 Operational Training Unit left Rathmines for Singapore via Cairns, Darwin and Labuan to evacuate Australian prisoners of war; the first recovered prisoners arrived at Rose Bay, Sydney, on 16 September (Vincent 1978: 90).

As noted above, the Base was the largest dedicated flying boat base in Australia during its active years, both in terms of personnel and spatial extent. As the above discussion has demonstrated, the former Base and associated personnel were involved in all major operations involving flying boats and seaplanes during World War II.

The former RAAF Base is also believed to have been the largest in the southern hemisphere during World War II, though this has not been verified as part of this CMP and requires further assessment (refer to existing SHR statement of significance provided at **Section 9.5**). Uniquely, Rathmines is also the only flying boat base in NSW with a significant amount of physical fabric remaining intact.

5.9.1 Personnel Associated with the Rathmines RAAF Base

Of particular significance are the personnel who served out of Rathmines that contributed significantly to the war effort. Below is a brief summary of key personnel associated with the Base, and their contribution to wartime operations.

Between December 1941 and March 1943, No. 11 Squadron saw 10,523 flying hours, lost four crew members, and dropped 4,974 bombs. Within the same time period, No. 20 Squadron saw 9,628 flying hours, lost five crew members, and dropped 3,853 bombs. Many of the personnel who operated during this period were later posted to No. 3 Operational Training Unit (OTU) (later the Seaplane Training Flight) at Rathmines, where they took up instructor duties (**Plate 5.91**).



Plate 5.91 No. 3 OTU instructors at Rathmines in early 1943

Sitting in the second row fourth from left is Gordon Stilling, and seventh from left is Keith Bolitho

Source: Vincent 1978: 29

Squadron Leader C.R. Gurney

Squadron Leader C.R. Gurney was one of the first four aircraft captains of the No. 11 Squadron. Gurney was killed in action on 3 May 1942 when a B-26 in which he was second pilot overturned whilst landing on soft ground on Kiriwina Island, Papua New Guinea (Vincent 1978: 18).

The former Gurney Road at Rathmines Park was named after C.R. Gurney.

Squadron Leader G.E. Hemsworth and Flight Lieutenant B.G. 'Tubby' Higgins

Squadron Leader G.E. Hemsworth, also one of the first four captains of the No. 11 Squadron, was involved in night bombing attacks on Rabaul in January 1942 along with five other captains (**Plate 5.92**). Flight Lieutenant B.G. 'Tubby' Higgins also participated in this operation. Later in January, both Hemsworth and Higgins were involved in the bombing of enemy shipping in Simpson Harbour, Rabaul (Vincent 1978: 15).



Plate 5.92 The first four aircraft captains of No. 11 Squadron

From left to right: Squadron Leader Gurney, Squadron Leader Hemsworth, Flight Lieutenant Purton and Squadron Leader Sims

Source: Vincent 1978: 8

In February 1942, Higgins was intercepted by an enemy plane whilst undertaking attacks on shipping in Simpson Harbour, Rabaul. Higgins was forced to dive down into the smoke generated by an active volcano on Matupi Island to escape (Vincent 1978: 17) (**Plate 5.93**). Hemsworth had a similar escape during the same operation; having taken fire, Hemsworth was forced to land using just one engine. The aircraft received temporary repairs, which enabled Hemsworth to take off using both engines; the remainder of his flight to Port Moresby, however, was undertaken on a single engine. Examination of the aircraft revealed 157 bullet holes. On 7 February and following this attach, Hemsworth's Catalina was flown to Rathmines RAAF Base for a necessary overhaul (Vincent 1978: 17). Hemsworth is believed to have been killed in action on 7 May 1942, during the Battle of the Coral Sea.

Higgins went on to be involved in searches for missing aircrews in September 1942, and was responsible for the rescue of four personnel at that time. He also 'picked up' the crew of a United States Army Air Force (USAAF) B-24 aircraft from Milne Bay in January 1943, after their aircraft crashed due to enemy fire (Vincent 1978: 31).

The former Hemsworth Crescent and Higgins Avenue at Rathmines Park were named after G.E. Hemsworth and B.G. Higgins, respectively.



Plate 5.93 Flight Lieutenant Higgins (left) describing his dive into the active volcano to Flight Lieutenant Eric Townsend

Source: Vincent 1978: 17

Wing Commander Frank Chapman

Squadron Leader and later Wing Commander Frank Chapman was involved in attacks on enemy resources in Vunakanau, Rabaul in 1942. Chapman became the commanding officer (C.O.) of No. 11 Squadron following the appointment of the former squadron leader Wing Commander Cohen to C.O. of the Rathmines Base. Chapman was involved in a daylight flight on 16 June 1942 to Tabar Island, among other operations, and was later C.O. of No. 20 Squadron.

Chapman was also involved in the running of 'Milk Runs', which were nightly patrols to blockade enemy shipping movements from the north into the Buna, Salamaua, Lae and Finschafen areas; 'Milk Runs' were lengthy, arduous operations that were carried out in all weather and which depended on the Catalinas invaluable radar set (Vincent 1978: 28). Chapman and his crew were posted as missing after failing to return from a 'Milk Run' in March 1943. 'Chappie', as Chapman was known, is reported to have been a popular C.O. and was regarded as one of Australia's foremost Catalina pilots (Vincent 1978: 31).

Chapman's appointment to Wing Commander, sadly, came though while he was undertaking his final operation.

The former Chapman Drive Rathmines Park was named after Frank Chapman.

Squadron Leader Geoff Coventry

In March 1943, a B-24 sighted an enemy convoy transporting troops from Rabaul to Lae, Papua New Guinea. Catalina A24-14 took off from Milne Bay on the night of 1 March to maintain watch on the convoy; Squadron Leader Geoff Coventry plotted the convoy's progress, and six 250 pound bombs were dropped, though no hits were observed.

Within a few hours of this surveillance, USAAF and RAAF aircraft attacked the convoy, and within 15 minutes had caused almost complete damage. This battle, known as the Battle of the Bismarck Sea, marked the end of serious attempts by the Japanese to re-inforce by mean of surface transport (i.e. land troops at Lae) (Vincent 1978: 31).

In July 1943, Coventry was active in reconnaissance and supply delivery flights in the area near the junction of the Sepik and Yellow Rivers. He continued to undertake such duties until May 1944. Coventry volunteered to deliver a pump to a struggling US ship located approximately 600 metres due east of Cairns. After making a difficult landing and successfully delivering the pump, Coventry's Catalina crashed following take-off, and Coventry did not survive.

The former Coventry Road at Rathmines Park was named after Geoff Coventry.



Plate 5.94 Squadron Leader Coventry's crew at Cairns in 1944

Coventry is seated at the centre

Source: Vincent 1978: 61

Wing Commander Gordon Stilling

Squadron Leader and later Wing Commander Gordon Stilling was an Australian pilot who joined to RAF before the war. He had flown Catalinas with No. 205 Squadron from Singapore and later Java, and was made available to the RAAF following the disbandment of No. 205 in 1942. Stilling was appointed C.O. of No. 20 Squadron following Chapman's death (**Plate 5.95**).

In April 1943, two significant operational moves where made; operations commenced in the North Western Area, and the RAAF's top secret mine laying campaign, carried out solely by Catalinas, commenced. Stilling was pivotal in the minelaying campaign carried out from April 1943 onwards. He laid magnetic mines in Silver Sound on 22 April 1943. Silver Sound was selected as the first target for minelaying operations, as it was important as a major transhipping port for Japanese convoys. The operation, known as 'Popsy', was a success (Vincent 1978: 36).

By July 1943, a new phase in the minelaying campaign commenced; focus was shifted to Babo, and the new campaign intended to attack all mineable harbours and shipping routes in the Netherlands East Indies that were within the range of the Catalinas. Mines were successfully laid in Soerabaya Harbour in August before the campaign was interrupted in September.



Plate 5.95 Wing Commander Stilling as C.O. of No. 20 Squadron in 1944

Source: Vincent 1978: 35

In an attempt to keep enemy aircraft grounded, nine Catalinas attacked the Rabaul airfields in September 1943. The purpose of this operation was to support the gathering of the largest amphibious force yet assembled in the South West Pacific, the intention of which was to invade Lae.

The attack was led by Commanders Green and Stilling, and caught the enemy unaware; the attack is regarded as a success, with only 76 of the 200 enemy aircraft known to have been in Rabaul prior to the attack ultimately retaliating against Allied forces (Vincent 1978: 41-42). This attack, to which Catalinas and Stilling strongly contributed, ultimately enabled the occupation of Salamaua and Lae.

Stilling later assisted in the mining of Kendari in September of that year. He also volunteered to undertake a night sneak attack using torpedoes on Batu Kilat and Pomelaa Harbours, where merchant vessels had been sighted and 'mined in' by other Catalinas. The operation was not successful, however, and Stilling's aircraft was shot down over the target area; his date of death is recorded as 1 October 1943 (Vincent 1978: 44-45).

Stilling Street (formerly Stilling Road) Rathmines Park was named after Gordon Stilling.

G.U. 'Scotty' Allan

George Urquhart 'Scotty' Allan served in the RAF on the Western Front during World War I, before being recruited by Charles Ulm as a pilot with Australian National Airways in 1929, where he flew on the first airmail flights from Sydney to Brisbane with Charles Kingsford Smith. In 1933 he flew with Ulm and P. G. Taylor on the record-breaking flight from England to Australia in 'Faith in Australia'.

During World War II, Allan was seconded to the RAAF as a trainer and after the war was a senior executive with Qantas. In 1941 he was a member of the Qantas crew which brought the first Catalinas from San Diego to Sydney for the RAAF. During 1941 Allan was seconded to the RAAF as Wing-Commander and was C.O. of various stations including Rathmines, where he trained Catalina crews, and No. 1 Flying Boat Repair Depot at Lake Boga.

Interestingly, Allan was friends with William Dobell, who entered a portrait of the pilot for the Archibald Prize in 1941 (**Plate 5.96**).



Plate 5.96 Portrait of G.U. 'Scotty' Allan by William Dobell, 1941

Source: Australian War Memorial Collection, Accession No. ART93379



Plate 5.97 1945 aerial of the Base, showing structures present at that time

Source: Australian War Memorial Collection, Accession No. P11290.001

5.10 The Closure of the Base and the Development of Rathmines Park

After the war, Rathmines RAAF Base continued to operate, though in a lesser capacity. In 1946 both the No. 3 Operational Training Unit (Seaplane Training Flight) and the No. 2 Flying Boat Repair Depot were disbanded. The use of Rathmines as a seaplane base ended on 30 November 1952; this followed the recognition of the Catalina as 'surplus to requirements' in January 1952 (Pratten & Irving 1997: 10).

Though the use of Rathmines as a seaplane base ended at this time, the Base continued to operate. An Officer Training School had been established in April 1950, and when the seaplane base function ended in 1952, the School absorbed the base services and RAAF owned property. Howard (2009: 89) notes:

> *'In 1956 the RAAF School of Technical Training Detachments 'A' and 'C' became lodger units and the RAAF School of Ground Training was formed as a separate unit under the control of the commanding officer. Rathmines was reorganised, with the Officers Training School Base Flight and Officers Training Flight retaining previous functions, but along with No. 2 National Service Training Wing, became separate units. This was absorbed again into No. 1 Recruit Training Unit in 1958 when the unit moved from Richmond to Rathmines. However, when the unit relocated to Wagga Wagga in November 1960, the base ceased function.'*

Rathmines RAAF Base officially ceased function and was disbanded in January 1961. The Base was sold to Lake Macquarie Shire Council in 1962 for $200,000. Originally, three portions of the site were privately sold; the former Main Hangar Complex was sold to the Christadelphian Bible School, the former Hospital was sold for use as a private hospital, and the former Sergeant's Mess (now 'Westlakes Music Centre' was sold to the NSW Department of Public Health for use as a holiday home for children with mental disabilities (Newton 1978: 30). Only the former Sergeant's Mess has been returned to local Council ownership.

The 'Flying Shovels', No. 5 Airforce Construction Squadron, was commissioned to deconstruct the Base following the cessation of operations (Howard 2009: 92). The bellman hangar was removed, along with the majority of other structures originally present at the Base. These buildings were privately sold, or relocated to Council land around the district for use as community halls or similar. One such example is the former Headquarters Orderly building, which was relocated to be used as the club rooms for the Morisset R.S.L. Club (**Plate 5.98**).

Seven former accommodation huts and the former airmen's mess building were privately sold to the Christadelphian Bible School; these buildings have been renovated for use as accommodation and a dining hall respectively, and remain on the privately owned School site. The swimming baths had been removed prior to 1962, and the former Main Hangar was dismantled and sent to Richmond RAAF Base for reconstruction (Newton 1978: 30) (**Plate 5.99** and **Plate 5.100**). The historical aerials in **Plate 5.101** to **Plate 5.103** show the Base following its cessation of operations.



Plate 5.98 Morisset RSL and Citizens Club, 1966, showing relocated building from Rathmines RAAF Base
Source: Beryl Mullard 2017

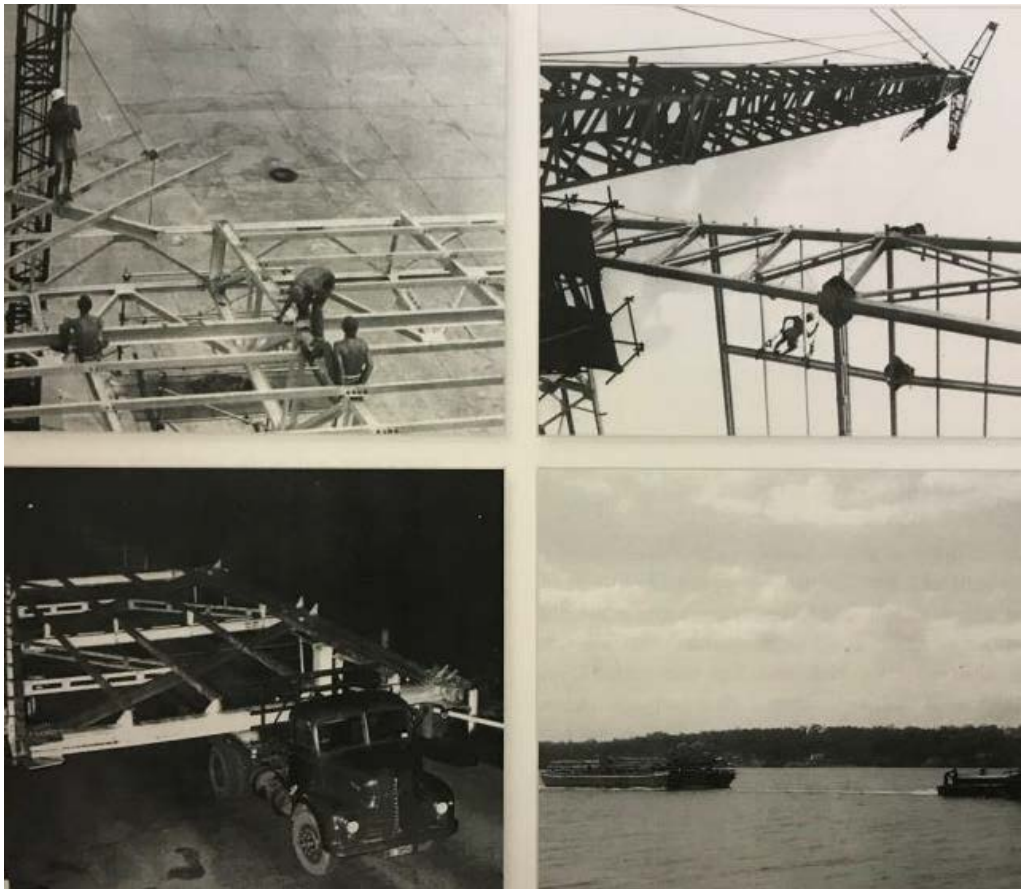


Plate 5.99 Various photographs showing the deconstruction and removal of Main Hangar, unknown date
Source: Reproduced in Howard 2009: 93, primary source unknown

Newton noted that in 1978 the guard house was being used as a private residence; it was later demolished. The wireless transmission station was, at that time, being used by the Baptist Church. The wooden slipway was removed in 1975. Despite plans put forward at various times by LMCC for the intensive development of the former Base, including the provision of camping and caravan facilities, a marina and boat storage facility, and tables, fireplaces and shelter sheds, minimal development has occurred.



Plate 5.100 The former Main Hangar Complex following removal of the hangar to Richmond RAAF Base following the closure of Rathmines RAAF Base

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'



Plate 5.101 Aerial view of Rathmines, December 1962

Source: Newcastle Region Library, Hunter Photo Bank, Accession No. 003 000655



Plate 5.102 Aerial view of Rathmines RAAF Base, 1962

Source: Lake Macquarie City Council, History of Lake Macquarie: Media, Photo Ref: 2684



Plate 5.103 Aerial view of the Base in 1995

Source: Lake Macquarie City Council, Local Studies, unpublished folio of photographs of 'Rathmines RAAF Base'

5.11 Historical Timeline

A summary of the historical development of the former Base during the RAAF phase of occupation and use is provided in **Table 5.7** below.

Table 5.7 Summary of the historical development of the former Base during the RAAF phase of occupation and use

Date	Event
4 October 1939	Photographic survey carried out by Flight Lieutenant J. Alexander as pilot and J. Newton as photographer
14 August 1939	RAAF Station, headquarters, Rathmines, formed at the Rathmines RAAF Base, NSW under command Wing Commander J.E. Hewitt. The site of the RAAF Station had been selected, but not resumed, and arrangements were made to rent cottages as living quarters and two halls as station stores. No aircraft equipment was provided. At the end of August, personnel posted to Rathmines totalled one barracks officer and 28 airmen. The site comprised approximately 61 hectares, partly covered with medium timber, brushwood and bracken. Station headquarters was established in one of the rented cottages. The purpose of the unit was flying and maintenance of search and rescue aircraft.
3 September 1939	The commanding officer was detailed, as Officer in Charge Design Section at Rose Bay, to modify flying boats of Qantas Empire Airways for reconnaissance duties; two boats being prepared for No. 11 Squadron which departed, September 27, 1939 for the north.
14 September 1939	Resumption of site for Rathmines RAAF Base was promulgated on this date.
4 December 1939	Flight Lieutenant S.A.C. Campbell assumed temporary command of the station from Wing Commander J. Hewitt.
15 December 1939	Squadron Leader J.A.S. Brown (RAF) appointed Station Commander. Flight Lieutenant Campbell appointed to command No. 9 Squadron.
28 December 1939	Aircraft , stores and personnel of No. 9 squadron arrival from Richmond, N.S.W.
23 March 1940	Seaplane Training Flight, commanded by Squadron Leader D.A. Connelly, arrived from Point Cook, Victoria. The purpose was training of officers in search and rescue and seaplane conversion courses.
11 June 1941	Wing Commander J.A. Alexander arrived, from No. 11 Squadron, to command RAAF Station, Rathmines.
11 August 1941	Squadron Leader Connelly assumed temporary command of RAAF Base and No. 9 Squadron, on the posting of Wing Commander Alexander to Richmond.
2 May 1942	Wing Commander J.A. Cohen arrived to command RAAF Rathmines
7 December 1942	Seaplane Training Flight disbanded and No. 3 OTU formed. No. 3 OTU was to conduct seaplane conversion courses and operation training of flying boat crews.
12 January 1943	No. 9 Squadron moved to Bowen, Queensland
10 February 1943	No. 2 Flying Boat Repair Depot formed at Rathmines; Commanding Officer Squadron Leader E.F. Easterbrook M.B.E.
10 May 1943	No. 107 (Reserve) Squadron mobilised at Rathmines as a lodger squadron.
28 August 1943	Wing Commander H.M. Birch posted to command No. 3 OTU. and RAAF Station , Rathmines

Date	Event
1 July 1944	No. 107 Squadron moved to St. Georges Basin, NSW.
15 December 1944	Wing Commander G.R. Thurstun, D.F.C. to command No. 3 O.T.U. and RAAF Station, Rathmines.
5 December 1945	Squadron Leader R.F. Gray D.F.C. assumed temporary command on posting of Wing Commander Thurstun.
7 January 1946	Group Captain G.A. Carr A.F.C. appointed to command.
2 September 1946	Wing Commander A.G.H. Wearne D.S.O., D.F.C. arrived to take over duties as commanding officer.
1 October 1947	Rathmines RAAF Base, renamed "Search and Rescue Wing". Personnel of 112 and 114 Air Sea Rescue Flights and RAAF Station, Port Moresby, engaged in the flying and maintenance of search and rescue aircraft, were posted to Search and Rescue Wing, Rathmines, Wing Commander Wearne to command.
3 December 1947	Catalina aircraft despatched from Rathmines to assist a Tasman Empire Airways flying boat with engine trouble, en-route Rose Bay to New Zealand. Interception successful and the flying boat was escorted back to Rose Bay.
1 July 1948	"Search and Rescue Wing" renamed No. 11 (GR) Squadron, the function of the unit remained unchanged
28 September 1948	During a night navigation exercise a Catalina, A24-381, flew into a hill at Lord Howe Island. The aircraft was destroyed with the loss of 7 lives. The 2 survivors were seriously injured
2 November 1948	A dining-in night to welcome Squadron Leader J.P. McMahon D.F.C. as the new commanding officer and to farewell Wing Commander Wearne, D.SO., D.F.C. and Wing Commander W. Brill D.S.O., D.F.C. and Bar
5 November 1948	Squadron Leader P.J. McMahon assumed command
April 190	Officer Training School established.
1 May 1950	RAAF Station, Rathmines, reformed and personnel of No. 11 Squadron posted to that station. Squadron Leader McMahon appointed to command.
20 December 1951	Wing Commander H.A. Conaghan, D.F.C. appointed to command.
30 November 1952	The use of the Rathmines RAAF Base as a seaplane base ends (admin. Instruction 38/52).
1952	Officer Training School absorbed the base services and RAAF owned property.
1956	RAAF School of Technical Training Detachments 'A' and 'C' became lodger units and the RAAF School of Ground Training was formed as a separate unit under the control of the commanding officer.
January 1961	Rathmines RAAF Base officially ceased function and was disbanded in January 1961.
1962	Base purchased by LMCC

The development of the Base between 1950 and 1983 is shown in the series of historical aerials provided at **Figure 5.8** to **Figure 5.13** for reference.



Image Source: Lake Macquarie City Council

0 100 200 400m
1:7 500

Legend
Rathmines Park

FIGURE 5.8

1950 Historical Aerial with Current Park Boundaries Shown



Image Source: Lake Macquarie City Council

0 100 200 400m
1:7 500

Legend
Rathmines Park

FIGURE 5.9

1954 Historical Aerial with Current Park Boundaries Shown



Image Source: Lake Macquarie City Council

0 100 200 400m
1:7 500

Legend
Rathmines Park

FIGURE 5.10

1961 Historical Aerial with Current Park Boundaries Shown



Image Source: Lake Macquarie City Council

0 100 200 400m
1:7 500

Legend
Rathmines Park

FIGURE 5.11

1965 Historical Aerial with Current Park Boundaries Shown



Image Source: Lake Macquarie City Council

0 100 200 400m
1:7 500

Legend
Rathmines Park

FIGURE 5.12

1969 Historical Aerial with Current Park Boundaries Shown



Image Source: Lake Macquarie City Council

0 100 200 400m
1:7 500

Legend
Rathmines Park

FIGURE 5.13

1983 Historical Aerial with Current Park Boundaries Shown

6.0 Comparative Analysis

The following comparative analysis considers both dedicated flying boat bases and RAAF bases that were established in anticipation of, or during, World War II. The purpose of the comparative analysis is:

- to provide clarity regarding the role of Rathmines RAAF Base in comparison to other World War II RAAF bases in Australia;
- to provide a comparison of the size and scale of Rathmines RAAF Base in comparison to other World War II RAAF bases in Australia;
- to enable the identification of any unique or rare features, either operational or physical, of the Rathmines RAAF Base;
- to enable the identification of any representative features, either operational or physical, of the Rathmines RAAF Base;
- to enable a greater understanding of the significance of Rathmines RAAF Base.

The following limitations apply to this comparative analysis:

- only Australian RAAF bases are considered. A comprehensive analysis of international RAAF bases is outside the scope of this CMP, and would not contribute meaningfully to an understanding of the significance of Rathmines RAAF Base on a state or national level;
- the comparative analysis is predominately limited to a consideration of World War II RAAF bases, as this information is considered most relevant in determining the historical significance of the Rathmines RAAF Base.

The comparative analysis is presented in **Table 6.1**, overleaf.

6.1 Results of the Comparative Analysis

The comparative analysis presented in **Table 6.1** demonstrates that a number of flying boat bases were established in Australia in response to the war in the Pacific. However, none of these other bases were as large as Rathmines, either in terms of personnel or spatial extent; bases such as Rose Bay, Georges Basin and East Arm appear to have functioned as ancillary bases, intended to support the operation of larger bases such as Rathmines, Lake Boga and Bowen.

Both Lake Boga and Bowen were smaller than Rathmines, and although the performed similar operations, Rathmines is understood to have acted as the 'headquarters' for flying boat operations during the war. The comparative analysis strongly supports the recognition of Rathmines as the foremost and longest serving dedicated flying boat base in Australia during World War II. It is also the most intact of all World War II dedicated flying boat bases.

The comparison between Rathmines and other RAAF Bases (which did not involve the operation of flying boats or seaplanes) demonstrates that it was not the largest or longest serving of RAAF bases more broadly. Other bases such as Point Cook were larger in terms of personnel and spatial extent, while Darwin, Amberley, Wagga Wagga and Fairbairn were longer serving, with a number of RAAF bases established in World War II continuing as RAAF operations today.

Notable features of the Rathmines RAAF Base include its expansive foreshore setting, its large-span concrete apron, lengthy slipways, multiple jetties and sizeable hangars. Though such features were incorporated into other dedicated flying boat bases, Rathmines appears to have been the most physically complex.

Other features of the Base, including its communal buildings, mess buildings and accommodation, are of a standardised design and are typical of RAAF design, construction and siting. The building stock of Rathmines is consistent with that of other RAAF bases, particularly, Amberley, Fairbairn, Darwin, Wagga Wagga and Townsville, all of which contain standardised building designs (refer to **Section 5.6.1** for further detail). Similarly, the layout of the Base is similar to that of Townsville and Amberley (refer **Section 5.6.1**), in that it is planned around a principal axis and incorporates different precincts and buildings that were designed to reflect military hierarchy.

The comparative analysis demonstrates that although elements of Rathmines are clearly representative of typical RAAF bases established during World War II, other elements of the Base, including its operational uses, are unique and nationally significant.

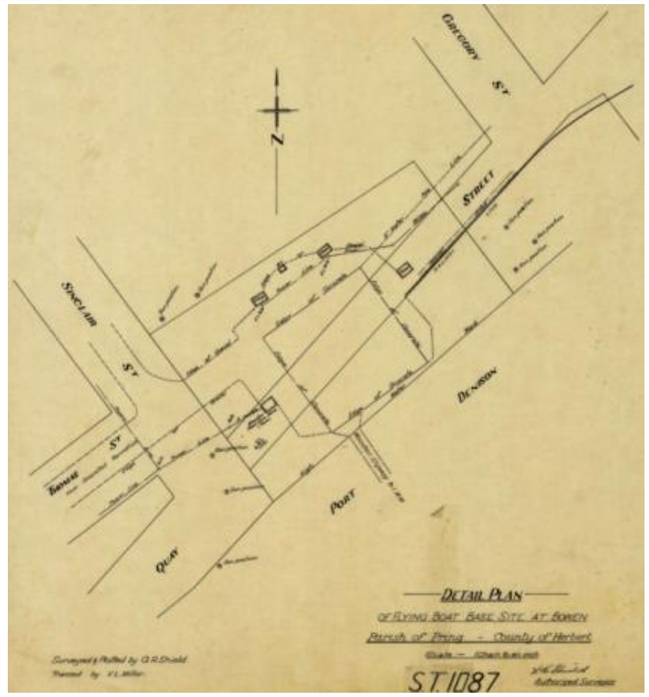
As demonstrated in **Table 6.1**, World War II RAAF bases in Australia have been recognised for their heritage significance on local, state and national levels, and bases that remain in Commonwealth ownership have been included on the Commonwealth Heritage List. A number of bases have been highly modified either as a result of the cessation of RAAF operations or to facilitate the ongoing use of a site as an active RAAF base; by comparison, the current use of Rathmines as parkland and its highly intact World War II layout and building stock, make it relatively unique in terms of integrity and research potential, as well as public useability and accessibility.

The adaptive re-use of other bases such as Doctor's Gully demonstrate that although adaptive re-use can enable a former base to have an ongoing and active public use, substantial intervention to facilitate this can significantly comprise a place's overall heritage significance. There is clear precedent demonstrated by the comparative analysis for the incorporation of museum or interpretive spaces at inactive former RAAF operations, with several World War II bases remaining operational today. This has been successfully achieved at RAAF Base Wagga Wagga and RAAF Base Williams (Point Cook), which both contain 'heritage centres' or museum spaces.

The comparative analysis undertaken as part of this CMP strongly suggests that the former Base is significant on a national level. However, a comprehensive analysis of the Base's national heritage values has not been undertaken as this is outside the scope of this CMP. As such, a complete assessment of the potential national significance of the Park and recognition of its heritage values against the nine National Heritage Criteria is recommended as an area for further research and assessment at **Section 10.10**.

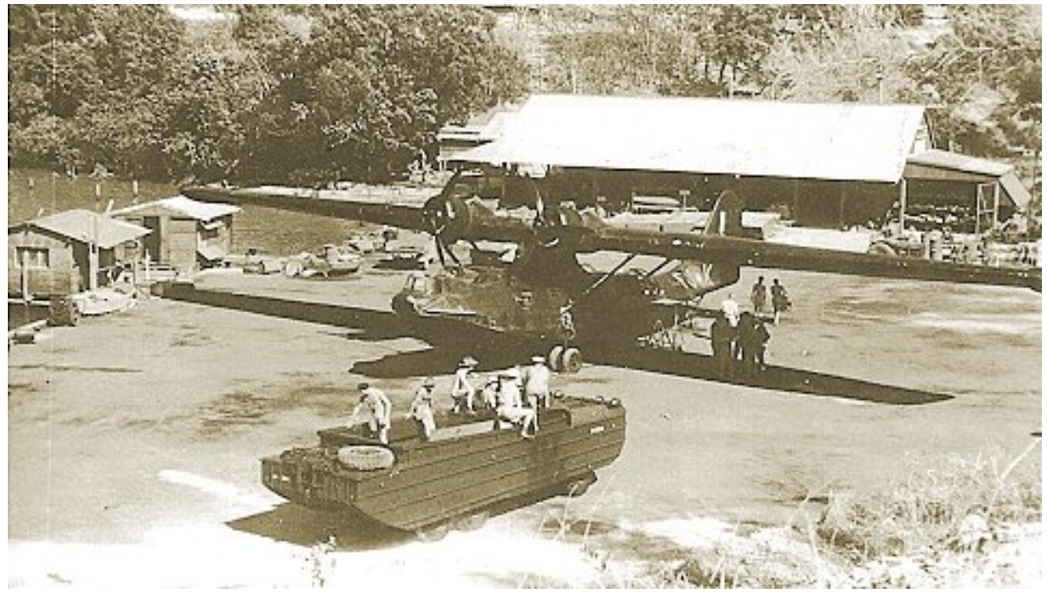
Table 6.1 Comparative analysis

Site	Date of Operation	Significance and detail	Image
Dedicated Flying Boat Bases			
Lake Boga Flying Boat Base **Lake Boga, Victoria**	1942 - 1947	**Description** The Lake Boga Flying Boat Base was opened in June 1942 after Japanese attacks on northern Australian Towns. The base was opened because coastal bases, including the Rathmines Base, were considered vulnerable and so the Department of Air decided to build an inland RAAF flying boat repair depot. Open fronted grandstand hangars, workshops and stores buildings were established on concrete aprons around a curve on the foreshore, serviced by two concrete slipways, with a central timber fuelling jetty. Moorings buoys were set up in a long arc around the lake. The concrete semi-underground radio communications building was located in a central open area in front of the hangars. A similar bunker for VHS radio transmission was located on higher ground to the southwest of the town. At first personnel were accommodated at Swan Hill, but RAAF barracks and WAAAF quarters were established at the western end of the Lake Boga township by the end of 1942. The former Lake Boga Flying Boat Base is now operated, in part, as the Lake Boga Flying Boat Museum. It has been recognised as being of state significant to Victoria for the following reasons: • for its rarity as one of the only dedicated flying boat repair bases which operated in Australia during World War II; • as part of the only inland flying boat base operating in Australia in WWII • the Catalina aircraft located at the museum is considered historically important as one of the few remaining examples of the WWII aircraft • the base demonstrates the features of an RAAF base built during the war in contrast to bases established prior to the war • for its associations for RAAF and WAAAF personnel and their families. During World War II, the Base may have been up to 40 hectares in size, and a peak personnel number of 1,000 (Lake Boga Flying Boat Museum, pers. comm.). **Relevant Heritage Listing/Established Significance** The former Lake Boga Flying Boat Base is listed on the Victorian Heritage Register (VHR H2208). The former Base is also identified via two listings on the Victorian War Heritage Inventory as a place of military significance (‘Lake Boga Flying Boat Depot’ and ‘Lake Boga RAAF Airfield’).	 **Catalina A24-73 being serviced by No. 1 Flying Boat Repair Depot, Lake Boga, 1943** **Source: http://www.goodall.com.au/australian-aviation/lake-boga-disposals/lakeboga.html**  **Lake Boga Flying Boat Base, unknown date** **Source: https://www.airforce.gov.au**

Site	Date of Operation	Significance and detail	Image
Bowen RAAF Flying Boat Base **Bowen, Queensland**	1942 - 1947	**Description** The Catalina flying boats of RAAF Nos.11 and 20 Squadrons were based at Port Moresby in New Guinea until the Japanese began aerial attacks in order to capture Port Moresby; as a result of which the squadrons moved to Bowen in May 1942. The squadrons commandeered numerous building throughout Bowen. The local picture theatre became a store for the maintenance of equipment, the Denison Hotel in Herbert Street provided squadron headquarters and officers' accommodation with nearby shops used by officers and also became an airmen's mess, station headquarters, store and guard room. Private houses along Dalrymple and George streets became airmen's barracks, electrical shops, carpenters' shops, an instrument makers' shop, a sergeants' mess, transport sections and a photographic section. Other houses were converted into a hospital and dental clinic, a parachute store and general equipment stores. Many of the requisitioned buildings survive as private shops and dwellings. In 1943 the RAAF formed the RAAF No.1 Flying Boat Maintenance Unit, which was based out of Bowen. No.1 Flying Boat Maintenance Unit was disbanded in March 1947. Requisitions for additional buildings and services, including two cantilever maintenance hangars at the repair depot, were received April 1944. One of the hangars was dismantled and re-erected at the Rose Bay flying boat base while another of the wartime buildings is incorporated as a clubroom at the Port Denison Sailing Club. The former Base was approximately 9.5 hectares in size. Some of the remaining structures at the Bowen flying boat base and those areas surrounding the base include: • The maintenance headstand and slipway • The radar station site at Queens Beach. The former base is now incorporated into a Catalina Interpretation Centre and memorial. **Relevant Heritage Listing/Established Significance** The Bowen Flying Boat Base is recognised by the Queensland Government as a place of military significance, and is included in their list of Queensland World War II Historic Places.	 **Plan of Bowen Flying Boat Base, unknown date** **Source: NAA Plan Series No. J2780, Control Symbol ST1087, Barcode 1724234**  **The Bowen Foreshore Catalina Interpretation Centre and Memorial** **Source: http://www.blocdesign.com.au/new-page/**

Site	Date of Operation	Significance and detail	Image
Rose Bay Flying Boat Base **Rose Bay, NSW**	1942 - unknown	The first international airport in Australia, the Rose Bay Flying Boat Base was opened in 1938. Initially the location for Colonial airmail services, the base was used by the RAAF from 1942 with Catalina and 'Empire' flying boats used in the war effort. It was not a dedicated RAAF flying boat base in the same sense that Rathmines was. The former base and international airport is now the location of: • the Rose Bay Sydney ferry terminal, • a commercial seaplane terminal; and • a restaurant. **Relevant Heritage Listing/Established Significance** The former Rose Bay Flying Boat Base is listed as a local heritage item on the Woollahra LEP 2014 (Item ID 319).	 **Rose Bay Flying Boat Base, November 1938, showing the large Qantas Empire Airways hangar under construction** **Source: http://www.goodall.com.au/australian-aviation/civil-catalina-1/Civilcatalinas.html**  **Rose Bay Flying Boat Base in 1938** **Source: http://www.airwaysmuseum.com/Rose%20Bay%20pre%20war%202.htm**

Site	Date of Operation	Significance and detail	Image
St Georges Basin Flying Boat Base **St Georges Basin, NSW**	1944 to 1946	**Description** In the early part of World War II, St Georges Basin was used by the RAAF for its No. 107 Squadron of flying Kingfisher floatplanes, which had the role of providing anti-submarine patrols over the coastal waters of south-east Australia. The squadron had originally been formed at RAAF Station Rathmines on Lake Macquarie in 1943, but within a year the area had become so congested with larger flying boats that a new home was sought for the relatively diminutive Kingfishers. The 15 flying boats came to the Basin in July 1944, with the personnel housed in tents near Pelican Point. The St George Basin Flying Boat Base saw its first operational patrols flown within three days of arrival. The Base closed down on 1st July 1946. At present, the former Base comprises only a concrete ramp extending into the water and level hardstand area. Interpretive signage on-site provides brief history of the Base's use. Part of the original Base extent has been subdivided and sold for private use (restaurant and cottage). **Relevant Heritage Listing/Established Significance** The former St Georges Basin Flying Boat Base Listed as a local heritage item on the Shoalhaven LEP 2014 (Item ID 454).	 **View of the concrete ramp, facing the water, unknown date** **Source: Shoalhaven Council**  **Aerial view of the former Base, 2018** **Source: https://maps.six.nsw.gov.au/**

Site	Date of Operation	Significance and detail	Image
Doctor's Gully Flying Boat Base **Darwin, Northern Territory**	1942 to 1945	**Description** Doctors Gully was seconded by the RAAF as the new northern base and headquarters for Australia's largest flying boat squadrons. A Marine Section Workshop was first stablished along the water's edge in readiness for the Doctor's Gully Flying Boat Base which would end up housing the 20 Squadron, 42 Squadron and 43 Squadrons. In 1943, to support Darwin's strategic naval oil fuel supplies and to support the Catalina Flying Boat Base and RAAF Marine Section, two oil tanks and a pump house were installed at the back of Doctors Gully. Doctors Gully was used as a staging point for the delivery of urgently needed medical supplies and the returning of prisoners-of-war from Singapore after the Japanese surrender. They were returned back south and the camp disbanded after 1945. In 1946 the base was leased to salvage diver Carl Atkinson. Sometime later Stan Kennon, a Darwin Engineer, took over the former RAAF Marine Workshop and slipway for some time before Carl Atkinson took over the lease to expand his salvage base. Remaining elements of the former base include: • A large rock oil tank • portions of the RAAF Marine Section workshop and the old boat ramp including the tie up rings • remains of the world's longest boom net - used during WWII to stop submarines entering the Darwin Harbour - visible from the shore. Other remains include numerous concrete anchor points; an anchor from a Catalina; a Catalina Propeller blade and pipework associated with the two World War II Oil Tanks is located behind the base. The former oil tank is now utilised as an indoor rock climbing centre with the slipway and surrounds now used as part of the fish feeding sanctuary 'Aquascene'. **Relevant Heritage Listing/Established Significance** The former Base was nominated for listing on the Northern Territory Heritage Register in August 1995. Ultimately, a decision was made by the Heritage Council not to recommend to the Minister that the former Base be listed.	 **Doctor's Gully Flying Boat Base, 1945, showing a No. 11 Squadron Catalina** **Source: https://www.ozatwar.com/airfields/doctorsgully.htm**  **The adaptive re-use of the former Base as a fish feeding sanctuary** **Source: http://aquascene.com.au/from-the-gully/image-gallery/**

Site	Date of Operation	Significance and detail	Image
East Arm Flying Boat Base, **East Arm, Northern Territory**	1943 - 1947	**Description** Work started on construction of a Flying Boat Base at East Arm on Quarantine Island near Darwin in 1942 and was completed for occupation on 23 September 1943. It was built by 61 Works Wing on the site of a former Quarantine Station. US Navy and RAAF Catalina flying boats were the main users of the base. There was a Flying Boat concrete ramp, a concrete mooring block and a RAAF Marine Crash Boat slipway located at the East Arm Flying Boat Base (Peter Dunn, unknown date). The Catalinas based there took part in various bombing raids, mine laying, supply drops, aerial surveillance operations and rescue missions. The RAAF Marine Crash Boats were used to service outlying posts such as radar sites and were used extensively to rescue crews from aircraft crashes in the sea (Peter Dunn, unknown date). East Arm Flying Boat Base was used by 20 Squadron RAAF and 42 Squadron RAAF Catalinas which operated as part of No. 76 Wing. 42 Squadron moved to Melville Bay near Gove in July 1944 leaving a detachment at East Arm. No. 2 Flying Boat Maintenance Unit was probably also based at the East Arm Flying Boat Base. During WWII there were about 70 buildings spread over a large area at the base. 20 Squadron RAAF handed over the East Arm Flying Boat Base to 112 Air Sea Rescue Flight on 19 November 1945. The Quarantine Station was later re-established at the site (Peter Dunn, unknown date). All that remains of the Word War II East Arm Flying Boat Base is the crash boat slipway, remnants of a jetty, a tarmac and parking apron, a ramp and a two large concrete mooring blocks. **Relevant Heritage Listing/Established Significance** The former base is not subject to any heritage listings.	 **Plan of the former base** **Source: https://www.ozatwar.com/airfields/eastarmfbb.htm**  **Marine section crash boat slipway at East Arm, 2004** **(Source: https://www.flickr.com/photos/40132991@N07/3731330947/**

Site	Date of Operation	Significance and detail	Image
Cairns RAAF Base **Cairns, Queensland**	1942 – unknown date	**Description** During World War II the Australian Government bought the Cairns airport, originally established in 1928, for use by the Royal Australian Air Force. In 1943, the main runway was hard surfaced and lengthened to handle military aircraft. It was also used by the United States Army Air Forces as a transport base, with the 33rd Troop Carrier Squadron (374th Troop Carrier Group) operating from the base during 1942. In 1949, the main runway was lengthened to 1,730 m (5,680 ft) to accommodate larger aircraft. During World War II, RAAF operations at Cairns consisted of two major elements. Flying boats operated from the base at the coast, and Nos 11 and 20 Squadrons flew long-range missions against Japanese shipping and submarines from late 1942 until September 1944. At the Cairns airfield, a variety of RAAF units transited through the base, and it was also an important staging airfield for Allied units heading to the South-West Pacific theatre of operations (RAAF Museum Point Cook) **Relevant Heritage Listing/Established Significance** The former base is not subject to any heritage listings.	 **RAAF Catalina in tow at Cairns, unknown date** **Source: https://raafacairns.files.wordpress.com/2013/03/nea0347.jpg**  **No. 11 Squadron Aircraft Captains in Cairns, unknown date** **Source: https://raafacairns.com/gallery/world-war-ii/raaf-in-cairns-ww2/**

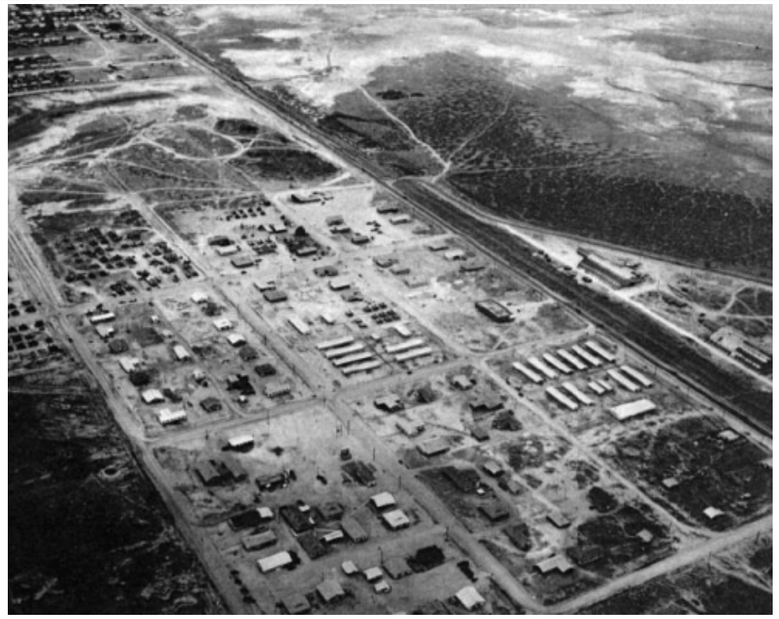
Site	Date of Operation	Significance and detail	Image
World War II RAAF Bases			
Point Cook RAAF Base **Point Cook, Victoria**	1914 - 1992	**Description** The following description of Point Cook RAAF Base has been sourced directly from GML 2015 without modification. RAAF Base Point Cook was established in 1913 and the site was chosen for its suitability for aircraft needing both land and sea for take-off and landing. RAAF Base Point Cook was developed to a Masterplan from 1917 under the direction of Government Architect John Smith Murdoch. However many of the original buildings from the 1917 Masterplan have been removed during the evolving use of the base. The early planning of the base reflects the early perception of seaplanes as integral to military aviation. Early World War I aircraft hangars are sited between the long jetty into the ocean and airstrip area. Ten Bellman hangars are still grouped in an arc along the western edge of the tarmac and have timber RAAF huts co-located. Though it incorporated seaplane and flying boat facilities, Point Cook was not a 'dedicated flying boat base' in the same sense that Rathmines, Lake Boga and Bowen were. The styles of housing used at RAAF Base Point Cook became characteristic of other RAAF bases with physical separation from administrative and operations precincts and rectilinear planning. Housing also formalised the social hierarchy, way of life and organisation of the RAAF. The parade ground was established in 1930 and is a central ceremonial focus for the base, strategically located between administrative and housing precincts and the technical areas. Plantings along roads and around precincts define the axial planning of the base and contrast with the surrounding scrub landscape. Cypress trees also line the shore. As was common amongst other RAAF bases, RAAF Base Point Cook had many timber huts during World War II. There are currently four runways in total, and a seaplane jetty and slipway. The Base totals approximately 280 hectares of land. **Relevant Heritage Listing/Established Significance** The former Base and its component elements are listed on the National Heritage List and Commonwealth Heritage List as follows: • NHL Listed place ID: 105670 - Point Cook Air Base, Aviation Rd, Point Cook, Vic, Australia. • CHL Listed place ID: 105275 - Point Cook Air Base, Aviation Rd, Point Cook, Vic, Australia. • CHL Listed place ID: 105634 (within listed place) - Point Cook Air Base, College & Training Area, Aviation Rd, Point Cook, Vic, Australia. • CHL Listed place ID: 105633 (within listed place) Point Cook Air Base, Museum and Heritage Precincts, Aviation Rd, Point Cook, Vic, Australia. The former Base is also identified on the Victorian War Heritage Inventory as a place of military significance. 'RAAF Point Cook 2' (H7822-0120) and 'RAAF Point Cook 3' (H7822-0121) are listed as archaeological places on the Victorian Heritage Inventory.	 **Historical aerial view of Point Cook RAAF Base, unknown date** **Source: https://www.airforce.gov.au**  **Accomodation buildings at Point Cook, unknown date** **Source: http://www.radschool.org.au/magazines/Vol46/Page10.htm**

Site	Date of Operation	Significance and detail	Image
Darwin RAAF Base **Darwin, Northern Territory**	1940 - ongoing	**Description** The following description of Darwin RAAF Base has been sourced directly from GML 2015 without modification. RAAF Base Darwin was established in 1940 and it has retained the intactness of its overall World War II layout. The core of the base has a circular layout where the geometry of the site is based on a principal axis with precincts defined by sub-axes defined by circular and semi-circular roads in a symmetry that divides the site into function-related zones with landscaped features. The guard house is prominently located and marks both the entrance and south western extremity of the major axis. Before it was moved, the Water/ATC Tower was located directly opposite the guard house at the termination of the base's main axis. The parade ground is located in the centre of the main administrative circle. The layout plan for RAAF Base Darwin is highly unusual for RAAF bases and it is believed that the layout and design of the base was inspired by the principles of the Garden City town planning movement and possibly influenced by Walter Burley Griffin's plan of Canberra. The planning of the base's built fabric also exemplifies adaptations to buildings to suit the tropical climate rather than a traditional response to previous formal military models and the standards required at that time. New developments at the base, particularly for ordnance loading areas and the provision of married quarters, follow standard RAAF planning. The new married quarters are laid out in a grid rather than in arcs. RAAF Base Darwin now shares runways with Darwin domestic civilian airport. **Relevant Heritage Listing/Established Significance** The Base and its component elements are listed on the Commonwealth Heritage List and Register of the National Estate (non-statutory) as follows: • CHL Listed place ID: 105194 - RAAF Base Tropical Housing Type 2, 3, 5 and 7 Rumbullara Cr, RAAF Base Darwin, NT, Australia. • CHL Listed place ID: 105195 - RAAF Base Tropical Housing Type 3, RAAF Base Darwin, NT, Australia. • CHL Listed place ID: 105252 - RAAF Base Precinct, Stuart Hwy, RAAF Base Darwin, NT, Australia. • CHL Listed place ID: 105430 - RAAF Base Commanding Officers' Residence, 1 Gandarra Cct, RAAF Base Darwin, NT, Australia. • RNE Listing ID: 16338 - RAAF Base Tropical Housing type 3, RAAF Base Darwin, NT, Australia. • RNE Listing ID: 16340 - RAAF Base Commanding Officers Residence, 1 Gandarra Cct, RAAF Base Darwin, NT, Australia. • RNE Listing ID: 3910 - RAAF Base Precinct, Stuart Hwy, RAAF Base Darwin, NT, Australia. • RNE Listing ID: 16339 - RAAF Base Tropical Housing types 2, 3, 5 and 7 Rumbullara Cr, RAAF Base Darwin, NT, Australia. • RNE ID: 17552 - Water Tower 129, Gandarra Crt, RAAF Base Darwin, NT, Australia.	 **Historical aerial of the Darwin RAAF Base, unknown date** **Source: https://www.airforce.gov.au**  **Contemporary layout of the Darwin RAAF Base, unknown date** **Suorce: http://www.defence.gov.au/AircraftNoise/Darwin/**

Site	Date of Operation	Significance and detail	Image
Amberley RAAF Base	1939 - ongoing	**Description** The following description of Amberley RAAF Base has been sourced directly from GML 2015 without modification. The Amberley site was a strategic choice for its northern location, proximity to Ipswich's coal mines and railway workshops yet sufficiently distant from civil aerodromes closer to Brisbane. This location provided a staging post for units transitioning into the war zone. The construction of RAAF Base Amberley was under way by 1939 and the layout conformed to pre-war designs of RAAF bases as influenced by British RAF tradition, with a separation of both function and ranks. The administration precinct focuses on a command area, including a diamond shaped area centred on the parade ground with saluting station. A command building and hospital occupied prime position at either end of the diamond. Historically the road from the front gate passed a formal base entrance building, running to the diamond area and between mess and accommodation facilities. This landscape focus on the diamond shaped precinct as emphasised by exotic plantings of Norfolk Island Pines and Fig trees is a key planning feature of the base and its layout. There is nothing comparable at other World War II RAAF bases although the integrity of this layout feature has been impacted by re-use of the parade ground as car parking and the lack of maintenance to the surrounding key buildings. The Bellman hangars are arranged around the tarmac in an arc, a feature present at other bases such as RAAF Base Point Cook and RAAF Base Wagga. RAAF Base Amberley has been redeveloped to address capability needs several times. Permanent Air Force establishment in 1949 led to increased residential areas and the atomic trials in central and western Australia led to development to accommodate the bombers used in test monitoring and tracking. The Korean and Vietnam Wars both precipitated further development in the 1950s and 60s to accommodate bomber aircraft and resident American forces. **Relevant Heritage Listing/Established Significance** The Base and its component elements are listed on the Commonwealth Heritage List and Register of the National Estate (non-statutory) as follows: • CHL Listed place ID: 105650 - Amberley RAAF Base Group, Southern Amberley Rd, Amberley, QLD, Australia. • RNE Listing ID: 101053	 **Amberley RAAF Base, 1941** **Source: Point Cook Museum, reproduced in GML 2015**  **Hangars at Amberley, unknown date** **Source: https://www.ozatwar.com/airfields/amberley.htm**

Site	Date of Operation	Significance and detail	Image
Wagga RAAF Base	1940 - ongoing	**Description** The following description of Wagga RAAF Base has been sourced directly from GML 2015 without modification. The land for RAAF Base Wagga was acquired by the Government in 1939. The site was chosen primarily due to its location on the main land communication route between Melbourne and Sydney, and because it was a large flat area with a firm and stable surface, thinly wooded and without creeks. These features enabled RAAF Base Wagga to operate without a sealed runway until at least 1946. Planning and construction of the RAAF Base Wagga was based on standard RAAF plans with the work 90% complete by July 1940. The layout of RAAF Base Wagga followed prevailing theories in RAAF planning in the 1930s with axial planning and a division of technical and operation facilities from accommodation and service areas reinforced by a main route (Newton Road), running north-south on the base, as a main axis. The aerodrome precinct has much early built fabric with its World War II layout still intact and airside Bellman hangars sited around the tarmac in an arc arrangement which is present at other bases such as RAAF Base Point Cook and RAAF Base Amberley. RAAF Base Wagga has been considerably developed since 2003 but has retained its overall historic layout. The base planning reflects the RAAF military hierarchy with its social distinction through different precincts and buildings separating the ranks for messing facilities and accommodation. **Relevant Heritage Listing/Established Significance** The Wagga RAAF Base does not have any formal heritage listings. However, Wagga RAAF Base has been the subject of the following heritage assessments and studies, which identified the Base to have heritage values: • HLA 2003 Heritage Assessment, RAAF Base Wagga Wagga, report prepared for the Department of Defence. • Woodhead International 2006, RAAF Base Wagga Heritage Management Plan, report prepared for the Department of Defence.	 **Wagga RAAF Base, 1940** **Source: Australian War Memorial, reproduced in GML 2015**  **Wagga RAAF Base, unknown date, shwoing guard house and plantings** **Source: airforce.gov.au, reproduced in GML 2015**

Site	Date of Operation	Significance and detail	Image
Fairbairn RAAF Base **Fairbairn, Australian Capital Territory**	1940 - 2002	**Description** The following description of Fairbairn RAAF Base has been sourced directly from GML 2015 without modification. Only six buildings remain in Defence Owned Fairbairn. RAAF Base Fairbairn was established in 1940 to establish a RAAF presence in the National capital. The base layout remains largely intact with its 1939 planning attributes still visible. The base had typical RAAF planning featuring orthogonal alignments with married quarters on one side of the entrance and single men's quarters on the other, clearly by segregated rank and function. The parade ground, located at the eastern end of the operational zone acted as a formal interface between domestic and operational areas of the base. Originally, RAAF Base Fairbairn had a circular landing ground shared with civilian aircraft. Two sealed runways were constructed in 1946. **Relevant Heritage Listing/Established Significance** The former Base and its component elements are listed on the Commonwealth Heritage List and Register of the National Estate (non-statutory) as follows: • CHL (Indicative Place) ID: 105487 - RAAF Base Fairbairn Group, Glenora Dr, Majura, ACT, Australia. • RNE Listing ID: 101442 - RAAF Base Fairbairn Group, Glenora Dr, Majura, ACT, Australia.	 **Aerial view of the base in 1947** **Source: nla.map-vn4328861-e, reproduced in GML 2015**  **Early tent accomodation huts at Fairbairn RAAF Base, 1939** **Source: Australian War Memorial, reproduced in GML 2015**

Site	Date of Operation	Significance and detail	Image
Townsville RAAF Base	1940 - ongoing	**Description** The following description of Townsville RAAF Base has been sourced directly from GML 2015 without modification. A civilian airfield was in use at Townsville from the 1920s and was located on the floodplain south of the Ross River. The site for RAAF Base Townsville was selected in 1939 after the Australian Department of Defence started to enhance Queensland's northern defences in preparation for war. The RAAF site was established on a less boggy site which provided space for runways oriented into the prevailing winds to the north-east and south-east. The RAAF base was established in 1940. It was originally called RAAF Garbutt and changed its name to RAAF Base Townsville. In 1941-42, the base layout underwent many changes as Townsville became Northern Area Headquarters RAAF. The architecture of the base demonstrates adaptation to the tropical climate with consistent floor heights set on concrete piers, originally fitted walls of louvred vents (now removed) and ventilated walls and roofs to cope with the heat and humidity of the tropical climate. The base layout demonstrates the hierarchy within the RAAF through separation of facilities for different ranks. Base assets including the mess facilities, single person's accommodation for all ranks, the former hospital, theatre, gatehouse, museum and hangars illustrate the base's working plan and layout prior to the Pacific War. The strong visual and functional relationships are reinforced by the intact road pattern and mature trees adjacent to the gate house. There is little formal landscaping as the site is alternately dry and dusty or wet and flooded. There has been a rapid rate of change at the base in recent years which has impacted on its historic layout. RAAF Base Townsville has shared runways with Townsville domestic civilian airport. **Relevant Heritage Listing/Established Significance** The Base and its component elements are listed on the Commonwealth Heritage List and Register of the National Estate (non-statutory) as follows: • CHL (Indicative Place) ID: 105556 - RAAF Base Townsville, Ingham Rd, Garbutt, QLD, Australia • RNE (Indicative Place) ID: 102816	 **RAAF Base Townsville, 1943** **Source: RAAF Base Townsville Museum, reproduced in GML 2015**  **No. 77 Squadron CAC Sabre fighters on the tarmac at Townsville awaiting deployment to RAAF Butterworth in Malaya in 1959** **Source: https://acesflyinghigh.wordpress.com/2014/11/25/a-brief-history-of-the-royal-australian-air-force-south-east-asian-conflicts-1950-to-1972/**

7.0 Aboriginal Cultural Heritage

The NSW Government acknowledges the Aboriginal people of Australia as part of the oldest continuous living culture in human history. Aboriginal people's cultural heritage is recognised and valued as a unique and essential component of the identity of all Australian people (DECCW). Aboriginal cultural values of landscapes can only be assessed by Aboriginal people and are often linked to values that are not related to archaeology. *On this basis, this document will be provided to Aboriginal parties for review and comment, prior to finalisation. Any comments on Aboriginal cultural values will be included in this section.*

7.1 Aboriginal Archaeology

This section summarises the known Aboriginal archaeological context of the local area. The purpose of this context is to provide a synthesis of all available archaeological information relevant to the Rathmines Park. It informs archaeological predictions for the Park, the assessment of archaeological significance and guiding principles.

It is understood that the Park is located within a Sensitive Aboriginal Cultural Landscape as defined under the LMCC Local Environmental Plan (LEP-2014) and as mapped within the Lake Macquarie Aboriginal Heritage Management Strategy (LMAHMS – Umwelt 2011). This Section of the CMP has been undertaken with consideration of LHAHMS and the *Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales* (2010).

7.1.1 AHIMS Search

A search of the OEH administered Aboriginal Heritage Information Management System (AHIMS) was undertaken on 5 December 2017 (Client Service ID: 316195, **Appendix C**). The search was undertaken within Lot 5 DP596913 with a one kilometre buffer and identified five previously registered Aboriginal archaeological sites. The previously identified sites are referenced in **Table 7.1** and shown in **Figure 7.2**.

Table 7.1 AHIMS Extensive search results

Site Type	Site Frequency	Valid site
Midden and artefact	4	3
Aboriginal resourcing Gathering	1	1

The results of the AHIMS search identified that two shell midden sites are located within Rathmines Park (**Table 7.2**).

Table 7.2 AHIMS registered sites located within Rathmines Park

Site Name & Number	
Styles Point 1 - 45-7-0212	The midden site was recorded along the western shoreline of Styles Point in 1996 within an existing recreational area. The site was described as a scatter of shell between the low and high water marks extending over a maximum area of five metres by five metres.
Styles Point 2 – 45-7-0211	The midden site was recorded along Styles Point in 1995 within an existing recreational area. The site boundary extends approximately five metres around the recorded coordinate.

* The mapped location in **Figure 7.2** Is the adjusted GDA coordinates

7.1.2 Summary of Background Context

The wider area forms part of a landscape that was used by the Awabakal people for many thousands of years prior to European contact. The Rathmines area and the wider Lake Macquarie region continues to be highly valued by Aboriginal people today. The occupation of the wider Lake Macquarie area by past Aboriginal people is demonstrated by the presence of a range of archaeological sites that include evidence of varying levels of occupation and utilisation of different landscapes and resources. Following non-Aboriginal settlement of the area, there are records of Aboriginal people interacting with the non-Aboriginal population in the early period of settlement.

As outlined in **Section 4.0,** the Park is underlain by two primary soil landscapes and areas of introduced fill. The Doyalson soil landscape, which underlies much of the Park, is subject to high levels of erosion with high water runoff. The Wyong alluvial landscape, which underlies a portion of the eastern end of the Park, is characterised by broad poorly drained deltaic floodplains and is subject to erosion along waterbodies, flooding and permanent waterlogging.

Prior to the development of the Rathmines RAAF Base, a saltwater creek and associated swamps covered large swathes of the central area of the Park south of Styles Point. In order to construct the semi-permanent stores, transport buildings and the main hangar of the Base '*…thousands of yards of filling*' was required (John Newton, 1978, refer to **Section 5.5.2**).

7.1.3 Site Inspection

A site inspection was undertaken with the Awabakal Descendants Traditional Owners and Awabakal Traditional Owners Aboriginal Corporation. Due to poor visibility and access issues, much of the areas of high vegetation were subject to a sample inspection only (**Figure 7.2**).

The visual inspection re-identified the Styles Point 2, AHIMS number: 45-7-0211. The inspection found that although the immediate surrounds had been subject to disturbance, the site is still visible in a disturbed context. The AHIMS site Styles Point 1, AHIMS number: 45-7-0212 was not re-identified however, it is noted that visibility within the vicinity was low to nil.

An isolated find was identified along the southern road verge of Dorrington Road; this site is referred to as 'Dorrington Rd 1'. The isolated find is located within an area of exposure along a highly disturbed landform. Disturbances include the construction of Dorrington Road, erosion and vegetation maintenance. An OEH Aboriginal Site Recording Form has been submitted. The location of the recorded site is shown along with previously recorded AHIMS sites at **Figure 7.2**).

The results of the site inspection identified two broad zones of disturbance (**Figure 7.1)**. Much of the eastern portion of the Park has been subject to high levels of disturbance for the construction of the former RAAF base. The extent of disturbance within this portion of the Park (including bulk earthworks and introduction of large volumes of fill) is such that it is likely that any Aboriginal objects that may have been present have been removed or substantially disturbed over the course of works associated with the establishment of the former RAAF base. This portion of the Park therefore has nil to low archaeological potential.

The remaining portion of the Park has been subject to lower levels of disturbance. Within this area, disturbance associated with the former RAAF base is confined to relatively discrete areas including the former Bomb Dump and former Marine Section. Other disturbance factors include the construction and maintenance of Dorrington Road, the establishment of walking paths and recreational facilities and prior vegetation clearance.

Landforms within this area include foreshore flats, partial slopes and a ridgeline. Foreshore areas with direct access to estuarine resources (as present within this area) are often associated with archaeological evidence in the local area and this is supported by the presence of two previously recorded midden sites in this landform. Similarly, the presence of an isolated artefact along Dorrington Road demonstrates that the extent of disturbance is not sufficient to have completely removed archaeological evidence. On this basis, there is the potential for additional archaeological sites to be present within this area, albeit potentially in small quantities and/or subject to varying levels of disturbance.

7.2 Aboriginal Cultural Values

As part of consultation undertaken with Aboriginal parties to inform this CMP, the following statement of cultural values for the local area has been provided for inclusion in this report.

Statement of Significance by the Awabakal and Guringai Peoples:

"The Awabakal and Guringai is one of the 600 or more language groups or 'nations' that existed across Australia at the time of European contact and are part of the oldest and continuous living culture in human history. The Awabakal and Guringai presence within the Lake Macquarie Region extends from the present day back many thousands of years and is reflected in both tangible and intangible aspects of Aboriginal culture and history. Past survey and assessment within the Lake Macquarie Region has identified Aboriginal Cultural Heritage Sites (the tangible evidence of occupation) and landscape features of cultural value embedded within a landscape that provided physical and spiritual sustenance (often intangible aspects) to the Awabakal and Guringai and those Aboriginal People they invited into their Country.

The Awabakal and Guringai people also have a continuing, contemporary history of trying to protect and preserve the Lake Macquarie Region. They maintain concerns over Development licences being approved in the region and the adverse impacts this has on their cultural values and landscape features and footprints of their ancestors which are being impacted through cumulative and overlapping development activity and unmonitored and unmanaged human recreational activity.

As indicated by the statements provided by the Awabakal and Guringai peoples within the document, the mental, physical and spiritual wellbeing of the Awabakal and Guringai People and those Aboriginal Peoples that feel a connection to this landscape is a contemporary phenomenon and not just 'a thing of the past'.

The Lake Macquarie Region contains a plethora of registered Aboriginal cultural heritage sites identified as having Aboriginal cultural value and significance. The sites and landscape features link contemporary Awabakal and Guringai People with generations of their ancestors and are extremely important teaching places and places of spiritual renewal.

Although the impact of European invasion dramatically changed Aboriginal life in Australia forever, the recent history of the Lake Macquarie Region is also characterised by the cultural resilience of Aboriginal Peoples, for both those who have retained connection to Country and those that are reconnecting to Country. Recent history is also characterised by the movement of other Aboriginal Peoples into the Country of the Awabakal and Guringai and the development of their own more recent attachments to the area. Whilst a diversity of attachment and experience is recognised, it is also recognised that the landscape, vegetation and watercourses of the Lake Macquarie Region form part of an Aboriginal cultural landscape of traditional and contemporary cultural and spiritual value to many Aboriginal People.

Aboriginal lore requires that the Aboriginal cultural landscape (which includes Aboriginal heritage sites, landscape features of cultural value, the plants, animals and water) of the Lake Macquarie Region is cared for so that it will survive for future generations of our Peoples.

The custodial rights and obligations of Aboriginal people for Caring for Country underpin the principles of this document. It is highlighted, however, that the Awabakal and Guringai peoples in no way support any impact to Aboriginal sites, landscape features of Aboriginal cultural value or any aspect of the natural environment within the Lake Macquarie Region. Aboriginal people inherit the right and obligation to Care for Country, and endorsing any form of harm is assessed as culturally and ethically inappropriate."

Awabakal Traditional Owners Aboriginal Corporation, Awabakal Descendants Traditional Owners Aboriginal Corporation and Guringai Tribal Link Aboriginal Corporation March 2010, Source: 2010.

Both the Awabakal Descendants Traditional Owners and Awabakal Traditional Owners Aboriginal Corporation have indicated their agreement with the content of this CMP, and particularly the information presented in this section. No comments or input had been received from the relevant LALC at the time of finalising this report.



Image Source: Nearmap (Apr. 2018)
Data Source: NSW LPI (2017)

0 100 200 400m
1:7 500

Legend

- Rathmines Park
- High Disturbance
- Low to Moderate Disturbance
- Area of Sample Survey

FIGURE 7.1

Areas of Disturbance Identified within the Park



Image Source: Nearmap (April 2018)
Data Source: NSW LPI (2017), AHIMS (2018)

0 250 500 750m
1:15 000

Legend

- Rathmines Park
- State Heritage Register (SHR) curtilage including Foreshore Buffer
- Artefact
- Artefact Shell
- Midden
- Newly Identified Site

FIGURE 7.2

Registered and Newly Recorded (2018) Aboriginal Sites or Places within the Park

File Name (A4): R01/4206_010.dgn
20180731 15.32

8.0 Historical Archaeology

Historical archaeology in Australia generally relates to the study of the past using physical evidence in conjunction with historical sources. Historical archaeology is generally defined as comprising the period since European arrival in Australia in 1788.

An archaeological resource is the physical evidence of the past and may comprise sub-surface evidence including building foundations, occupation deposits, features and artefacts. Archaeological resources are irreplaceable and have the potential to contribute to our knowledge and understanding of early history using information that is unavailable from other sources.

The historical archaeological potential of the Park is the likelihood that there may be physical evidence relating to the early development and occupation of an area beneath the current footprint of the site.

8.1 Assessing Archaeological Potential

Archaeological Potential is defined as "*the degree of physical evidence present on an archaeological site, usually assessed on the basis of physical evaluation and historical research.*" (Heritage Office and Department of Urban Affairs & Planning, 1996).

Archaeological research potential of a site is the extent to which further study of relics likely to be found is expected to contribute knowledge about NSW history which is not demonstrated by other sites or archaeological resources. The archaeological potential of the Park will be presented using the following grades:

> **Low Potential**: land use history suggests limited development or use, or there is likely to be quite high impacts in these areas, however deeper sub-surface features such as wells, cesspits and their artefact-bearing deposits may survive.
>
> **Moderate Potential**: land use history suggests limited phases of low-moderate development intensity, or that there are impacts in this area. A range of archaeological remains may survive, including building footings and shallower remains as well as deeper sub-surface features.
>
> **High Potential**: substantially intact archaeological remains could survive in these areas.

The assessment of potential is dependent upon the extent of disturbance that has occurred, which is considered below.

8.1.1 Maritime Archaeology

This CMP does not include a complete assessment of the maritime archaeological potential of the portion of Lake Macquarie that falls within the SHR curtilage or Rathmines Park, or the maritime archaeological potential of Lake Macquarie as it relates to the former Base more generally.

It is noted that the historical archaeological assessment presented in this CMP includes a consideration of all elements known (documented) to have been present within the foreshore buffer zone of the SHR curtilage. This includes jetties, wharves, ramps and swimming areas associated with the former RAAF Base.

It is noted that mooring points are visible within historical photographs of Lake Macquarie that date from the RAAF phase of occupation and use. These mooring points would have comprised an anchor device located on the lake. A cable or chain would have been attached to the anchor devise at the bottom, and to

a buoy at the top. The mooring buoy would have kept the cable or chain on the water's surface, so that it remained visible and allowed craft to attach to it. The purpose of the mooring buoys would have been to keep craft in a fixed position. It is not known whether these mooring points were removed following cessation of the RAAF phase of occupation and use, or if they were left *in situ* following the removal of the buoys.

Aside from these mooring points, there is no information in the historical record (refer to **Section 5.0**) to suggest that any additional (undocumented and/or unmapped) structures or elements associated with the former RAAF Base were located within Lake Macquarie. Similarly, no historical evidence of any ship or boat wrecks, plane crashes, or other deposition or materials within the Lake was found during the extensive historical research undertaken to inform this CMP.

The maritime archaeological potential of the Park is therefore assessed below in conjunction with Phase 3 remains more broadly and has not been subject to separate or more detailed research.

8.2 Disturbance

In order to assess the extent of disturbance, the following classifications are used:

> **Low disturbance** - the area or feature has been subject to activities that may have had a minor effect on the integrity and survival of archaeological remains;
>
> **Moderate disturbance** - the area or feature has been subject to activities that may have affected the integrity and survival of archaeological remains. Archaeological evidence may be present; however, it may be disturbed;
>
> **High disturbance** - the area or feature has been subject to activities that would have had a major effect on the integrity and survival of archaeological remains. Archaeological evidence may be greatly disturbed or destroyed.

As the historical overview presented at **Section 5.0** demonstrates, the Park has been subject to multiple phases of use and development over time. The most impactful of these is the establishment and operation of the RAAF Base, which resulted in the following disturbances:

- Installation of services generally;
- Levelling and/or grading of the land to facilitate development;
- Application of fill, particularly within the key historical precinct;
- Vegetation clearance;
- Modification of the landscape to achieve drainage (i.e. construction of concrete stormwater channel);
- Construction and demolition activities.

These works have resulted in disturbance that is predominately concentrated within the Key Historical Precinct. The remainder of the Park is likely to have been subject to disturbance of a considerably lesser degree. The gradings of disturbance across the Park, as assessed as [part of the overview of Aboriginal cultural heritage presented in **Section 7.0** are shown in **Figure 7.1**.

8.3 Identified Historical Phases

Based on the historical overview presented at **Section 5.0**, three key historical phases of development have been identified for the Park. These are summarised below.

Phase 1: European settlement to 1919 (Early Land Grants and the Hely Homestead)

As discussed at **Section 5.2** and **5.3**, initial European settlement in the Rathmines area is unlikely to have occurred in any meaningful way until the early 1860s. The first land grant was made to Frederick Mann in 1850, followed soon after by the Hely family in 1862; there is, however, evidence to suggest that the Hely family had purchased Mann's original 50 acre grant in 1857.

It is known that the Hely family established a homestead within the Rathmines area whilst in residence there. Based on the historical context developed at **Section 5.2** and **5.3**, it is considered that this homestead had likely been established by the early 1860s, and was in active use up until the early 1900s (when Richard Fennell was in ownership). A precise date for when the homestead ceased to be used is not known, though it is likely that this occurred between 1910 and 1919/1920 when land in the area was advertised for subdivision and sale. Descriptions of the homestead that refer to its state by the early 1920s describe a building that had fallen to ruin due to disuse:

> *'At one time, Rathmines was a large estate used mainly for fruit-growing… To-day, all that remains of the orchard are several old fig and mulberry trees, which serve as shade for picnickers.'*
>
> (*Newcastle Morning Herald and Miners' Advocate*, 14 January 1926: 8)

> *'On the Lake front, and close to the present Officers' Mess, [Hely] erected his homestead, and old-fashioned brick and plaster building. In front of the building Hely planted some mulberry trees which were in existence long after the old house had been demolished. We can remember picnicking here under an old mulberry tree, laden with fruit, when all that remained of the home was the chimney and a few bricks.'*
>
> (Goold, September 1947)

Descriptions of the homestead and its associated land suggest that it was a brick and plaster building, surrounded by an orchard and other plantings; references are made to fig and mulberry trees.

As discussed at **Section 5.3.1.1**, a review of available historical information strongly suggests that the homestead was located either in the south-eastern portion of the current Park (and in proximity to the former Sergeant's Mess building and contemporary local shops), or further to the south. A single Port Jackson Fig tree is present within the Park, and is located to the southeast corner of the former Picture Theatre and Gymnasium building (now the 'Community Hall) (refer to **Section 3.4**); this tree may have formed part of Hely's plantings associated with his homestead.

No other development within the Park prior to 1920 is evidenced in the historical record. If development was present elsewhere within the Park prior to the subdivisions of the early 1920s, it is likely to have been limited to small dwelling houses or 'weekenders' and associated elements. No such buildings have been mapped within the Park extent, however, and it is reiterated that prior to the 1930s, the main road into 'Rathmines' was located to the south of Park. Access to the current Park area, including the foreshore, was therefore limited, and this is likely to have limited the extent of development that occurred.

The exact location of the homestead is unknown. The broad area identified as having the potential to include the former location of the homestead is indicated in green in **Figure 8.1.** The potential for archaeological remains that date from this phase is considered likely to be limited to remains associated with Hely's homestead and associated gardens. Based on descriptions of the state of the homestead in the 1920s, following its demolition, it is considered most likely that if present any remains would be limited to remnant construction materials, remnant footings, and/or deeper sub-surface features such as wells, cesspits, or privies. Intact archaeological evidence of the early garden and plantings is considered unlikely to be present (with the exception of the extant fig tree) as a result of remains of this nature typically being ephemeral and sensitive to later disturbance.

It is noted that this area of the Park, as well as the area to the south of the Park, has been subject to the greatest degree of development and disturbance since the 1920s with the establishment of the Base; which is likely to have disturbed and/or removed any potential archaeological resource in this area that may have been present. It is noted that no potential areas for archaeological remains were identified during numerous site inspections undertaken during the preparation of this CMP.

If present, remains associated with this phase are anticipated to be fragmentary and disturbed, owing to the abovementioned works that have been undertaken within the area. Fragmentary and/or disturbed remains are considered unlikely to reveal any new or historically significant information about the Park and/or the local area that is not already available in the historical record. Such remains are, based on their anticipated nature and condition, unlikely to have archaeological research potential.

Any remains of Hely's homestead, if they could be conclusively identified, would be of local interest, and would provide a greater degree of clarity than currently exists regarding the location of any buildings or other elements associated with the Hely family. Intact remains that could be conclusively identified to be associated with this phase may therefore be of local significance (depending on their condition and integrity), but are highly unlikely to be of state significance.

Phase 2: 1920 – 1939 (The Suburb of Rathmines)

As described in **Section 5.3.4** and **5.4**, the suburb now known as Rathmines was not subject to significant residential development prior to 1920, at which time the Halloran & Co. subdivisions occurred.

Descriptions of the area in 1939 clearly refer to a small population (around 100 permanent residents), and record that only 32 buildings were resumed within the entire Park extent for RAAF personnel, despite a highly active subdivision program in the early 1920s under the auspices of Halloran & Co. These buildings were described as '*mostly week-end cottages*' with only a few permanently occupied buildings (refer **Section 5.4**). The most intensive development at this time was located further to the south of the current Park boundaries, as has been discussed at **Section 5.3.4** and **5.4.**

The location of several cottages used by RAAF personnel in the early years of the Base are shown in the 1945 survey plan (**Figure 5.5**). These cottages are shown to have been located along the eastern shoreline of Styles Point, and in the vicinity of the former Marine Section timber wharf (now the 'F Jetty') (**Plate 8.1**).

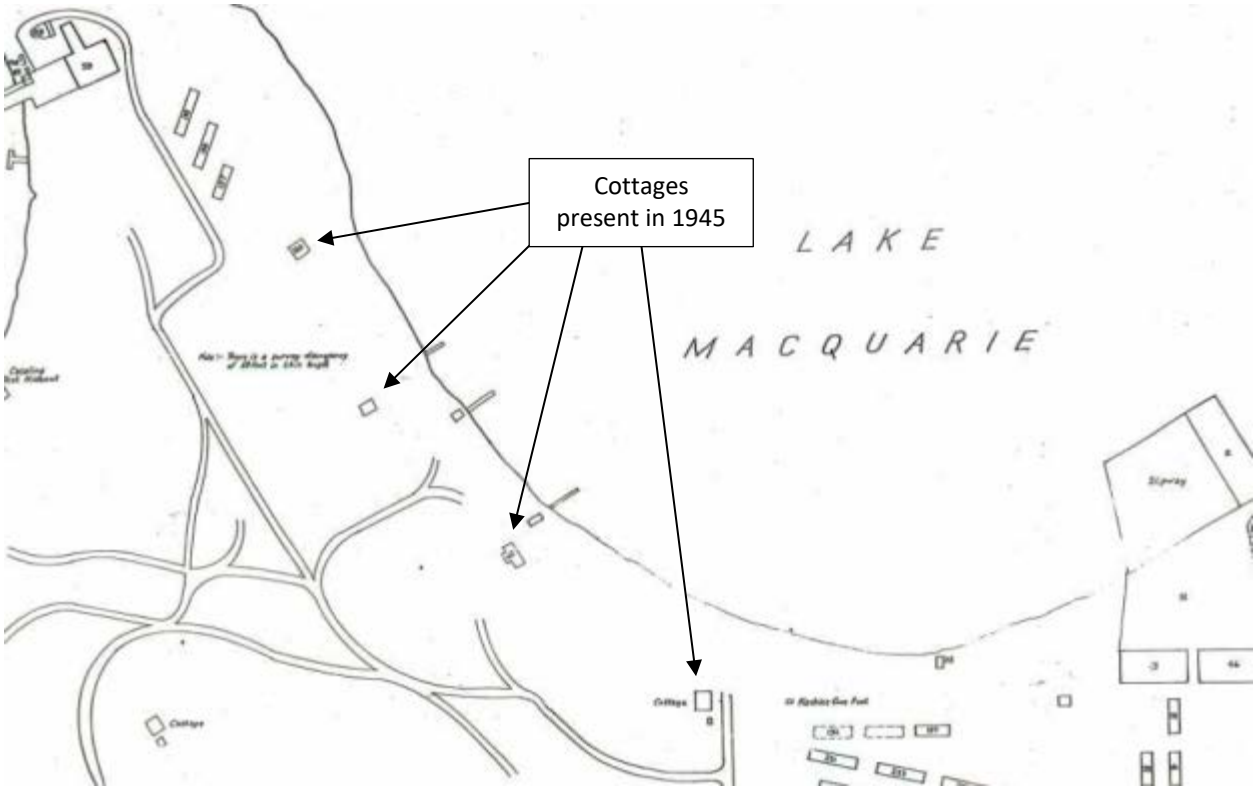


Plate 8.1 'Weekender' cottage present at the Base in 1945

Source: Lake Macquarie City Council, History of Lake Macquarie: Media, Photo Ref: 16478

Historical photographs show that these buildings are highly likely to have been small structures of timber construction. Images available suggest the buildings were constructed on piers and elevated off the ground (refer to **Plate 5.10**, **Section 5.5.2**). A detailed view of the cottages shown on the map in **Plate 8.1** is provided in **Plate 8.2**. No evidence of these cottages or any associated structures was identified during the visual inspection. No evidence of any other development or building typologies associated within this phase is present within the historical record.

Based on the likely nature and construction of these cottages, it is anticipated that any structural material associated with them would have been removed from the Park following their cessation of use (it is noted that they are not represented on the 1945-1956 compilation survey at **Figure 5.6**).

If present, remains associated with this phase and the cottages are anticipated to be limited and fragmentary; potential remnant elements may include evidence of fencing, remnant building piers, and other miscellaneous occupational material. This also includes any potential maritime archaeological remains associated with this phase, which are likely to be limited to the remains of former jetties/wharves, which are shown in historical mapping and photographs.

Fragmentary and/or disturbed remains are considered unlikely to reveal any new or historically significant information about the Park and/or the local area that is not already available in the historical record. Such remains are, based on their anticipated nature and condition, unlikely to have any research potential.

It is also noted that this phase is not particularly significant in the course or pattern of the local area or state's history, and are not associated with any historically or socially significant person or groups of persons; the remains of 'weekender' cottages are considered highly unlikely to meet any of the criteria used to assess historical archaeological significance. Any remains from this phase are unlikely to be of local or state significance.



Plate 8.2 Aerial view of the Base in 1945, showing 'weekender' cottages retained on site
Source: Australian War Memorial Collection, Accession No. P11290.001

Phase 3: 1939 – 1961 (RAAF Phase of Occupation and Use)

Development that occurred within the RAAF phase of occupation and use is extensively documented in mapping, photographs, and historical aerials. The extant buildings, structures and elements on the Base, albeit of a limited number, are sufficient to adequately understand and appreciate both the spatial configuration of the Base during its active years, as well as its architectural aesthetic.

The majority of buildings formerly present at the RAAF Base were prefabricated structures, which were constructed on piers and elevated off the ground. Such buildings are unlikely to have generated an archaeological footprint following their removal. Other, more substantial buildings have predominately been retained on site. Brick buildings that have been removed are generally well documented; a key example of this being the former guard house.

Overall, it is considered highly unlikely for any archaeological remains associated with the RAAF phase of occupation and use to contribute in a meaningful way to the significance or historical record of this phase. Remains, if present, are likely to be recovered in disturbed and/or fragmentary contexts (owing to their likely nature), and this also inhibits their research potential. This includes archaeological remains uncovered from the foreshore area and within a maritime context (such as the remnants of former jetties/wharves, or any miscellaneous material such as seaplane remnants and other artefactual material associated with the former Base and its activities).

Any remains associated with the RAAF phase of occupation and use may, depending on their nature and condition, be of local interest or of interest to stakeholders associated with the Base. They are, however, considered unlikely to meet the criteria for significance on either a local or state level.

8.4 Assessment of Historical Archaeological Potential

Based on the above discussion, an assessment of historical archaeological potential for the Park is shown in **Table 8.1**.

Table 8.1 Assessment of historical archaeological potential for the Park

Phase	Potential Remains	Disturbance	Assessment of Archaeological Potential
Phase 1: European settlement to 1919 (Early Land Grants and the Hely Homestead)	It is considered most likely that if present remains would be limited to remnant construction materials, miscellaneous occupational deposits, remnant footings, and/or deeper sub-surface features such as wells, cesspits, or privies. It is considered unlikely that evidence of the early garden and plantings (with the exception of the extant fig tree) will survive.	Moderate	Low-Moderate* *Moderate - if deeper features such as wells, cesspits, or privies.
Phase 2: 1920 – 1939 (The Suburb of Rathmines)	Potential remnant elements may include evidence of fencing, remnant building piers, jetty/wharf remains and other miscellaneous occupational material.	Moderate	Low-nil
Phase 3: 1939 – 1961 (RAAF Phase of Occupation and Use)	Potential remnant elements may include remnant building piers, jetty/wharf remains and other miscellaneous occupational material (including that deposited in a maritime context).	Moderate	Low-nil

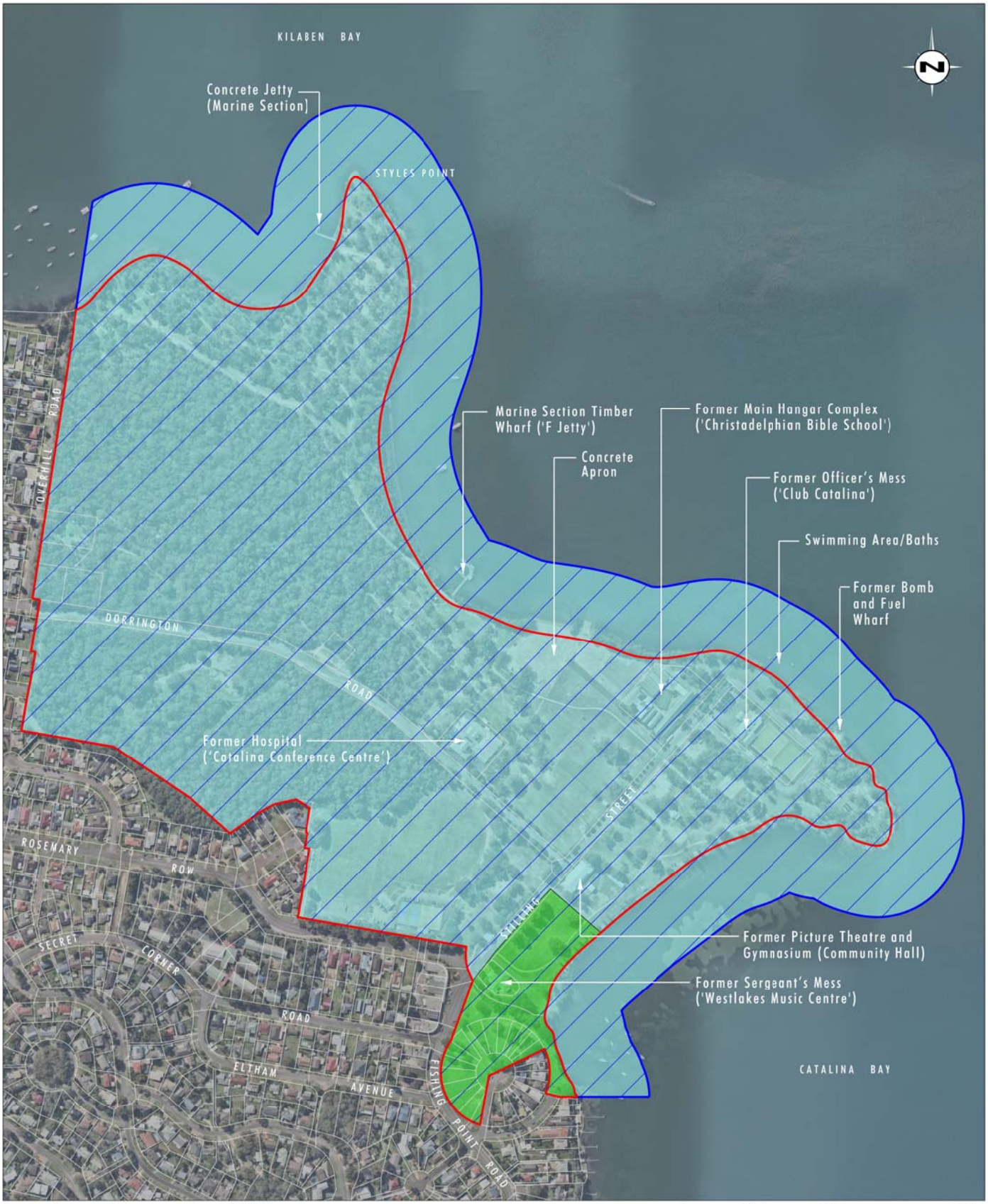


Image Source: Nearmap (Apr. 2018)
Data Source: NSW LPI (2017)

0 100 200 400m
1:7 500

Legend

- Rathmines Park
- State Heritage Register (SHR) curtilage including Foreshore Buffer
- Low to Moderate Historical Archaeological Potential
- Low to Nil Historical Archaeological Potential

FIGURE 8.1

Gradings of Historical Archaeological Potential within the Park

9.0 Assessment of Heritage Significance

9.1 Historical Themes

Historical themes can be used to understand the context of a place, such as what influences have shaped that place over time. The Heritage Council of NSW established 35 historical themes relevant to the state of New South Wales. These themes correlate with national and local historical themes.

Historical themes at each level that are relevant to Rathmines Park are provided in **Table 9.1**.

Table 9.1 Historical themes relevant to Rathmines Park

Australian Theme	NSW Theme	Local Theme	Example
3. Economy **Developing local, regional and national economies.**	Environment - cultural landscape Activities associated with the interactions between humans, human societies and the shaping of their physical surroundings.	Landscapes of passive recreation.	Prior to the RAAF phase of occupation and use, the Rathmines area was used by holiday-makers and local residents as a preferred holiday and/or leisure area as discussed at **Section 5.3** and **5.4**. Use of the land for the purposes of recreation and leisure continued during the RAAF phase of occupation and use, reinforced by the construction of the former Picture Theatre and Gymnasium, the continued use of the swimming area/baths, the establishment of the extant sportsgrounds, and the various sporting and leisure events known to have taken place on the Base, including swimming carnivals, races, theatre performances, beauty contests, etc. The use of the Park for passive recreation has also continued following the closure of the Base, and has been reinforced by the contemporary development that has since occurred. The introduction of playgrounds and sporting facilities, use of the foreshore areas for boating and other water activities, and the maintenance of walking tracks and shared pathways have all reinforced the area's recreational use. The Rathmines Catalina Festival, which is organised by the Rathmines Catalina Memorial Park Association Inc., is representative of the strong interrelationship between the war time history of the Park and its contemporary use as a public, recreational space.

Australian Theme	NSW Theme	Local Theme	Example
3. Economy **Developing local, regional and national economies.**	Environment - cultural landscape Activities associated with the interactions between humans, human societies and the shaping of their physical surroundings.	Landscapes of military activities.	The suburb of Rathmines has been strongly influenced by the development of the RAAF Base during World War II. The use of the Park for that purpose, and the associated increase in local activity, played a significant role in the establishment of Rathmines as a permanently inhabited suburb (rather than a holiday destination), and is likely to have contributed to local population growth and the development of local services including schools, commercial business, and residential development. As part of the development of the Base, the former landscape of that part of Rathmines was drastically altered, including the introduction of fill, extensive vegetation clearance, development and landscape modification (including the management of the former salt water creek through the introduction of an extensive storm water channel). The changes that occurred as a result of the development of the RAAF Base remain legible in the landscape, and strongly define the character of Rathmines Park. Existing road layouts, buildings, walking tracks, and foreshore and marine facilities are all a result of the RAAF phase of occupation and use.
7. Governing **Governing.**	Defence Activities associated with defending places from hostile takeover and occupation.	Involvement with the Second World War.	The associations between Rathmines and the World War II are well known locally, and are clearly evidenced by the layout and building stock of Rathmines Park, which have been maintained largely intact. The Rathmines RAAF Base was the largest dedicated flying boat base in Australia during World War II, and was also the longest serving of its kind during the war effort. It is the most intact example of a RAAF flying boat base in Australia, and is recognised as having played a pivotal role in the defence of Australia in World War II.

Australian Theme	NSW Theme	Local Theme	Example
8. Culture **Developing cultural institutions and ways of life.**	Leisure Activities associated with recreation and relaxation.	Going boating and sailing.	As noted above, Rathmines Park continues to be used for the purposes of leisure activities that are concentrated around the foreshore setting, including boating. Rathmines Park has two established boat ramps (one off the concrete apron and one at Styles Point) and two established jetties (one to the west of the concrete apron and one at Styles Point), which are actively used. The Lake Macquarie Classic Boat Association also lease out the former Airmen's Ablution Building and former Emergency Power House for use as workshops for the purposes of boat building. Kayaking and canoeing are also popular activities within the Park. These uses occurred during the RAAF phase of occupation and use, and also pre and post-date this significant period, making them a continuous and ongoing historical use that strongly contributes to the character of the place.
8. Culture **Developing cultural institutions and ways of life.**	Leisure Activities associated with recreation and relaxation.	Enjoying public parks and gardens.	As noted above, the use of the Park as a public recreation space both pre and post-dates the RAAF phase of occupation and use, but was also maintained during the RAAF phase. The Park comprises areas of natural bushland, parkland, sportsgrounds and land for general community use. Its contemporary character is strongly defined by these uses.

9.2 Levels and Grading of Significance

The Heritage Council of NSW recognises four levels of heritage significance in NSW: local, state, national and world. The level indicates the context in which a heritage place/item is important (e.g. local heritage means it is important to the local area or region). Heritage places that are rare, exceptional or outstanding beyond the local area or region may be of state significance. In most cases, the level of heritage significance for a place/item has a corresponding statutory listing and responsible authority for conserving them.

Different components of a place may contribute in different ways to its heritage value. The gradings of significance developed by the Heritage Council of NSW, as adapted and used in the development of this CMP, are outlined in **Table 9.2.**

Table 9.2 Gradings of significance definitions

Grading	Explanation
Exceptional (E)	Elements of **exceptional** significance are rare or outstanding elements that directly contribute to the place's overall heritage significance. They demonstrate a key aspect of the place's overall heritage significance and should be retained and conserved in-situ. Any change should be minimal and retain significant values or fabric.
High (H)	Elements of **high** significance have a high degree of original fabric. They demonstrate a key aspect of the place's overall heritage significance and should be retained and conserved. Retention should be considered in-situ. Minor change is allowed so long as significant values and fabric are retained and conserved.
Moderate (M)	Elements of **moderate** significance have been altered or modified or do not demonstrate a key aspect of the significance of the place. They contribute to the place's overall heritage significance, however change is allowed so long as it does not adversely affect values and fabric of exceptional or high significance.
Little (L)	Elements of **little** significance do not substantially add to the significance of the place in a positive way, though neither do they detract from its overall significance. Elements of little significance may also reflect fabric that may have been substantially altered or modified, or may reflect non-significant phases of development. Changes are allowed so long as it does not adversely affect values and fabric of exceptional or high significance.
Neutral (N)	Elements identified as **neutral** do not contribute or detract from significance. The attribution of 'neutral' typically applies to introduced new or utilitarian fabric that does not relate to a significant historical period or use. Changes are allowed so long as they do not impact on associated fabric of higher significance.
Intrusive (I)	**Intrusive** elements are damaging to the place's overall heritage significance; they should be considered for removal or alteration.

In addition to grading the significance of a component element, this CMP has also identified the period of construction of component elements within the Park, as well as their assessed condition.

The periods of construction identified for the Park are outlined in **Table 9.3**. The gradings of condition used in this CMP are outlined in **Table 9.4**.

Table 9.3 Periods of construction identified for the Park

Reference to Period of Construction Used	Explanation
Original (O)	For the purposes of this CMP, 'original' fabric is defined as that which dates from the initial construction phase of the former RAAF Base, being 1939 to 1942.
Early Addition (EA)	For the purposes of this CMP, early additions are defined as all elements constructed, installed or added after the initial construction phase but during the RAAF phase of occupation and use (i.e. between 1943 and 1962)
Contemporary Addition (CA)	For the purposes of this CMP, contemporary additions are defined as all elements constructed, installed or added post-1962 (i.e. post-dating the RAAF phase of occupation and use)

Table 9.4 Gradings of condition used in this CMP

Grading	Explanation
Excellent (E)	Element has no defects. Condition and appearance are stable and not deteriorating.
Good (G)	Element exhibits superficial wear and tear, minor defects, minor signs of deterioration to surface finishes, but does not require major maintenance. No major defects exist.
Fair (F)	Element is in average condition. Deteriorated surfaces require attention. Services are functional but require attention. Deferred maintenance work exists.
Poor (P)	Element has deteriorated badly. Serious structural problems exist. General appearance is poor with eroded protective coatings. Elements are defective, services are frequently failing, and significant number of major defects exists.
Very Poor (VP)	Element has failed. It is not operational and is unfit for occupancy or normal use.
Unknown (U)	Unknown. Unable to access to assess condition.

9.3 Schedule and Diagrams of Significant Elements

Based on the above grading definitions and defined periods of construction, the following section of the CMP provides schedules of significant elements within the Park. These schedules have been used to inform the Assessment of Significance and Statement of Heritage Significance presented at **Section 9.4** and **Section 9.5** respectively. The diagram of significant elements for the Park is provided at **Figure 9.1**.

9.3.1 Buildings - RAAF Phase of Occupation and Use

The significance, period of construction and condition of extant buildings that date from the RAAF phase of occupation is outlined in **Table 9.5**.

Table 9.5 Assessment of the significance, period of construction and condition of extant buildings from the RAAF phase of occupation/use

Building	Grading of Significance	Period of Construction	Condition
Part of the Main Hangar Complex **Now the 'Christadelphian Bible School'**	Exceptional	O; CA* *The complex appears to predominately comprise original buildings and fabric. However, as the complex could not be inspected, the extent of contemporary fabric that has been introduced cannot be determined.	G-P* *This assessment is based predominately on external inspection of the building, with only a brief internal site visit undertaken. Whilst, externally, some portions of the complex appear to be in sound condition (being predominately the relocated huts), the remaining section of the former Main Hangar appears to be in poor condition, with a number of structural and maintenance issues.

Building	Grading of Significance	Period of Construction	Condition
The Picture Theatre and Gymnasium Building **Now the 'Rathmines Community Hall'**	Exceptional	O	G* *It is noted that at the time of visual inspection and authoring of this CMP, this building was undergoing substantial maintenance works to remove asbestos material and undertaken renovations. These works were not complete at the time of inspection.
The Hospital **Now the 'Catalina Conference Centre'**	High* *Later additions graded neutral.	O; CA* *The original Hospital building has been retained, with contemporary additions made to the rear and sides.	G-F* *The majority of the building, including its additions, is in good condition. However, there was evidence of damp and moisture damage to the original building portion observed during the visual inspection.
Officer's Mess **Now 'Club Catalina' or 'Rathmines Memorial Bowling Club'**	High* *Later additions to the west of the original building are intrusive (due to their design and obscuration of a highly visible façade). Later additions to the east of the building are neutral. The bowling green area and infrastructure, elements and ancillary buildings located therein are graded neutral.	O; EA; CA* *This building has been subject to multiple additions and changes over time.	G
The Sergeant's Mess **Now the 'Westlakes Music Centre'**	High	O	G
Airmen's Ablution Building **Now used as a workshop by the Lake Macquarie Classic Boat Association**	High	O	G

Building	Grading of Significance	Period of Construction	Condition
The Inflammable Liquids Store **Now the 'Scout Hall'**	Moderate	O; CA* *The majority of this building is original, though it has been subject to minor additions in the form of the enclosed loading platform and entryway to create a kitchen space.	G
Substation No. 2 **Now used as a storage space by the Rathmines Scout Group**	Moderate	O	G
The Central Boiler House **Now used as a storage space in association with the 'Community Hall'**	Moderate	O	F* *This building, whilst appearing generally sound, has clear structural issues with cracking and movement to the brick cavity walls evident.
Small Brick Boiler House **Now used as a storage space by the 'Rathmines Memorial Bowling Club'**	Moderate	O	G
Emergency Power House **Now used as a workshop by the Lake Macquarie Classic Boat Association**	Moderate	O	G

9.3.2 Other Structures and/or Built Elements - RAAF Phase of Occupation and Use

The significance, period of construction and condition of other structures and/or built elements that date from the RAAF phase of occupation and use is outlined in **Table 9.6**.

Table 9.6 Assessment of the significance, period of construction and condition of other structures and/or built elements that date from the RAAF phase of occupation and use

Structure or Built Element	Grading of Significance	Period of Construction	Condition
Concrete Storm Water Channel	High	O	G
Bomb and Fuel Wharf	Moderate	O	G-VP* *The deck of the wharf has been removed, leaving only the concrete piles. The piles appear to be in sound condition, however.
Marine Section Timber Wharf (also known as the 'F Jetty')	Moderate	O/EA; CA* *The wharf was partially constructed in 1943 but not yet complete. It was replaced in the same configuration in the 1990s.	F* *It is noted that approval has been granted to reconstruct this jetty in the same configuration using longer-lasting materials.
Jetty and Slipway Complex (Marine Section)	High	O; CA* *Concrete jetty was reconstructed in 2002 in the same configuration.	G
Concrete Apron Area	Exceptional	O	G-F* *Generally, the apron is sound. However cracking is evident in areas and the majority of the construction joints now contain soil, which has resulted in weed and grass growth.
Bitumen Hardstand	Little	O	F* *The bitumen is cracking and broken in areas.
Parade Ground	Moderate	O	U* *The parade ground is now largely grassed over, with original gravel surfacing either no longer present or not visible.
First Septic Tank Installation	Little	O	G
Second Septic Tank Installation	Neutral	O	G

Structure or Built Element	Grading of Significance	Period of Construction	Condition
Sportsgrounds (football field, cricket field and tennis courts)	Little	O* *Established in initial phase of construction, but do not comprise 'fabric', being sportsgrounds	G
Swimming Area/Baths	Moderate	O; CA* *Western piles date from the RAAF phase of occupation and use. Other elements (timber structure, netting and triangular platform) are contemporary.	G
Seawall Sections	High	O	G
Infrastructure Elements and Services Generally	Moderate-little* *This is based on the condition of these elements, which varies considerably.	O	G - P* The condition of these elements varies. Many of the hydrants/pumps are in good condition, whilst others have been damaged or are substantially rusted. Services similarly vary in condition

9.3.3 Partial Structures, Ruins and/or Remnant Built Elements - RAAF Phase of Occupation and Use

The significance, period of construction and condition of partial structures, ruins and/or remnant built elements that date from the RAAF phase of occupation is outlined in **Table 9.7**.

It is noted that the significance and condition assessment presented in this section is based on the current condition and physical configuration of the elements listed in the below table, based on an acknowledgement of these elements as partial structures, ruins, or remnant elements. For example, the assessment of the condition of the general stores building as 'good' refers only to the condition of the remnant concrete slab.

Table 9.7 Assessment of the significance, period of construction and condition of partial structures, ruins and/or remnant built elements that date from the RAAF phase of occupation and use

Ruins or Remnant Built Elements	Overall Grading of Significance	Period of Construction	Condition
Pump House and Duty Pilot's Tower	Little	O	G
General Stores Building	Moderate	O	G
Armament Hut	Little	O	P
Celestial Trainer	Moderate	O	G
Unnamed Building	Neutral	O	G
Aircraft Stores	Moderate	O	G

Ruins or Remnant Built Elements	Overall Grading of Significance	Period of Construction	Condition
Motor Transport Building	Moderate	O	G
Central Ironing Room and Laundry, Near the Community Hall	Moderate	O	F
Remnant of the South Boundary Fence	Moderate	O	F
Western Hangars	Moderate	O	G
Guard House	Little	O	P
Residential Subdivision for Married Personnel	Moderate	EA* *This accommodation was constructed between 1950 and 1954	F
WAAAF Sleeping Quarters	Moderate	O	F
Higgins Avenue	Moderate	O	G
Wireless Transmission Station	Moderate	O	F
Bomb Dump	Moderate	O	F

9.3.4 Other Elements and Structures – Post-RAAF Phase of Occupation and Use (1962 onwards)

The significance, period of construction and condition of other elements and structures that post-date the RAAF phase of occupation is outlined in **Table 9.8**.

Table 9.8 Assessment of the significance, period of construction and condition of other elements and structures that post-date the RAAF phase of occupation and use

Element or Structure	Grading of Significance	Period of Construction	Condition
Catalina War Memorial	High	CA	E
Picnic tables	Neutral – Intrusive	CA	G
Benches	Neutral – Intrusive	CA	G
Toilet facilities	Neutral – Intrusive	CA	G-F
Fencing	Neutral – Intrusive	CA	G
Facilities within the sportsgrounds	Neutral	CA	G
Lighting	Neutral	CA	G
Services	Neutral – Intrusive	CA	G
Interpretive signage	Neutral	CA	P
Playgrounds	Neutral	CA	E
Skate park	Neutral	CA	G
Disc golf targets	Neutral	CA	G
2006 boat ramp	Neutral	CA	F

9.3.5 Plantings Related to the RAAF Phase of Occupation and Use

The significance, period of planting and condition of plantings associated with the RAAF phase of occupation and use is outlined in **Table 9.9**.

Table 9.9 Assessment of the significance, period of planting and condition of plantings related to the RAAF phase of occupation and use

Planting	Grading of Significance	Period of Planting	Condition
Row of *Nerium oleander* along the western side of Stilling Street	Little	EA	G
Rows of *Lophostemon confertus* (Brush Box) along both sides of Dorrington Road (formerly Higgins Avenue) at its southern end and along the western side of Stilling Street	High	EA	E
Rows of juvenile brush box elsewhere within the Park (particularly along 'Gurney Road')	Little	CA	E
A *Ficus rubiginosa* (Port Jackson Fig) is located to the south of the Rathmines Community Hall	High	Pre-O* *This tree appears to pre-date the RAAF phase of occupation and use	E
Clump of *Eucalyptus tereticornis* (Forest Red Gum), as well as other eucalypt species, located between the former parade ground and former bitumen hardstand area	Moderate	O	E

9.3.6 Layout and Setting

The significance, period of construction and condition of elements of the layout and setting of the Park is outlined in **Table 9.10**.

Table 9.10 Assessment of the significance, period of construction and condition of elements of the layout and setting of the Park

Layout/Setting Component	Grading of Significance	Period of Construction	Condition
Foreshore setting	Exceptional	N/A	E
Natural bushland setting	High	N/A	E
Dorrington Road	High	O* *Originally called 'Rathmines Road' (western arm) and 'Higgins Avenue' (eastern arm)	G-F
Stilling Street	High	O* *Originally Stilling Road	G
Formed roads providing internal circulation (including Gurney Road, Chapman Drive, Hemsworth Crescent, Coventry Road etc)	High	O	G-F
Former gravel landing strip	Moderate	EA* *Possibly 1950	F
Unformed gravel paths	Little	O-CA* *Unformed paths within the Park date from the RAAF phase onward	F
Shared pathway	Neutral	CA	E

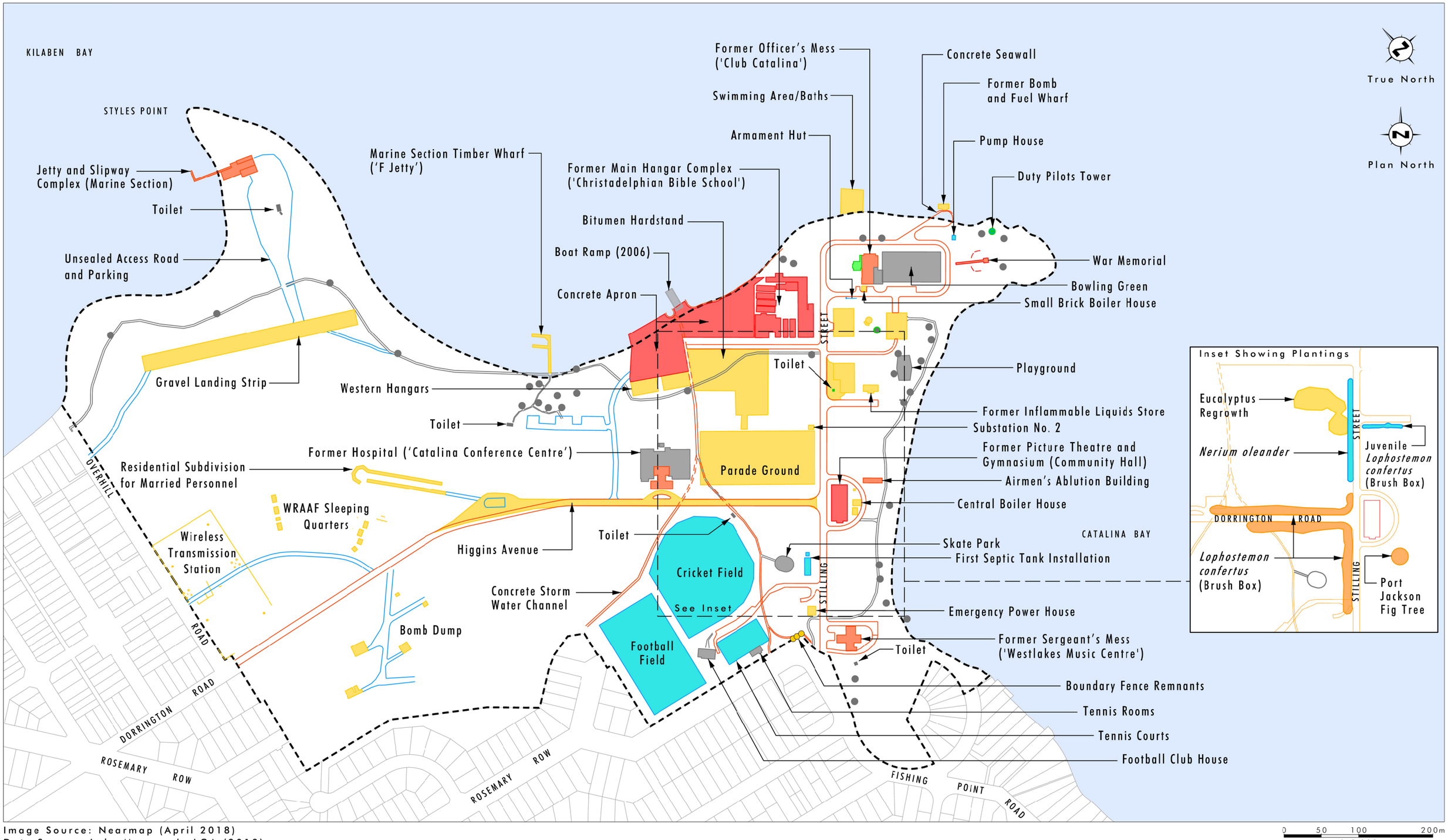


Image Source: Nearmap (April 2018)
Data Source: Lake Macquarie LGA (2018)

Legend

- Rathmines Park
- Exceptional Significance
- High Significance
- Moderate Significance
- Little Significance
- Neutral
- Intrusive
- Picnic Table/Park Bench/Concrete slab

FIGURE 9.1

Diagram of Significant Elements for the Park

9.4 Assessment of Significance

Before making decisions to change a heritage item, it is important to understand its values and the values of its context. This leads to decisions that will retain these values in the future. Assessments and statements of heritage significance summarise the heritage values of a place – why it is important and why a statutory listing was made to protect these values.

The Heritage Council of NSW has developed a set of seven criteria for assessing heritage significance, which can be used to make decisions about the heritage value of a place or item; historical significance, aesthetic significance, social significance, associative significance, representative value, rarity and research potential. The following assessment of heritage significance has therefore been prepared in accordance with the '*Assessing Heritage Significance*' (2001).

Table 9.11 Assessment of heritage significance for Rathmines Park

Criteria	Assessment
A – Historical Significance An item is important in the course or pattern of the local area's cultural or natural history.	The Rathmines RAAF Base was originally intended to be established as a permanent base. However, the context within which the Base was planned, having occurred at the outset of World War II, caused the Base to be replanned as a critical training base intended to directly service active units that served during the war. Once established, the Rathmines RAAF Base was the main centre for training during World War II and was the largest flying boat base established in Australia; it was considered to be the 'headquarters' of flying boat operations during the war. It was also the longest serving during World War II. During the 1940s, crews for No. 9, 10, and 11 Squadrons trained at Rathmines, with over 200 Catalina aircrews trained at the Base during its life. Catalina and aircrews from Rathmines were involved in the defence of Australia in World War II and participated in critical RAAF wartime operations including the Battle of the Coral Sea and the mining of Manilla Harbour. These events were pivotal to Allied success in the South West Pacific. The Base is strongly representative of Australia's defence force activities during World War II, and particularly the use of flying boats and seaplanes. The Rathmines RAAF Base is therefore of national historical significance, having played a pivotal role in the defence of Australia in World War II. In addition to this, the formation of the Base had a strong and lasting impact on the development of the suburb of Rathmines, and the wider Lake Macquarie LGA. Prior to the Base being established, Rathmines had a population of around 100 people and was mostly used as a holiday destination; the arrival of the Base prompted the establishment of a local school and post office, and an increase in the local population. The current layout of the Park is a direct result of the RAAF Base phase of occupation and use. The suburb of Rathmines and its historical development is strongly linked to the Base and its activities. The foreshore setting of the Park has attracted visitors since the 1800s. During the active years of the Base, the area continued to host various leisure and recreational activities, including swimming carnivals. The current use of the Park for communal activities, passive and active recreation, and marine activities (including boating) represents a continuation of its historic

Criteria	Assessment
	use, both before and during the RAAF phase. The Base has historical significance on both a local and State level. The Base also has historical significance on a national level, noting however that this CMP does not include a complete assessment of the Base's national heritage significance against the nine National Heritage criteria. Further research and assessment in this area has been recommended at **Section 10.10**.
Guidelines for Inclusion • 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 ☒	**Guidelines for Exclusion** • 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 ☐
B – Associative Significance An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history.	The strong association between the RAAF Base, the local community, and personnel formerly stationed there is clearly evidenced in the ongoing use of the place for the purpose of celebrating and commemorate its wartime history. Events such as the Catalina Festival and temporary exhibitions related to the wartime use of the Park demonstrate this. A number of the people who served out of Rathmines, or relatives of those who served at Rathmines, remain actively involved in the activities that occur at the Park. The stories compiled by Howard in his 2009 book attest to the fond memories and lasting connection that those associated with the former Base have with the place. The Base is also connected to notable historical figure William Dobell, and is strongly associated with personnel who contributed significantly to the war effort, including Wing Commander G.U. 'Scotty' Allan, Wing Commander Gordon Stilling, Wing Commander Frank Chapman, Air Commodore W. Keith Bolitho, among others. The Base has associative significance on both a local and State level.
Guidelines for Inclusion • shows evidence of a significant human occupation ☒ • is associated with a significant event, person, or group of persons ☒	**Guidelines for Exclusion** • 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 ☐

Criteria	Assessment
C – Aesthetic Significance An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.	The surviving buildings and remnant structures of the Rathmines RAAF Base are significant for their ability to demonstrate the large scale, configuration and function of the RAAF Base as a military establishment. The remnant fabric, coupled with the open configuration of the Park and the maintained visual and physical relationship between the place and its foreshore setting demonstrates the important relationship between the activities that occurred at the Base and the surrounding lake. Rathmines RAAF Base comprises an aesthetically distinctive landscape, which has landmark qualities. This is derived from its spatial extent (having been the largest flying boat base established in Australia during World War II), its collection of intact building stock and other structures that clearly convey its wartime purpose, activities, and history, its spatial configuration and layout, and its foreshore setting. Minimal development has occurred within the Park since the closure of the Base, and this has effectively preserved its original layout and design intent. The Base has retained a strong sense of place since the cessation of operations, through preservation of its open, foreshore character and building stock. With regards to individual buildings, the remnant stock of the Base is strongly representative of the design, construction and use of building stock incorporated into war time bases in Australia. The materiality of the buildings is reflective of their intended function and the context within which they were designed and constructed. The more substantial buildings at the Base, such as the former Sergeant's and Officer's Mess buildings (as well as the relocated airmen's mess building), the former Picture Theatre and Gymnasium, part of the former Main Hangar and the former Hospital, are particularly architecturally distinctive within the immediate local context. The Art Deco design of the former Hospital's front façade is a good example of its type, and is one of only a handful of known examples of this standardised design remaining intact and as-designed within a World War II RAAF base. The former Picture Theatre and Gymnasium is similarly significant; its scale within the former Base, as well as its deliberate position within a significant vista along a principal planning axis make it aesthetically distinctive. It appears to be one of the most intact examples of its type, having been constructed to a standardised design also used at other World War II RAAF bases. The ongoing use of the building for communal and entertainment purposes further enhances this significance. The Base was the largest established in Australia during World War II. It is the most intact of its type remaining in Australia, with only very minimal infill development having occurred, and a number of its original buildings surviving relatively intact. The Base has aesthetic significance on both a local and State level. The Base also has aesthetic significance on a national level, noting however that this CMP does not include a complete assessment of the Base's national heritage significance against the nine National Heritage criteria. Further research and assessment in this area has been recommended at **Section 10.10**.

Criteria	Assessment
Guidelines for Inclusion • shows or is associated with, creative or technical innovation or achievement ☒ • is the inspiration for a creative or technical innovation or achievement ☐ • is aesthetically distinctive ☒ • has landmark qualities ☒ • exemplifies a particular taste, style or technology ☒	**Guidelines for Exclusion** • is not a major work by an important designer or artist ☒ • has lost its design or technical integrity ☐ • its positive visual or sensory appeal or landmark and scenic qualities have been more than temporarily degraded ☒ • has only a loose association with a creative or technical achievement ☐
D – Social Significance An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons.	As discussed above, the Base has strong connections with ex-service personnel. It is also, through its wartime history and sustained use as a recreational place, held in high regard by the local community. The events held at the Base, including the Catalina Festival, temporary exhibitions, and memorial services, attract local community members and have successfully fostered a strong, ongoing connection between the place and the local community. Additionally, history and war time enthusiasts also hold the place in high regard based on its historical significance, which remains demonstrable via its maintained configuration and layout, as well as its intact fabric and buildings (including such elements as the concrete apron and part of the former Main Hangar). The Park has become important to the local community's sense of place and identity. The Base has social significance on both a local and State level.
Guidelines for Inclusion • is important for its associations with an identifiable group ☒ • is important to a community's sense of place ☒	**Guidelines for Exclusion** • is only important to the community for amenity reasons ☐ • is retained only in preference to a proposed alternative ☐
E – Research Potential An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.	The Base has the ability to yield information that would contribute meaningfully to an understanding of both the local area's history, as well as to Australia's military history. The potential for archaeological remains of Hely's homestead would be of local interest, and could provide further information regarding the location, extent and nature of possibly the earliest residential development within the local area. The potential archaeological remains themselves, however, are unlikely to have archaeological research potential owing to their anticipated nature and condition refer to **Section 8.0**).Further, the intactness of the former Base in terms of layout, setting, and retained building stock has rendered it the most physically intact flying boat base in NSW. This intactness provides ample opportunity for the interpretation and appreciation of: • military activity during World War II; • the design and layout of bases and other training facilities during World War II; • the specific characteristics of the Rathmines Base, and what the Base would have looked like to those who served or spent time there during its active years.

Criteria	Assessment
	In its current form, the Base provides a unique and significant source of physical evidence to interpret the range of operations of a large defence seaplane base during WWII. The scale of the surviving evidence makes it an important benchmark for such sites. The Base therefore has research potential on both a local and State level.
Guidelines for Inclusion • has the potential to yield new or further substantial scientific and/or archaeological information ☐ • is an important benchmark or reference site or type ☒ • provides evidence of past human cultures that is unavailable elsewhere ☐	**Guidelines for Exclusion** • the knowledge gained would be irrelevant to research on science, human history or culture ☐ • has little archaeological or research potential ☐ • only contains information that is readily available from other resources or archaeological sites ☐
F – Rarity An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history.	The Rathmines RAAF Base was the major flying boat and training base in Australia during World War II. It is also the most intact surviving example of its type in Australia, was the longest serving Base of its kind during the war effort, and was, when established, the largest of its kind in Australia and possibly the southern hemisphere (refer to the SHR statement of significance reproduced at **Section 9.5**). It is noted, however, that the significance of the Base in the context of the southern hemisphere has not been verified as part of this CMP and requires further assessment. It is the only flying boat base in the Lake Macquarie LGA. The Base therefore is rare on a State level. The Base also has rarity value on a national level, noting however that this CMP does not include a complete assessment of the Base's national heritage significance against the nine National Heritage criteria. Further research and assessment in this area has been recommended at **Section 10.10**.
Guidelines for Inclusion • provides evidence of a defunct custom, way of life or process ☒ • demonstrates a process, custom or other human activity that is in danger of being lost ☒ • 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 ☒	**Guidelines for Exclusion** • is not rare ☐ • is numerous but under threat ☐

Criteria	Assessment
G – Representative An item is important in demonstrating the principal characteristics of a class of NSW's (or the local area's): • cultural or natural places; or • cultural or natural environments.	The Rathmines RAAF Base is, by way of its intact layout, building stock, structural elements, and foreshore setting, representative of flying boat bases established during World War II. The remnant building stock is strongly representative of the design, construction and use of building stock incorporated into war time bases in Australia, with the majority of the buildings remaining having been constructed to standardised designs used across multiple RAAF bases. Similarly, the layout and configuration of the Base, as well as its component elements and structure (including the former Main Hangar, concrete apron, workshop areas, etc) are all representative of the design and planning of comparable bases developed during World War II. Comparable examples to Rathmines are limited (refer to **Section 6.0**) and are not as intact. Rathmines is therefore a critical representative example of a World War II flying boat base. The Base has representative value on a State level. The Base also has representative value on a national level, noting however that this CMP does not include a complete assessment of the Base's national heritage significance against the nine National Heritage criteria. Further research and assessment in this area has been recommended at **Section 10.10**.
Guidelines for Inclusion • is a fine example of its type ☒ • has the principal characteristics of an important class or group of items ☒ • has attributes typical of a particular way of life, philosophy, custom, significant process, design, technique or activity ☒ • 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 ☒	**Guidelines for Exclusion** • is a poor example of its type ☐ • does not include or has lost the range of characteristics of a type ☐ • does not represent well the characteristics that make up a significant variation of a type ☐

9.5 Statement of Heritage Significance

The current SHR statement of significance for the Park is included below for reference.

> *The Rathmines RAAF seaplane base played a pivotal role in the defence of Australia in World War II. It was the largest seaplane base in the Southern Hemisphere and was the longest serving during the war effort. It is the most intact example of an RAAF WWII seaplane base in Australia.*
>
> *Rathmines RAAF Base is significant as a flying boat base used for the defence of Australia in World War II. During WWII, it was a major boat base in NSW, and was the largest boat base in Australia. It is understood to be the only flying boat base in NSW with a significant amount of physical fabric remaining.*
>
> *The Rathmines RAAF Base is important through its use as a base for the seaplanes used in WWII, particularly the Catalina flying boat, which had the ability to land and take off in calm water, and had great endurance over long distances. The Catalina was one of the most successful flying boats produced and its qualities made the aircraft important in the defence of Australia during WWII.*
>
> *The Rathmines RAAF base is significant as it was a centre for training, housing the Operational Training Unit for Catalina crew and providing training to over 200 Catalina crews during the war. The Base was also important as a repair centre for the flying boats and was the location of a Flying Boat Repair Depot.*
>
> *The Rathmines RAAF Base is significant through its association with specific WWII events. The Base's flying boats were involved with the mining of Manilla Harbour, and played an important part in the Battle of the Coral Sea.*
>
> *The Base has continuing social significance to WWII service personnel, and to the community of Lake Macquarie, who recognise the site's history and continue to use the site, creating an evolving landscape which retains significant elements of the RAAF Base.*
>
> *It had a dramatic impact on the housing and road development within the area.*[5]

Based on the Assessment of Significance developed as part of this CMP and provided at **Section 9.4**, the SHR statement of significance reproduced above is supported.

It is noted, however, that the SHR statement of significance does not directly acknowledge the below factors that contribute significantly to the assessed significance of the Park:

- Rathmines RAAF Base comprises an aesthetically distinctive landscape, which has landmark qualities. This is derived from its spatial extent, having been the largest flying boat base established in Australia during World War II, its collection of intact building stock and other structures that clearly convey its wartime purpose, activities and history, its spatial configuration and layout, and its foreshore setting.

- Comparable examples to Rathmines are limited (refer to **Section 6.0**), and are not as intact. Rathmines is therefore a critical representative example of a World War II flying boat base, and is the most intact surviving example of its type in Australia. In its current form, the Base provides a unique and significant source of physical evidence to interpret the range of operations of a flying boat and training base during World War II. The scale of the surviving evidence makes it an important benchmark for such sites.

[5] https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5054666

Recognition of the Park's potential heritage significance on both a national and international level is outlined in the Comparative Analysis presented at **Section 6.0**, the Assessment of Significance presented at **Section 9.4**, and the existing SHR statement of significance for the place. It is noted, however, that a complete assessment of the Park's national and international heritage significance is outside of the scope of this CMP. Recommendations for research and assessment of the Park's potential national and international heritage significance are included at **Section 10.10**.

10.0 Opportunities and Constraints

10.1 Introduction

The conservation planning process established by the Burra Charter of Australia ICOMOS guidelines (refer Article 6 which defines the Burra Charter Process) requires that relevant constraints be identified as part of the process for developing conservation policies for places of significance. These constraints include:

- Obligations arising from the cultural significance of the place;
- Physical constraints of the place, including environmental factors and the physical condition of the fabric;
- Relevant statutory and non-statutory controls;
- Owners' needs, resources and other external constraints; and
- Obligations involved in undertaking research, maintaining records and communicating the heritage values of the place.

The assessment of the following specific constraints and opportunities are intended to inform the development of appropriate policies for Rathmines Park and its component elements. This section should be read in conjunction with the policies provided at **Section 10.7**.

10.2 Obligations Arising from Statutory and Non-Statutory Requirements

Approvals for works to the site may be required under the EPA Act, the *Heritage Act* and/or the NPW Act as outlined above in **Section 2.0**. This section should be referred to prior to undertaking any works.

Where new works are proposed, compliance with the Building Code of Australia / National Construction Code and Australian Standard AS1428 (Universal Access) may also be required as outlined in **Section 2.2.1.2**. Any strategies or solutions to ensure that components of Rathmines Park and/or its component elements comply with the BCA/ NCC or AS1428 should be driven by the cultural significance of the place. Where necessary, alternative solutions and performance based outcomes should be pursed to ensure the intent of the code is met without adversely impacting on significant fabric.

To minimise adverse interventions and to assist in maximising the exposure of significant heritage fabric, alternate solutions to the deemed to satisfy provisions of the BCA should be derived from performance based assessments particularly in relation to structural provisions, fire resistance and stability, fire separation, provisions for access and egress, sound transmission and isolation, and energy efficiency.

Professional advice should always be obtained. Should conflicts arise between compliance and cultural significance, the Heritage Council of NSW is able to provide advice and assistance in seeking appropriate compliance solutions.

10.2.1 The Burra Charter

The ICOMOS Burra Charter 2013 adopted by Australia ICOMOS, establishes the nationally accepted principles for the conservation of places of cultural significance. Although the Burra Charter is not cited formally in an Act, it is nationally recognised as a document that shapes the policies of the Heritage Council of NSW. The document provides the underlying methodology or best practice guidelines for how works to heritage items of all levels of significance should be undertaken and provides the guidelines for the management of heritage items. The Rathmines Park is of demonstrated cultural significance, and therefore, procedures for managing changes and activities at the place should be in accordance with the recognised conservation methodology of The Burra Charter. A copy of the Burra Charter is provided at **Appendix D**.



Plate 10.1 The Burra Charter process

Source: The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013

10.3 Obligations Arising from Heritage Significance

This CMP provides an analysis of the significance of the Rathmines Park and its component elements in their present form. It has been determined that the place is of heritage significance for its historic, aesthetic, associative, social, rarity and representative values, as well as its research potential.

This places an obligation for owners, occupiers and users of the place, and any other stakeholders responsible for or involved in the maintenance and management of the place, to conserve this identified significance. This includes the setting and overall presentation of the place, internal and external fabric, and individual spaces, elements and structures of the place as identified in **Section 9.3**.

Any future proposed changes to the place must be undertaken in accordance with the Lake Macquarie LEP and DCP 2014, the Burra Charter, the *Heritage Act*, and with reference to the policy recommendations of this CMP. The significance of the place is summarised above in **Section 9.5**.

General constraints and opportunities in relation to the setting, elements, fabric and spaces of heritage significance of the Park are outlined below.

10.3.1 Physical Change to Buildings, Structures, Elements, Fabric and Spaces of Significance

- The gradings of significance used in this CMP are defined in **Table 9.2** and the assessed significance of component elements within the Park are outlined at **Section 9.3**. This information should be referred to when making decisions relating to the development, use and maintenance of the Park.

- Generally, buildings, structures, elements, fabric and spaces of moderate, high or exceptional significance should be retained and conserved. This is shown in **Figure 10.1.**

- The majority of the buildings that date from the RAAF phase of occupation and use have been removed from the Park since the closure of the Base; this has significantly impacted the overall integrity of the place. As only a limited number of original buildings and structures now survive, their retention and preservation should be prioritised. Repair, restoration and reconstruction are preferred over change or removal for structures or elements graded as moderate or above.

- Based on the above, major changes to or the removal/demolition of buildings or structures of identified significance would not be appropriate and should be avoided. It is noted, however, that major change or demolition/removal may be supportable if it can be adequately demonstrated that the structural integrity and/or condition of that building or structure as a whole means that its retention is no longer feasible;

    - Information pertaining to the estimated remaining lifespan of the building/structure, the estimated cost of repairs or reconstruction required, and any safety concerns should be provided as part of any such evidence/assessment. It should also be demonstrated that alternatives to major change or demolition/removal have been adequately considered and explored, prior to any proposal for major change or demolition/removal being formalised.

- Additions or extensions to buildings graded as being of moderate to exceptional significance would not be appropriate.

- Minor works to buildings or structures that involve the removal or change of component elements of significance may be supportable provided that they are adequately justified on the basis of condition, compliance with relevant standards and codes, or amenity;

- For example, the removal of asbestos roofing (such as that present to the Small Boiler House adjacent to the former Officer's Mess) and its replacement with a suitable alternative material, such as corrugated metal sheeting, would be considered appropriate. In contrast, the removal of original timber panelled wall sheeting (such as that within the Billiards Room of the Rathmines Community Hall) based on aesthetic preference would not be considered appropriate.

- Any new work within a building or structure should be readily identifiable as such, and should not attempt to replicate or imitate original fabric.

- In contrast, reconstruction work (that is, repairs to or replacement of original fabric due to failure or reinstatement) should be identifiable on close inspection or through additional interpretation. Repair/reconstruction work should not be so readily apparent that the cultural significance of the place is adversely impacted as a result, but should still be identifiable. This can achieved through the subtle modification of materials or details, or by incorporating the date and/or marking devices that indicate the extent of the work.

- Any proposal for major work to buildings or structures graded as being of high or exceptional significance should be accompanied by a heritage assessment that incorporates the below elements. This measure will ensure more thorough documentation regarding the extent of change (and therefore loss of original fabric) to buildings of high or exceptional significance going forward:

  - An updated and detailed Schedule of Significant Elements;

  - An updated condition assessment, including structural assessment if required;

  - A Schedule of Conservation Works.

- Changes to or the removal of structures or elements within the Park that are graded as having little significance or as being neutral may be supportable, provided that any such changes or works do not adversely impact other fabric of significance, or the significance of the Park as a whole (including its layout, setting, and significant views and vistas).



Image Source: Nearmap (Apr. 2018)
Data Source: NSW LPI (2017)

0 50 100 200m
1:5 000

Legend

- Rathmines Park
- Elements to be Retained
- Areas to be Retained
- Layout to be Retained

FIGURE 10.1

Buildings Structures or Elements within the Park that should be Retained

10.3.2 Areas of Potential New Development

Key Historical Precinct

- Based on its identified significance, new development within the Key Historical Precinct identified in **Figure 3.9** is to be limited to the re-instatement or interpretation of 'lost' elements (including buildings) at the locations shown in **Figure 10.3**. Should such re-instatement occur, this should be guided by the design principles and parameters outlined at **Section 10.3.3**.

- Infill development outside of the identified locations for the re-instatement or interpretation of 'lost' elements is not appropriate. This is because, in its current configuration (and in the absence of infill development), the Key Historical Precinct has a strong sense of its originally intended spatial configuration/layout, scale, and visual and physical relationship to the foreshore areas. Infill development within the Key Historical Precinct has the potential to adversely impact or obscure the maintained character of this area; this would be an unacceptable impact to the heritage significance of the Park, which is in large part derived from its intactness.

- Small-scale structures, such as picnic tables, barbeques, seating, lighting, play equipment, and the installation of services/infrastructure to facilitate events or an increase in visitor numbers to the Park may be permissible within the Key Historical Precinct.

    - However, such elements would need to be carefully designed and sited to ensure that they do not result in any impact to significant fabric, spaces, or views or vistas.

    - Any new elements such as those listed should be sympathetically designed and, where possible, discreetly located.

    - The extension of existing structures or elements is preferred over the introduction of new elements within undeveloped areas.

    - Opportunities to incorporate interpretation should also be considered as part of any new development in the Key Historical Precinct.

- The establishment of new pathways or walking trails (including interpretive trails/walkways) may be permissible within the Key Historical Period, provided that they do not result in any impacts to significant fabric, spaces, or views or vistas. Of key consideration is ensuring that any new pathways or trails to do interrupt, obscure, confuse or detract from the original layout of the Park within this area, as established by the RAAF phase of occupation and use.

- Proposals that seek to enhance the use of the Park in an appropriate and sympathetic way (e.g. increasing passive recreational use or installing services to facilitate temporary/event uses) is encouraged.

Remainder of the Park

- New development within the Park is most appropriately located outside of the Key Historical Precinct, and within the western portion of the Park. This is because the western portion of the Park contains less significant fabric than the eastern portion, including buildings, structures, and roadways. Further, none of the significant views or vistas identified in **Section 3.5** are located within the western portion of the Park.

- It is preferred that the established character of the ancillary precincts identified in **Figure 3.9** are maintained. For example, outdoor gym equipment would be most appropriately located within the vicinity of the 'Sportsgrounds' precinct. New marine infrastructure should be concentrated at the 'Marine Section'.

- An appropriate area for new development within the Park, being located within the western portion, is identified in **Figure 10.2**. Development within this area is to be sensitive to its context with regard to scale, impact to vegetation, impact to surrounding fabric of significance, and impact to significant views and vistas.

- Examples of development that would be appropriate include but is not limited to:

    - Short-term camping or campervan tourism;

    - Outdoor gym equipment;

    - BMX track(s);

    - Community garden(s);

    - Small-scale commercial activities that complement and service the above listed uses.

- A visual buffer in the form of vegetation should be maintained between any new development in the western portion of the site and Dorrington Road. This is required to protect existing significant sightlines into the former Base, which extend east from roughly the location of the former guard house, and also to maintain the bushland character of the Park. However, in the event that the maintenance of this buffer raises safety and surveillance concerns, sensitive alternatives should be considered (e.g. under-pruning or the establishment of strategic view corridors from the road into new development).

- Generally, the introduction of small-scale structures or elements would be permissible within the remainder of the Park, including in the vicinity (but outside of) the Key Historical Precinct, subject to design development and the relevant approvals. 'Small-scale structures or elements' may include:

    - Park or playground equipment, including outdoor gym equipment;

    - Community garden(s);

    - New picnic tables, benches, barbecues, lighting, and services.

Development in the southern tip of the SHR curtilage (Lot 4 DP 704472, and Lots 37 – 50 DP 11537)

There is a greater degree of flexibility for new development within the area shown in **Figure 3.4**, as development within this area will not have a discernible physical or visual connection with the Park or its significant elements. The visual and physical disjunction between this area and the Park is demonstrated by the photographs in **Plate 10.2** to **Plate 10.4**.

Development flexibility is also greater in this area as it is understood that the inclusion of this area within the SHR curtilage of the Park is more reflective of the spatial extent of the contemporary parkland, rather than the spatial extent of the former RAAF Base, to which the SHR listing relates.

More intensive uses which complement the interface between this area of parkland and the adjacent local shops may be therefore appropriate in this area, provided that they do not result in any adverse impacts to the heritage significance of the Park or its component elements.



Plate 10.2 Level change and visual disconnect between the former Sergeant's Mess building (left of frame) and parkland included in the SHR curtilage for the Park (right of frame)

Source: Umwelt, 2018



Plate 10.3 View from the south-eastern tip of the SHR curtilage and across the parkland included in the SHR curtilage

Note the lack of visibility into the Park in the background of the photograph, and the clear development (being the local shops) between this area and the Park

Source: Umwelt, 2018



Plate 10.4 View south into Fishing Point Road. The parkland area included in the SHR curtilage is shown at left, and the local shops at right.

Source: Umwelt, 2018

General

- Broadly, the design and materiality of any new development within the Park should respect the architecture and materiality of buildings and structures of identified significance. New development within the Park, and particularly that which seeks to re-interpret 'lost' elements, should be guided by the Burra Charter practice notes for new work, which state:

    - *An important factor in the success of new work is the quality and sensitivity of the design response. New work should respect the context, strength, scale and character of the original, and should not overpower it. The key to success is carefully considered design that respects and supports the significance of the place. Imitative solutions should generally be avoided: they can mislead the onlooker and may diminish the strength and visual integrity of the original. Well-designed new work can have a positive role in the interpretation of a place.*

    - *The cultural significance of a place and its particular circumstances will determine any constraints on the design of new work. If, for example, the issue is replacement of a removed building (producing a 'missing tooth') in a row of buildings that have a degree of uniformity, then the new work should closely follow the existing buildings in bulk, form, character, complexity of detail, set back, etc.*

- Any new development within the Park, irrespective of location, should be of an appropriate bulk and scale. New buildings (i.e. infill development) should not visually dominate other, original buildings within the Key Historical Precinct by way of excessive bulk or scale. For buildings or structures constructed as part of the re-instatement or interpretation of 'lost' elements, a bulk and scale that references former buildings or elements (such as the former Main Hangar) would be acceptable, as this would be historically accurate.

- New services (including toilet blocks), infrastructure, street furniture, pathways, signage, etc, should be designed to be consistent throughout the Park in terms of scale, design and materiality.



Image Source: Nearmap (Apr. 2018)
Data Source: NSW LPI (2017)

0 100 200 400m
1:7 500

Legend

- Rathmines Park
- Potential Areas for New Development

FIGURE 10.2

Potential Areas for New Development within the Park

10.3.3 Potential to Reinstate and/or Interpret 'Lost' Elements

- Future proposed works should aim to regain and interpret 'lost' elements of the place which were once important contributors to its overall setting, presentation, configuration, and established significance.

- Potential areas for the reinstatement or interpretation of 'lost' elements are shown in **Figure 10.3**. It is noted that the areas identified are limited to those locations within the Park where the remnants or partial structures of former buildings are still present and clearly discernible. This limitation has been placed to ensure that open, foreshore parkland areas established since the closure of the Base, along with significant views and vistas, are not adversely impacted by new development.

- Key examples of areas for the potential reinstatement or interpretation of 'lost' elements include:

    - the general stores and aircraft stores buildings;

    - the motor transport building;

    - the hangars adjacent to the concrete apron;

    - the bomb and fuel wharf;

    - the guard house.

- There exists an opportunity to undertake new development within the footprints of these former buildings, provided that this is undertaken in an appropriate and sympathetic manner, and provided that any new development in these areas does not result in any adverse impacts to adjacent fabric, buildings or structure, views and vistas, or layouts of identified significance.

- Any proposals for the re-instatement or interpretation of 'lost' elements should be undertaken with reference to successful adaptive re-use examples, re-instatement or interpretation examples at comparable sites.

- In the event that a sympathetic use is proposed that enhances the heritage significance of the place (such as a functional hangar/workshop space or interpretive museum), the building footprints (and their associated envelopes) identified in **Figure 10.3** may be considered as 'indicative'. Appropriate increases or modifications to these footprints/envelopes to facilitate meaningful development that strongly interprets the Park's history would be supportable, pending design development and relevant approvals. Any increase or modification to the footprint or envelope of former buildings that could result in an adverse impact to extant buildings, structures, elements, layout, setting or views and vistas would not be appropriate.

- As part of any new development of the nature described above, there exists opportunity to interpret the building(s) formerly located at a specific site within the Park. Such interpretation may be incorporated as signage or visual material, be conveyed by the design of the new building or structure, be conveyed through other design features such as hard landscaping, or be expressed by the new building or structure's use (e.g. a museum space or Catalina hangar/workshop).

- As per the 1997 CMP, it is recommended that consideration should be given, in the long-term, to establishing a major interpretive display at the location of the former guard house and main entrance to the Base. A static interpretive display would be most appropriate in this location.

- Potential new uses for reinstated or interpreted buildings or structures within these building footprints may include:
    - A heritage interpretive centre or museum space;
    - A workshop or storage space/hangar for a Catalina or other vehicle, craft or equipment relevant to or associated with the Park's history;
    - Small-scale commercial spaces including a café or wine bar, conference space or small function centre;
    - Additional recreational or leisure facilities, provided that they are appropriately designed and sited. This may include facilities intended to support the use of the Park, or part of the Park, in alignment with its most significant historical phase of use.
- Uses of this nature are encouraged within the Key Historical Precinct, as they will:
    - Encourage an increase of visitors and users to the Park, which is a key LMCC objective for this area;
    - Interpret, enhance and celebrate the history and heritage significance of the place, through the contemporary re-instatement of historically appropriate uses and activities;
    - Make use of underutilised spaces and fabric of significance. Presently, the retained concrete slabs and remnant structures within the Park are not interpreted, and are not used in a way that is appropriate to their history or significance. The majority do not have a current use;
    - Not require development within established foreshore parkland areas. As any new development of this nature will be located within the footprint of former buildings/structures which exist now in the form of remnants or partial structures, they will not compromise or encroach into the existing extent of open grassed parkland, thereby mitigating any associated amenity impacts;
    - Be located so as to avoid any adverse impacts to buildings or structures of significance located in the vicinity;
    - Improve the overall useability of the Park to a contemporary standard. At present, the Park contains a limited number of publicly accessible buildings and services (limited to 'Club Catalina/Rathmines Memorial Bowling Club').
- It is noted that, based on the assessments presented in **Section 7.0** and **Section 8.0,** there are no identified archaeological constraints associated with the 'potential areas for the reinstatement or interpretation of 'lost' elements'.
- There also exists an opportunity to re-instate the names of streets and roads, precincts, or buildings/structures that were established during the RAAF phase of occupation and use, but have subsequently been changed or which are no longer used;
    - For example, Hemsworth Crescent, which surrounds the Rathmines Community Hall, could be formally named as such;
    - Former and current street names such as 'Higgins Avenue', 'Stilling Street/Road', 'Chapman Avenue' etc have been named after personnel who served out of Rathmines and were killed in duty. There are therefore strong and significant associations between the naming of these streets and the former personnel of the Base, and this should be acknowledged;
    - Consultation with relevant stakeholders should be undertaken to inform the re-naming of any elements within the Park, including streets and roads.



Image Source: Nearmap (Apr. 2018)
Data Source: NSW LPI (2017)

0 100 200 400m
1:7 500

Legend

- Rathmines Park
- Potential Areas for Re-instatement or Interpretation of 'Lost' Elements

FIGURE 10.3

Potential Areas for the Re-instatement or Interpretation of 'Lost' Elements

10.3.4 Maintenance of the Layout of the Place

- The original configuration and layout of the place, which reflects its historically significant use, should be retained or, where appropriate, interpreted. Reference should be made to **Figure 3.3** and **Figure 9.1**.
    - This includes the street layout established during the RAAF phase of occupation and use, as described at **Section 3.1.2** and shown in **Figure 3.3** and **Figure 5.6**;
    - This also includes the layout and spatial configuration of all extant buildings and structures (including partial structures, ruins or remnant elements) identified to be of moderate, high or exceptional significance. New buildings (as opposed to ancillary structures) within the Key Historical Precinct should be limited to the areas identified in **Figure 10.3**.
- New development that requires the modification of the existing layout of the Park would not be appropriate. The establishment of new paths or roadways may be permissible outside of the Key Historical Precinct, subject to more detailed investigation.
- Existing paths and walkways within the western portion of the Park should be formalised to encourage use of the bushland area for passive recreation (e.g. walking, cycling). A program of maintenance for all paths and walkways within the Park should be established by LMCC as a priority;
    - Opportunities to incorporate remnants present within the WAAAF Quarter's, Airmen's Quarters and Wireless Transmission Precincts within walking trails (including interpretive trails) should be explored and encouraged.

10.3.5 Setting, Views and Vistas

- The foreshore setting of the Park strongly contributes to the significance of the place, and defines its overall setting. The physical and visual relationship between this foreshore setting and the wider Park, as historically established, should be retained and conserved, and should not be adversely impacted by any new development or plantings.
- As the views and vistas identified at **Section 3.5** and in **Figure 3.11** are significant and contribute to the place's overall setting and aesthetic presentation, they should be retained and conserved. The identified views and vistas should be considered as part of any future development proposals (including planting or re-vegetation), and adverse impacts should be avoided. Development that enhances, rather than detracts from, these views and vistas is encouraged.
- It is noted that the analysis of vistas presented in the 1997 CMP (between pages 78 and 79) identifies vistas that were established following the closure of the Base and the removal of Base-related buildings (including the libraries and lecture rooms, carpenter's and wood machine shops, airmen's mess, and sergeant's sleeping quarters). During the RAAF phase of occupation and use, multiple buildings would have obscured the vistas identified in the 1997 CMP. The distinction should therefore be made between the historically significant views and vistas discussed at **Section 3.5**, and the contemporary vistas identified in the 1997 CMP.

10.3.6 Plantings

As described in the 1997 CMP, the Park's character is strongly defined by its natural bushland setting and the remnant natural vegetation contained therein. Dominant species that contribute to this character include forest red gum, spotted gum, and grey gum, as well as swamp oak and broad-leaved paperbark in foreshore areas. The recommendations regarding new plantings provided within the 1997 CMP are appropriate, and are maintained as part of this CMP. These recommendations include:

- Plantings related to the RAAF phase of occupation and use have been identified at **Section 3.4** and in **Figure 3.10**. A number of these plantings have been identified to be of heritage significance; these plantings are therefore to be retained as part of any future proposals or landscaping works.

- New plantings within the Park should be sympathetic and appropriate to both the natural heritage values of the Park, as well as its historical significance.

- New plantings must not obscure existing significant views and vistas, including views to and from the lake and foreshore areas.

- Amenity plantings may be appropriately planted within the Key Historical Precinct; such plantings should be limited to native species appropriate to the character of the Park, including brush box and lily pilly. 'Avenue' or row plantings along established roadways are considered most appropriate.

- Plantings within the Park should continue, be consistent with and enhance the existing natural bushland character of the place; native tree species already present, including forest red gum, swamp oak and paperbark throughout and swamp oak and broad-leaved paperbark along foreshore areas, are appropriate.

10.3.7 Visual Presentation of Buildings and Structures

- The visual presentation of extant buildings and structures from the RAAF phase of occupation and use should be considered as part of any future development proposals.

- Reference should be made to historical colour schemes (where evidence of this is available), and these historic schemes re-instated where possible, based on evidence. In the absence of such information, existing colour schemes should generally be maintained.

- An appropriate curtilage is to be maintained around all buildings or structures of moderate to exceptional significance, and existing views to and from these buildings or structures should be conserved. The ability to view all buildings of identified significance 'in the round', should be retained.

    - The exception to this is the rear or northern façade of the former Inflammable Liquids Store, which is a secondary façade of lesser significance.

- Any new development with the potential to obscure existing views and vistas, visually dominate buildings or structures of significance, or detract from the overall setting and aesthetic of the Park as a whole, would not be appropriate. New development may include the construction of new buildings or structures, or additions or alterations to existing buildings or structures.

10.3.8 Maintenance and Repair

- Pursuant to Section 118 of the Heritage Act, owners of items listed on the SHR are now required to ensure that heritage significance is maintained, and are required to achieve minimum standards of maintenance and repair. These standards relate to:
    - Weatherproofing;
    - Fire protection;
    - Security; and
    - Essential maintenance.

10.3.9 The SHR Curtilage

- Overall, the curtilage of the Park, as defined by its SHR listing, is considered appropriate and historically accurate, and should generally be maintained. However, the inclusion of the south-eastern tip of the Park, being Lot 4 DP 704472, and Lots 37 – 50 DP 11537 (as discussed at **Section 3.1.3** and shown in **Figure 3.4**), is understood to be more reflective of the spatial extent of the contemporary parkland, rather than the spatial extent of the former RAAF Base, to which the SHR listing relates.
    - To modify the established curtilage of a state listed heritage item, a revised Nomination for Listing on the State Heritage Register (under Section 33(3) of the *Heritage Act 1977*) is required to be submitted for the consideration of the Heritage Council of NSW.

10.4 Obligations Arising from the Condition and Integrity of Fabric and Physical Evidence

This CMP provides an analysis of the overall condition of the Park and its component elements, in their present state. It has been determined that, in general terms, the significant fabric of the place is in good condition and on this basis should continue to be retained, maintained and conserved.

General constraints in relation to condition of the fabric include:

- The component elements of the Park are generally in good condition. There are no identified components of the Park that date from the RAAF phase of occupation and use that are considered to be beyond repair or maintenance, based on the non-invasive visual inspections undertaken to inform this CMP;
- Unless adequate justification is provided on the basis of condition or structural integrity, repairs and maintenance should be undertaken in preference to removal, major change, or demolition;
- Fabric identified as being of moderate to exceptional significance should have conservation works undertaken as a priority. Potential impacts on significant fabric should be considered and the appropriate approvals sought;
- The process for conservation should be informed by the relative condition of the fabric, the level of documentary and historical evidence associated with the fabric, and the gradings of significance provided in this Plan;

- Conservation of fabric within the Park should be managed in accordance with the Conservation Policies in **Section 10.10**;

- Any repair, conservation or reconstruction works to significant elements or façades should be undertaken with appropriate supervision by a suitably qualified heritage consultant /architect and/ or relevant materials specialist/s or conservator.

- Owners, occupiers and stakeholders responsible for and involved in the maintenance and management of the building should be aware of the identified significance and aim to conserve and enhance this significance as well as identified significant internal and external fabric and spaces.

Refer to **Section 10.10**, for all policies regarding the conservation of the place and its component elements.

10.5 Owner's Requirements

The majority of the Park is owned by LMCC. The exceptions to this are the following lots, which are privately owned:

- Lot 2 DP 226531. This lot comprises the former Hospital, as well as a number of later additions. It is currently privately owned and operated as the 'Catalina Conference Centre';

- Lot 5 DP 226534. This lot comprises part of the former Main Hangar/Workshop/Offices Complex. It is now privately owned and operated as the 'Christadelphian Bible School'.

There is an obligation the owners of the Park and its component elements ensure that the heritage significance of the Park is conserved into the future, and particularly as part of any works programmes or master planning process proposed or undertaken in the future. LMCC has engaged Umwelt to prepare this CMP in order to establish the significance of the place and develop policies for its conservation with consideration for potential changes, upgrades and works that may occur within the Park in the future.

It is understood that, while various schemes for the Park have been explored to-date, the overarching desired outcome/requirement for the Park is a continuation of its used as a public and communal space that adequately services the local community and other visitors to the area. This CMP therefore appropriately does not respond to any draft plans for the Park; rather, it establishes parameters for further development of both the Park as a whole and its component elements, and guides the adaptive reuse and maintenance of the place to ensure that its significance is not diminished.

10.6 Current and Future Uses

The ongoing use of heritage item is vital to retention of its heritage significance and the maintenance of the item. Prior to the development of the RAAF Base, the Park was predominately used as holiday accommodation and a leisure/recreational area. Recreational and leisure uses continued during the RAAF phase of occupation and use, and since the closure of the Base in the early 1960s, the character of the Park has become increasingly defined by its public recreational space, which comprises bushland, parkland, sportsgrounds and communal areas and spaces. It is anticipated that the current, predominant use of the Park for the purpose of public recreation will continue indefinitely.

The ongoing commercial uses of both the former Officer's Mess (now 'Club Catalina' or the 'Rathmines Memorial Bowling Club') and the former Hospital (now the 'Catalina Conference Centre') were established following the closure of the Base, and are considered appropriate ongoing uses for these buildings. Other small-scale commercial spaces are present within the Park, including the canteen/club house associated with the sportsgrounds, and the tennis courts. Other buildings throughout the Park are leased to various organisations or businesses; from which LMCC receive a token amount of rent.

Such existing small-scale commercial uses are considered appropriate within the Park, as the nature of the services provided support and complement the use of the Park as open recreational space that is actively used by the local community.

It is noted, however, that the private, commercial use of specific spaces (particularly being part of the former Main Hangar Complex (now the 'Christadelphian Bible School'), the former Hospital (now the 'Catalina Conference Centre') and the former Officer's Mess (now 'Club Catalina' or the 'Rathmines Memorial Bowling Club') has resulted in the most obvious changes to the built form of the Base since its closure, and has resulted in the greatest degree of adverse impact to original fabric.

The RAAF phase of occupation and use, although highly significant, is no longer applicable to the Park, with no active defence related uses now occurring on site. However, various current uses of the Park both respect and celebrate this historically significant phase in a myriad of ways, including:

- The incorporation of interpretive elements within new development. A key example of this is the themed playground area, which incorporates references to the history of the Park (e.g. a propeller, equipment in the shape of aircraft, and signage);
- The retention of RAAF phase buildings and elements, and their ongoing use by local community groups;
- The holding of services within the Park (at the Catalina Memorial) to commemorate its war time history (such as ANZAC Day dawn services);
- The hosting of temporary museum exhibitions related to the RAAF phase of occupation and use in buildings within the Park that date from this phase;
- The Rathmines Catalina Festival.

The consideration of any future uses of the Park and its component elements must be mindful of the place's historical uses and significance. A range of uses may be permissible in conjunction with the existing communal, leisure/recreational and commercial uses of the Park, provided that any such uses do not negatively affect the interpretation or appreciation of the Park's identified significance, or impact significant fabric.

New uses within the Park should be guided by the below principles, and should:

- Actively enhance the appreciation of its values and significance.
- Ensure the conservation of the identified significant building elements, fabric and spaces and context.
- Accommodate the activities, services and fittings which are essential to the new use without damaging significant spaces, elements or fabric.

Future uses for the Park may be considered compatible if the following criteria are met:

- The cultural significance of the building and its significant extant elements, fabric and spaces are not compromised.
- Significant elements, fabric and spaces are not damaged or destroyed (this does not preclude sympathetic alterations and additions).
- The services required (e.g. fire safety provisions, lift, air conditioning, toilets, etc) for a potential new use will not cause damage, destroy or compromise the Park's significance, or the significance of any buildings, structures or fabric of significance.
- The requirements for fire resistance and acoustic isolation should be minimal and permit the exposure of significant fabric.
- The proposed development is in accordance with a heritage management document that has been approved by the consent authority.
- The conservation of the heritage item or Aboriginal place of heritage significance is facilitated by the proposal.
- The consent to the proposed development would require that all necessary conservation work identified in the heritage management document is carried out.
- The proposed development would not adversely affect the heritage significance of the heritage item, including its setting, or the heritage significance of the Aboriginal place of heritage significance.
- The proposed development would not have any significant adverse effect on the amenity of the surrounding area.

Future uses should consider required structural upgrades to significant fabric or buildings. Uses that require significant upgrades that affect significant fabric should be considered in conjunction with heritage advice. Some uses may not be considered appropriate. Sensitive solutions may need to be considered.

It is noted that lack of use and the consequent lack of maintenance may be as equally damaging as the introduction of an incompatible use. Proposed uses which achieve relatively more of the conservation policies are preferred to those which necessitate greater change and intrusion.

Occupants or users of significant buildings or areas of the Park should be selected on the basis that they "fit" the building, structure or space; the reverse approach, wherein the significant fabric of the building is altered and/or demolished to suit the requirements of the occupant, is unacceptable.

10.6.1 Temporary Uses and Events

Temporary uses and events within the Park that do not negatively impact the heritage significance of the place are encouraged. The Park contains a number of areas that would be suitable for temporary uses or events, and these are shown in **Figure 10.4**.

The introduction of infrastructure, services, seating, and other elements to facilitate temporary uses or events would be acceptable, provided that:

- They do not visually dominate or obscure the layout of the Park or any significant buildings, structures or elements;
- Their installation does not necessitate the removal of or any adverse impacts to significant fabric or elements.



Image Source: Nearmap (Apr. 2018)
Data Source: NSW LPI (2017)

0 100 200 400m
1:7 500

Legend

- Rathmines Park
- Areas Suitable for Temporary Uses and Events

FIGURE 10.4

Areas of the Park Suitable for Temporary Uses and Events

10.7 Opportunities and Constraints Related to Archaeological Potential and Significance

10.7.1 Aboriginal Archaeology and Cultural Heritage

Two previously registered sites are located along the promontory of Styles Point with one previously unrecorded site located along Dorrington Road. The known Aboriginal archaeological sites within the Park are not to be impacted by any future works. If impacts to these sites cannot be reasonably avoided, relevant statutory Aboriginal archaeological impact guidelines should be adhered to. At the time of this CMP the below would be required:

- An Aboriginal Heritage Impact Permit would need to be applied for in accordance with the following Office of Environment and Heritage Guidelines:
    - *Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales*
    - *Guide to investigating, assessing, and reporting on Aboriginal Cultural Heritage in NSW*
    - *Aboriginal Cultural Heritage Consultation Requirements for Proponents in NSW*

As identified in **Section 7.0,** the eastern portion of the Park (as mapped in **Figure 7.1**) has been subject to extensive disturbance such that it is likely that any Aboriginal objects that may have been present have been removed or substantially disturbed over the course of works associated with the establishment of the former RAAF Base. This portion of the Park therefore has nil to low archaeological potential. It is therefore permissible for works to proceed within this portion of the Park without a requirement to undertake further Aboriginal archaeological assessment (on the provision that no Aboriginal objects are identified in this area following completion of this CMP).

The western portion of the Park (refer to **Figure 7.1**) has been subject to lower levels of disturbance and there is the potential for additional archaeological sites to be present within this area, albeit potentially in small quantities and/or subject to varying levels of disturbance. As part of any works proposed in this portion of the Park in the future, assessment should be undertaken in accordance with the relevant statutory guidelines. The required assessment at the time of this CMP would be the *Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales*.

Consultation with Aboriginal knowledge holders should be undertaken in accordance with the abovementioned *Aboriginal Cultural Heritage Consultation Requirements for Proponents in NSW* where required.

10.7.2 Historical Archaeology

The historical archaeological potential of the Park has been assessed and graded at **Section 8.0**. The overall archaeological potential of the Park has predominately been assessed as low to nil, with a discrete area of low to moderate potential identified in the south-eastern tip of the current Park boundaries. This assessment is based on the extent to which the Park has been disturbed or redeveloped, and the anticipated nature of any historical archaeological resource present. Archaeological remains, if present, may be of local significance at most, and are highly unlikely to be of state significance.

As a result of this assessment, any proposed works that will involve sub-surface disturbance within the area of identified 'low to moderate archaeological potential' (refer to **Figure 8.1**) will need to be preceded and informed by an historical archaeological impact assessment. This assessment will outline, based on its conclusions, the requirement for any further investigations or permits under the Heritage Act.

The remainder of the Park will be subject to 'stop work procedures'. These procedures ensure that in the event that any unexpected historical archaeology is uncovered during ground-disturbing works, they are appropriately managed. Should any unexpected archaeology be uncovered during ground-disturbing works within the area of identified 'low to nil archaeological potential', the Heritage Division, Office of Environment & Heritage must be notified in accordance with section 146 of the Heritage Act. Works must stop and a suitably qualified archaeologist be brought in to assess the finds. Depending on the results of the assessment, additional approvals may be required before works can recommence on site.

10.8 Re-instatement of Relocated Elements

As noted at **Section 5.10**, a number of the buildings removed from the Base following its closure were relocated elsewhere within the local government area for various uses. There therefore exists an opportunity to source these buildings, and re-instate them to their original locations.

It is noted, however, that re-instatement should only occur where it can be conclusively determined that a relocated building was originally located on the Base. Further, relocated buildings should only be re-installed in their original locations; re-installing relocated buildings to new locations within the Park is generally not appropriate, as this would confuse the original layout of the Park.

Similarly, buildings currently located within the 'Christadelphian Bible School' should be re-installed to their original locations on site. Unsympathetic changes made to these buildings should be rectified through conservation works.

10.9 Opportunities and Constraints Related to Specific Component Elements of the Park

On the basis of their identified significance, the following opportunities and constraints have been identified for component elements within the Park.

Table 10.1 Opportunities and constraints related to specific component elements of the Park

Building	Grading of Significance	Opportunities	Constraints
Extant buildings from the RAAF phase of occupation/use			
The Hospital Now the 'Catalina Conference Centre'	High	Later additions to the original Hospital wing are able to be removed as required, and this is encouraged. Restoration and reconstruction works to return the Hospital to its original appearance are encouraged. The removal of non-original paintwork to this building is encouraged, provided that it is undertaken by a suitably qualified professional and does not impact adjacent, significant fabric. The existing use of the building as a conference centre is supported. Returning the site and building to LMCC ownership is encouraged. Required service upgrades, which enable the ongoing use of the building, are supported and encouraged provided that they are undertaken carefully and do not impact the significance of the building. Areas of lesser significance that have already been subject to change (such as wet areas or kitchens) are able to be updated and upgraded as required, provided that this does not impact the overall heritage significance of the building or any significant fabric.	The overall form and shape of the original Hospital wing should be retained without major change. All original elements within the original wing should be retained, subject to further assessment. Works within the original wing should not involve the removal, obscuring, or modification of original design elements, provided their condition is sound. Unpainted brickwork, where original, should not be painted. Future uses for the site that require intervention into the original wing should be avoided. New works to the building should be located to the later additions. Any new uses for the building should be low-impact and should not require an inappropriate degree of change to the building. Significant views and vistas to and from this building should be maintained without change. New openings to the original wing are not appropriate.
Officer's Mess Now 'Club Catalina' or 'Rathmines Memorial Bowling Club'	High	The removal of later additions to the original Mess building is encouraged. Restoration and reconstruction works to return the original Mess building to its original appearance are encouraged. The existing use of the building as a bowling club is supported. Required service upgrades, which enable the ongoing use of the building, are supported and encouraged provided that they are undertaken carefully and do not impact the significance of the building. Areas of lesser significance that have already been subject to change (such as wet areas, kitchens, the bar area, and the gaming room) are able to be updated and upgraded as required, provided that this does not impact the overall heritage significance of the building or any significant fabric. Based on historical evidence, the re-instatement of original colour schemes could be undertaken. If historic evidence for a former colour scheme is not sourced, the existing colour scheme should preferably be maintained.	The overall form and shape of the original Mess building should be retained without further major change. The principal (northern) façade of the building should not be subject to further change, unless this change is the restoration of the façades original appearance. The roof form of the original portion of the building should be retained without change. All original elements within the original portion of the building should be retained, subject to further assessment. New works to the building should be located to the later additions. Any new uses for the building should be low-impact and should not require an inappropriate degree of change to the building. Contemporary elements, such as the bowling green, can be removed as required. Significant views and vistas to and from this building should be maintained without change. New openings to the original Mess building are not appropriate.
Part of the Main Hangar Complex Now part of the 'Christadelphian Bible School'	Exceptional	The relocated huts and airmen's mess building located within the School site could be relocated to their original locations within the Park, subject to review of the historical record. The removal of non-original paintwork to the buildings within this site is encouraged, provided that it is undertaken by a suitably qualified professional and does not impact adjacent, significant fabric. Later additions to the buildings within this complex are able to be removed as required, and this is encouraged. Restoration and reconstruction works to return the buildings within the complex to their original appearance are encouraged. The existing use of the building as a Christadelphian Bible School is not appropriate to the historical use or significance of the building complex as it has resulted in an inappropriate degree of undocumented change to the original buildings still present; this use, particularly under private ownership, does not enable the building to contribute meaningfully to the wider Park context and has obscured its relationship with other RAAF phase buildings on the site. Should the building be returned to LMCC ownership, a new and less impactful use should be established. Appropriate uses would include (but not be limited to) a hangar, workshop spaces, or museum space. Restoration of the original main hangar is encouraged. Returning the site and building to LMCC ownership is encouraged and should be prioritised.	The overall form and shape of the original buildings within the complex should be retained without major change. All original elements within the original buildings within the complex should be retained, subject to further assessment. Later, unsympathetic additions or changes to the original buildings within the complex should be removed. Works to original buildings within the complex should not involve the removal, obscuring, or modification of original design elements, provided their condition is sound. Unpainted brickwork, where original, should not be painted. New works to the buildings should be located within less significant areas or areas of contemporary addition/change. Any new uses for the buildings should be low-impact and should not require an inappropriate degree of change to the buildings. Significant views and vistas to and from these buildings should be maintained without change.

Building	Grading of Significance	Opportunities	Constraints
		Required service upgrades, which enable the ongoing use of the building, are supported and encouraged provided that they are undertaken carefully and do not impact the significance of the building.	New openings are generally not appropriate, subject to further assessment.
The Inflammable Liquids Store Now the 'Scout Hall'	Moderate	There exists an opportunity to remove the later kitchen space and return the building to its original appearance. Internal changes within the building to facilitate its ongoing use are supported, provided that they do not remove significant original features such as the roof trusses, or result in any changes to the location of existing openings. The current use of the building as a scout hall is supported. Required service upgrades, which enable the ongoing use of the building, are supported and encouraged provided that they are undertaken carefully and do not impact the significance of the building. Areas of lesser significance that have already been subject to change (such as wet areas or kitchens) are able to be updated and upgraded as required, provided that this does not impact the overall heritage significance of the building or any significant fabric.	The overall form and shape of the building should be retained without major change. Unpainted brickwork, where original, should not be painted. New works to the building should be located within less significant areas or areas of contemporary addition/change. Any new uses for the building should be low-impact and should not require an inappropriate degree of change to the building. Significant views and vistas to and from this building should be maintained without change. New openings are not appropriate.
Substation No. 2 Now used as a storage space by the Rathmines Scout Group	Moderate	Internal changes within the building to facilitate its ongoing use are supported, provided that they do not remove significant original features such as the roof trusses, or result in any changes to the location of existing openings. The current use of the building as a storage space is supported. Required service upgrades, which enable the ongoing use of the building, are supported and encouraged provided that they are undertaken carefully and do not impact the significance of the building.	The overall form and shape of the building should be retained without major change. Unpainted brickwork, where original, should not be painted. Any new uses for the building should be low-impact and should not require an inappropriate degree of change to the building. New openings are not appropriate.
Airmen's Ablution Building Now used as a workshop by the Lake Macquarie Classic Boat Association	High	Internal changes within the building to facilitate its ongoing use are supported, provided that they do not remove significant original features such as the roof trusses, or result in any changes to the location of existing openings. The current use of the building as a workshop is supported. Required service upgrades, which enable the ongoing use of the building, are supported and encouraged provided that they are undertaken carefully and do not impact the significance of the building. Areas of lesser significance that have already been subject to change (such as wet areas or kitchens) are able to be updated and upgraded as required, provided that this does not impact the overall heritage significance of the building or any significant fabric. Based on historical evidence, the re-instatement of original colour schemes could be undertaken. If historic evidence for a former colour scheme is not sourced, the existing colour scheme should preferably be maintained.	The overall form and shape of the building should be retained without major change. Any new uses for the building should be low-impact and should not require an inappropriate degree of change to the building. Significant views and vistas to and from this building should be maintained without change. Joinery to the toilet stalls, original roof trusses, and other original elements should be retained. New openings are not appropriate.
The Picture Theatre and Gymnasium Building Now the 'Rathmines Community Hall'	Exceptional	Internal changes within the building to facilitate its ongoing use are supported, provided that they do not remove significant original features such joinery or wall sheeting, or result in any further changes to the location of existing openings. The current use of the building as a community hall and theatre space is supported. Required service upgrades, which enable the ongoing use of the building, are supported and encouraged provided that they are undertaken carefully and do not impact the significance of the building. Restoration of the original façade appearance of this building is encouraged. Particularly, the reinstatement of original door openings, where possible, and the reinstatement of the original appearance of the southern (principal) entryway. Areas of lesser significance that have already been subject to change (such as wet areas or kitchens) are able to be updated and upgraded as required, provided that this does not impact the overall heritage significance of the building or any significant fabric. Based on historical evidence, the re-instatement of original colour schemes could be undertaken. If historic evidence for a former colour scheme is not sourced, the existing colour scheme should preferably be maintained.	The overall form and shape of the building should be retained without major change. New openings are not appropriate. Any new uses for the building should be low-impact and should not require an inappropriate degree of change to the building. Significant views and vistas to and from this building should be maintained without change. Further changes to the building for the purposes of amenity should be avoided wherever possible. Additional awnings or additions/extensions to the existing building envelope are not appropriate. Any new additions to the building, if deemed critical to enable its ongoing use as a community space, should be lightweight, clearly identifiable as new, and avoid as much as is possible intervention into original building fabric.

Building	Grading of Significance	Opportunities	Constraints
The Central Boiler House Now used as a storage space	Moderate	Internal changes within the building to facilitate its ongoing use are supported, provided that they do not remove significant original features such as the roof trusses, or result in any changes to the location of existing openings. The current use of the building as a storage space is supported. Required service upgrades, which enable the ongoing use of the building, are supported and encouraged provided that they are undertaken carefully and do not impact the significance of the building.	The overall form and shape of the building should be retained without major change. New openings are not appropriate. Unpainted brickwork, where original, should not be painted. Any new uses for the building should be low-impact and should not require an inappropriate degree of change to the building.
The Sergeant's Mess Now the 'Westlakes Music Centre'	High	Restoration and reconstruction works to return the original Mess building to its original appearance are encouraged. The existing use of the building as a music centre and teaching space is supported. Required service upgrades, which enable the ongoing use of the building, are supported and encouraged provided that they are undertaken carefully and do not impact the significance of the building. Areas of lesser significance that have already been subject to change (such as wet areas and kitchens) are able to be updated and upgraded as required, provided that this does not impact the overall heritage significance of the building or any significant fabric. Based on historical evidence, the re-instatement of original colour schemes could be undertaken. If historic evidence for a former colour scheme is not sourced, the existing colour scheme should preferably be maintained.	The overall form and shape of the original Mess building should be retained without further change. The external façades of the building that are highly visible from Stilling Street (being the eastern and northern façade) should be maintained without change, and restored as required. New openings are generally not appropriate. If required, new openings could potentially be located to the less visible façades of the building (being the eastern and southern façades). This should, however, be avoided. The roof form should be retained without change. All original elements within building should be retained, subject to further assessment. New works to the building should be located to the rear, if required. Any new uses for the building should be low-impact and should not require an inappropriate degree of change to the building. Significant views and vistas to and from this building should be maintained without change.
Small Brick Boiler House Now used as a storage space	Moderate	Internal changes within the building to facilitate its ongoing use are supported, provided that they do not remove significant original features such as the roof trusses, or result in any changes to the location of existing openings. The current use of the building as a storage space is supported. Required service upgrades, which enable the ongoing use of the building, are supported and encouraged provided that they are undertaken carefully and do not impact the significance of the building. Replacement of the asbestos cement roof with corrugated metal sheeting is encouraged.	The overall form and shape of the building should be retained without major change. Unpainted brickwork, where original, should not be painted. Any new uses for the building should be low-impact and should not require an inappropriate degree of change to the building. New openings are not appropriate.
Other structures and/or built elements that date from the RAAF phase of occupation and use			
Concrete Storm Water Channel	High	Opportunities for interpretation should be considered. This could include hard landscaping (paving or similar) to more clearly demonstrate the covered portion of the channel as it extends through the concrete apron.	The storm water channel should be maintained without change. Where issue of condition or safety arise, a sympathetic solution that does not involve the removal of fabric should be developed.
Bomb and Fuel Wharf	Moderate	The wharf should be reconstructed in hard-wearing, long-lasting materials to match the original in general appearance. This work should be discernible as reconstruction work on close inspection. Upon reconstruction, public use of the wharf is encouraged.	The bomb and fuel wharf should be maintained in its current spatial configuration and reconstructed.
Marine Section Timber Wharf (also known as the 'F Jetty')	Moderate	Approval has been granted to reconstruct the jetty in hard-wearing, long-lasting materials to match the original in general appearance. This work should be discernible as reconstruction work on close inspection. The ongoing public use of the jetty is supported.	The jetty should be maintained in its current spatial configuration and reconstructed.
Carpark to south of Marine Section Timber Wharf (or 'F Jetty')	Little	As this element is of little significance, changes are able to be made as required.	None identified.
Jetty and Slipway Complex (Marine Section)	High	Opportunity exists to reinstate or interpret the former workshop/boatshed buildings, provided that this does not obscure or negatively impact any adjacent fabric, including the existing building remnants. Upon reconstruction, public use of the wharf is encouraged.	The Jetty and Slipway Complex should be maintained in its current spatial configuration, without obscuring the original layout and location of former buildings/structures.

Building	Grading of Significance	Opportunities	Constraints
Concrete Apron Area	Exceptional	In areas where the concrete appears to be failing, or poses a safety risk, restoration or reconstruction works are encouraged. There exists an opportunity to better utilise this area for public events through new adjacent development (being predominately the reinstatement/interpretation of the former hangar buildings) and/or the introduction of improved services, lighting and other infrastructure, provided that this is appropriately designed and sited. There also exists an opportunity to re-instate or reconstruct the former timber slipway, provided that this is done in a sympathetic and appropriate manner. The active use of the concrete apron area for its originally intended purposes (use of the ramp by seaplanes) is encouraged.	The concrete apron area, being both its extent and fabric (where feasible) is to be retained without substantial change. The concrete apron must be able to continue to be used by flying boats/seaplanes.
Bitumen Hardstand	Little	The bitumen hardstand could be restored or reinstated. The fabric of the hardstand, which is in poor condition and is of little significance, can be changed as required, provided that the original extent of the hardstand area remains legible. There exists an opportunity to better utilise this area for public events through new adjacent development and/or the introduction of improved services, lighting and other infrastructure, provided that this is appropriately designed and sited.	The open space that defines the 'bitumen hardstand' area should be maintained. New development within the footprint of the bitumen hardstand area is discouraged.
Parade Ground	Little	The extent of the parade ground could be more clearly demarcated through appropriate landscaping or interpretive elements. There exists an opportunity to better utilise this area for public events through new adjacent development and/or the introduction of improved services, lighting and other infrastructure, provided that this is appropriately designed and sited.	The open space that defines the parade ground area should be maintained and reinforced, and should remain free of plantings. New development within the footprint of the parade ground is discouraged. The reconstruction of the former saluting base should be considered.
First Septic Tank Installation	Little	Enhanced interpretation of the element should be considered. In the event that adequate justification is provided for the removal of this item (due to safety, condition, etc), removal may be supportable pending further assessment. Interpretation of the element should be considered if removal is proposed.	This element should (but is not required to) be retained.
Second Septic Tank Installation	Neutral	As this element is neutral, changes are able to be made as required. Interpretation of the element should be considered if removal is proposed.	None identified. Interpretation of the element should be considered if removal is proposed.
Sportsgrounds (football field, cricket field and tennis courts)	Little	The sportsgrounds within the Park should be maintained and upgraded as required to enable their ongoing use to a contemporary standard, provided that this does not negatively impact the heritage significance of the Park or any other elements or fabric of significance. An increase in the footprint of the collective sportsgrounds to the west and into the bushland area would be supported, provided that a vegetation buffer is maintained between any new work/vegetation clearance and Stilling Street, so as to maintain significant view lines. Opportunities to rename the sportsgrounds (individually or collectively) in a way that better interprets the historical significance of the Park should be explored in consultation with relevant stakeholders.	Though the fabric of the sportsgrounds is not significant, their configuration and locations were established during the RAAF phase of occupation and use, and should be maintained without change. The footprint of the collective sportsgrounds should not extend any closer to the key historical precinct.
Swimming Area/Baths	Moderate	Use of the swimming area/baths should be encouraged. Additional facilities and services to facilitate this, provided that they are discreet and low impact, may be supportable. Reference should be made to the historical record to ensure that the ongoing use of this area is sympathetic to its history.	The swimming area/baths should be maintained. The western portion of the baths specifically should be either retained or sympathetically reconstructed to meet current standards.
Seawall Sections	High	Enhanced interpretation of the seawall sections should be explored.	The seawall sections are to be retained without change.
Infrastructure Elements and Services Generally	Moderate	Enhanced interpretation of these elements should be considered, as they are currently not easily discernible within the landscape. Failing, damaged or dangerous elements may be able to be removed subject to assessment.	Elements of this nature that are in sound condition are to be retained. Professional advice regarding condition should be sought as part of any application for removal or change.
Partial structures, ruins and/or remnant built elements that date from the RAAF phase of occupation and use			
Pump House and Duty Pilot's Tower	Little	The remnants of these items provide an opportunity to re-instate or re-interpret the former buildings, in a sympathetic and appropriate manner. If a suitable re-use cannot be determined for the remains of these former structures, their removal may be supportable.	The concrete slabs of these former structures should not be used as picnic table or seating locations, as this use is unsympathetic to the history of the structures.

Building	Grading of Significance	Opportunities	Constraints
General Stores Building	Moderate	There exists an opportunity to re-instate or interpret the building formerly present in this location. Suitable uses may include: ▪ A heritage interpretive centre or museum space; ▪ A workshop or storage space/hangar for a Catalina or other vehicle, craft or equipment relevant to or associated with the Park's history; ▪ Small-scale commercial spaces including a café or wine bar, conference space or small function centre. It is noted that any new development within this footprint would require adequate assessment and the relevant statutory approvals. There are no archaeological constraints associated with redevelopment in this area.	The design and materiality of any new development within the Park should respect the architecture and materiality of buildings and structures of identified significance. New development within the Park, and particularly that which seeks to re-interpret 'lost' elements, should be guided by the Burra Charter practice notes for new work. Proposed new uses within this location must respect and enhance the heritage significance of the Park, and not detract from it. Uses associated with the RAAF phase of occupation and use are strongly preferred. If a suitable re-use cannot be determined for the remains of this former structure, they should be retained as is for the purposes of interpretation and appreciation.
Armament Hut	Little	The remnants of this building provide an opportunity to re-instate or re-interpret the former building, in a sympathetic and appropriate manner.	If a suitable re-use cannot be determined for the remains of this former structure, they should be retained as is for the purposes of interpretation and appreciation.
Celestial Trainer	Moderate	The remnants of the celestial trainer provide an opportunity to re-instate or re-interpret the former structure in a sympathetic and appropriate manner. The remnants should be cleared, made visible and interpreted.	The remains of the celestial trainer are to be maintained without change for the purposes of interpretation and appreciation.
Unnamed Building	Neutral	As the original use of the building formerly located at this location is not known, removal may be supportable.	As the original use of the building formerly located at this location is not known, re-instatement or interpretation should not be attempted.
Aircraft Stores	Moderate	There exists an opportunity to re-instate or interpret the building formerly present in this location. Suitable uses may include: ▪ A heritage interpretive centre or museum space; ▪ A workshop or storage space/hangar for a Catalina or other vehicle, craft or equipment relevant to or associated with the Park's history; ▪ Small-scale commercial spaces including a café or wine bar, conference space or small function centre. It is noted that any new development within this footprint would require adequate assessment and the relevant statutory approvals. There are no archaeological constraints associated with redevelopment in this area.	The design and materiality of any new development within the Park should respect the architecture and materiality of buildings and structures of identified significance. New development within the Park, and particularly that which seeks to re-interpret 'lost' elements, should be guided by the Burra Charter practice notes for new work. Proposed new uses within this location must respect and enhance the heritage significance of the Park, and not detract from it. Uses associated with the RAAF phase of occupation and use are strongly preferred. If a suitable re-use cannot be determined for the remains of this former structure, they should be retained as is for the purposes of interpretation and appreciation.
Motor Transport Building	Moderate	There exists an opportunity to re-instate or interpret the building formerly present in this location. Suitable uses may include: ▪ A heritage interpretive centre or museum space; ▪ A workshop or storage space/hangar for a Catalina or other vehicle, craft or equipment relevant to or associated with the Park's history; ▪ Small-scale commercial spaces including a café or wine bar, conference space or small function centre. It is noted that any new development within this footprint would require adequate assessment and the relevant statutory approvals. There are no archaeological constraints associated with redevelopment in this area.	The design and materiality of any new development within the Park should respect the architecture and materiality of buildings and structures of identified significance. New development within the Park, and particularly that which seeks to re-interpret 'lost' elements, should be guided by the Burra Charter practice notes for new work. Proposed new uses within this location must respect and enhance the heritage significance of the Park, and not detract from it. Uses associated with the RAAF phase of occupation and use are strongly preferred. If a suitable re-use cannot be determined for the remains of this former structure, they should be retained as is for the purposes of interpretation and appreciation.
Central Ironing Room and Laundry, Near the Community Hall	Moderate	Given their proximity to the now actively used Community Hall, these former structures should not be re-instated but are able to be re-interpreted.	These elements should be retained and interpreted in a sympathetic and appropriate manner. Unless adequately justified, removal of the elements would not be supported.
Remnant of South Boundary Fence	Moderate	Opportunities for the interpretation of these remnants should be explored.	These remnants are to be retained.
Western Hangars	Moderate	There exists an opportunity to re-instate or interpret the former hangars. Appropriate uses for re-instated or interpreted hangar buildings include: ▪ A heritage interpretive centre or museum space; ▪ A workshop or storage space/hangar for a Catalina or other vehicle, craft or equipment relevant to or associated with the Park's history; ▪ Small-scale commercial spaces including a café or wine bar, conference space or small function centre;	The design and materiality of any new development within the Park should respect the architecture and materiality of buildings and structures of identified significance. New development within the Park, and particularly that which seeks to re-interpret 'lost' elements, should be guided by the Burra Charter practice notes for new work. Proposed new uses within this location must respect and enhance the heritage significance of the Park, and not detract from it. Uses associated with the RAAF

Building	Grading of Significance	Opportunities	Constraints
		▪ Additional recreational or leisure facilities, provided that they are appropriately designed and sited.	phase of occupation and use are strongly preferred. If a suitable re-use cannot be determined for the remains of this former structure, they should be retained as is for the purposes of interpretation and appreciation.
Guard House	Little	There exists an opportunity to re-instate or interpret the former guard house. This would provide a more appropriate main entry point to the Park.	Development that does not re-instate or interpret the former guard house is not appropriate in this location.
Residential Subdivision for Married Personnel	Moderate	There exists an opportunity to incorporate the remains of the residential subdivision into an upgraded interpretive trail for the Park.	These elements should be retained and incorporated into any future development in the vicinity. Unless adequately justified, removal of the elements would not be supported.
WAAAF Sleeping Quarters	Moderate	There exists an opportunity to incorporate the remains of the WAAAF sleeping quarters into an upgraded interpretive trail for the Park.	These elements should be retained and incorporated into any future development in the vicinity. Unless adequately justified, removal of the elements would not be supported.
Higgins Avenue	Moderate	There exists an opportunity to re-name the eastern arm of 'Dorrington Road' as 'Higgins Avenue'. There exists an opportunity to re-instate or interpret the original alignment of the former Higgins Avenue.	The existing alignment of this roadway should not be changed or impacted, unless it is to restore its earlier alignment. Existing kerbing and roadside services are to be maintained without change. Any proposed upgrades to this roadway should avoid impacts to adjacent kerbing or services.
Wireless Transmission Station	Moderate	There exists an opportunity to revitalise the Wireless Transmission Station as a picnic or open parkland area focused on interpretation. A number of elements associated with the former use of this area are extant, with the potential for similar elements to be exposed following the clearance of vegetation. Pending vegetation clearance and further investigation of the extant resource in this area, low-impact development (such as community garden(s) or picnic areas) may be supportable.	The site of the former Wireless Transmission Station is not considered appropriate for new development, given the presence of numerous elements associated with its former use, and the potential for similar elements to be exposed following the clearance of vegetation.
Bomb Dump	Moderate	There exists an opportunity to adaptively re-use the Bomb Dump precinct. Any use proposed for the Bomb Dump precinct should be designed so as to incorporate the original gravel roadways in this area. If retention of historical elements within the Bomb Dump precinct is not feasible (based on condition/structural assessment and the exploration of options in this regard), their removal may be permissible to facilitate a new, appropriate use in this area. Interpretation of the area's history should be incorporated as part of any new development.	Original structures within this area, including concrete bunker enclosures and the remains of the small arms ammunition store should, if possible, be incorporated into any new development in this area and appropriately interpreted. This should be subject to condition and structural assessment, given the relatively poor condition of these elements. New uses in this area should not significantly obscure or remove the legibility of the area's former use as a bomb dump, or its associations with the former RAAF Base.
Other elements and structures that post-date the RAAF phase of occupation and use			
Catalina War Memorial	High	Opportunities to remove formal landscaping from this area could be explored, to provide a better visual relationship between the memorial and the surrounding foreshore setting.	Further formal landscaping in this area should not be undertaken.
Picnic tables	Neutral – Intrusive	New picnic tables can be installed throughout the Park, subject to assessment and approvals.	Picnic tables fixed to the remnants or remains of former RAAF phase structures or elements should be removed and relocated. New picnic tables should be installed in such a way as to avoid visual or physical impacts to significant elements.
Benches	Neutral – Intrusive	New benches can be installed throughout the Park, subject to assessment and approvals.	Benches fixed to the remnants or remains of former RAAF phase structures or elements should be removed and relocated. New benches should be installed in such a way as to avoid visual or physical impacts to significant elements.
Toilet facilities	Neutral – Intrusive	New toilet blocks can be installed throughout the Park, subject to assessment and approvals and provided that they are appropriately designed and sited.	The toilet block located on the footprint of the former motor transport building should be removed. Toilet blocks should not be installed to the footprints of former buildings that date from the RAAF phase of occupation and use. Toilet blocks must be of an appropriate scale, design, and location. Unsympathetic design and scale is not appropriate.

Building	Grading of Significance	Opportunities	Constraints
Fencing	Neutral – Intrusive	There exists an opportunity to rationalise fencing throughout the Park, to improve consistency.	Aluminium fencing throughout the Park should be considered for removal. The steel mesh fencing with barbed wire to the 'Christadelphian Bible School' is intrusive and should be removed, to be replaced with fencing of a more appropriate materiality, design and scale.
Facilities within the sportsgrounds, including the club building, shelters, seating, etc	Neutral	Upgrades to these facilities to enable their ongoing use can be undertaken as required, provided that this does not result in any visual or physical impacts to significant elements.	New facilities must be of an appropriate scale, design, and location. Unsympathetic design and scale is not appropriate.
Lighting	Neutral	There exists an opportunity to rationalise lighting throughout the Park, to improve consistency. Upgrades to lighting within the Park can be undertaken as required, provided that this does not result in any visual or physical impacts to significant elements.	Unsympathetic or visually dominant lighting is not appropriate.
Services	Neutral – Intrusive	Upgrades to services within the Park can be undertaken as required, provided that this does not result in any visual or physical impacts to significant elements. The electricity terminals located within the parade ground should be removed, and electrical services through the Park rationalised. Wherever possible, sub-surface services should be considered. Water Board elements in the location of the former guard house should be removed and relocated to a more discreet area.	New services that impact existing views to and from significant elements within the Park are not appropriate. All new services should be discreetly located.
Interpretive signage	Neutral – Intrusive	There exists a valuable opportunity to develop and implement a new interpretive signage strategy for the Park. The removal of existing interpretive signage should be undertaken, and new signage installed in more visible and relevant locations. Materials used should be hard-wearing and long-lasting (such as COR-TEN steel). It is recommended that a more visible and larger scale interpretive sign be erected at the location of the former guard house and at the original 'back gate' of the Base, located at the southern end of Stilling Street. Interpretive signage should be developed in close consultation with relevant stakeholders.	Interpretive signage must be present within the Park to acknowledge and celebrate its history and heritage significance. New development must not obscure existing or future signage; effective interpretation of the place should be prioritised over other development.
Playgrounds	Neutral	Upgrades to these facilities to enable their ongoing use can be undertaken as required, provided that this does not result in any visual or physical impacts to significant elements. Opportunities to incorporate appropriate interpretation within new or existing playground areas should be explored. An increase in the footprint of the playground may be supportable, provided that this does not adversely impact any identified views/vistas or items of significance.	The location, scale and design of new playgrounds or changes to the existing playgrounds must not negatively impact the overall significance of the Park, or result in any adverse visual or physical impacts to significant elements.
Skate park	Neutral	Maintenance and upgrade of the skate park can be undertaken as required to enable its ongoing use to a contemporary standard, provided that this does not negatively impact the heritage significance of the Park or any other elements or fabric of significance. An increase in the footprint of the skate park may be supportable, provided that this does not encroach on or impact the Key Historical Precinct or any items or elements of significance.	Any increase in the footprint and/or envelope of the skate park should not adversely impact existing views or vistas or fabric of significance located in the vicinity.
Disc golf targets	Neutral	Depending on active usage, the removal of the targets should be considered.	None identified.
Plantings			
Row of *Nerium oleander* along the western side of Stilling Street	Little	None identified.	These plantings are able to be removed, as they are identified as a toxic species. Any replacement plantings are to comply with the policies set out in this CMP. Replacement with row plantings of an endemic species (refer to **Section 10.3.6**) would be most appropriate.
Rows of *Lophostemon confertus* (Brush Box) along both sides of Dorrington Road (formerly Higgins Avenue) at its southern end and along the western side of Stilling Street	High	None identified.	These plantings should be retained.

Building	Grading of Significance	Opportunities	Constraints
Rows of juvenile brush box elsewhere within the Park (particularly along 'Gurney Road')	Little	These plantings can be removed or supplemented with appropriate species as required.	Unless a suitable alternative is proposed, these plantings should be retained.
A *Ficus rubiginosa* (Port Jackson Fig) is located to the south of the Rathmines Community Hall	High	None identified.	This tree should be retained.
Clump of *Eucalyptus tereticornis* (Forest Red Gum), as well as other eucalypt species, located between the former parade ground and former bitumen hardstand area	Moderate	None identified.	These plantings should be retained.
Layout and Setting			
Foreshore setting	Exceptional	New ancillary structures such as picnic tables, benches, etc could be more strategically located to better engage with the foreshore setting of the Park. Temporary events/uses within the foreshore area are encouraged.	New development that obscures or negatively impacts the foreshore setting of the Park is not appropriate.
Natural bushland setting	High	New and/or revitalised walking trails and passive recreation areas within the natural bushland of the Park are encouraged.	The natural bushland setting of the Park should be conserved. New development that requires adverse impacts to any vegetation communities of significance is not appropriate. Any future major works programme or master plan should be preceded and informed by an ecological assessment that considers the natural heritage values of the Park.
Dorrington Road	High	There exists an opportunity to rename this road, as per its historical naming (western arm being 'Rathmines Road' and eastern arm being 'Higgins Avenue').	This road is to be maintained and upgraded as required. Changes to its alignment that are not historically justified are not appropriate.
Stilling Street	High	There exists an opportunity to rename this road, as per its historical naming ('Stilling Road').	This road is to be maintained and upgraded as required. The alignment and overall presentation of this road should be maintained.
Formed roads providing internal circulation (including Gurney Road, Chapman Drive, Hemsworth Crescent, Coventry Road etc)	High	There exists an opportunity to rename these roads, as per their historical naming. There exists significant opportunity to upgrade and formalise these roads for use.	These roads are to be maintained and upgraded as required. The alignment and overall presentation of these roads should be maintained.
Former gravel landing strip	Moderate	None identified.	This strip should be maintained as an unformed road, and maintained as required. Maintenance of vegetation is required to ensure this strip does not become overgrown. Changes should not be made to the alignment or visual presentation of this former landing strip.
Unformed gravel paths	Little	These paths are able to be upgraded and improved as required. Opportunity exists to incorporate a heritage walking trail or other interpretive material in association with these paths. Changes to the layout and orientation of the existing unformed network of paths may be permissible, provided that the alternative proposed will enhance the overall useability of the Park for visitors.	Accessible and useable paths that provide circulation within the bushland areas of the Park must be provided.
Shared pathway	Neutral	None identified.	None identified.

10.10 Areas for Further Research

As noted throughout this CMP, and specified at **Section 1.7**, a number of areas for further research have been identified for Rathmines Park. This is due in part to the limitations of this CMP, with a number of areas for further research being outside of the scope of this document.

- It is noted that this CMP does not fully address the natural heritage values or ecological properties of the Park in detail; it is a recommendation of this CMP that such studies be undertaken as part of and to inform any major works program or master plan proposal (refer to **Section 10.3.6** and **Section 11.12**);

- A complete assessment and inventory of moveable heritage items was outside the scope of this CMP. The need to undertake an assessment and inventory of moveable heritage items associated with the former Base is acknowledged, and relevant policies have been provided at **Section 11.14**.

- The comparative analysis undertaken as part of this CMP (refer to **Section 6.0**) strongly suggests that the former Base is significant on a national level. However, a comprehensive analysis of the Base's national heritage values has not been undertaken as this is outside the scope of this CMP. As such, a complete assessment of the potential national significance of the Park and recognition of its heritage values against the nine National Heritage Criteria is recommended as an area for further research and assessment.

- An assessment of the significance of the Park in the context of the southern hemisphere has not been undertaken as part of this CMP. It is recommended that an assessment of the significance of the Park in the context of the southern hemisphere and/or internationally be undertaken in the future.

11.0 Conservation Policies

11.1 What is a Conservation Policy?

A conservation policy explains the principles to be followed to retain or reveal a place's heritage significance, and how the significance can be maintained and enhanced. This relies on a full understanding of the item's significance and a review of the constraints and opportunities arising out of that significance.

The below policies and guidelines are informed by background discussion which explains the reasoning behind the policy. It is noted that not all of the guidelines and/ or policies may be achievable when external matters are taken into account such as condition or owners' requirements (within reason).

11.2 Definitions

The below table outlines the definitions of terms used throughout this section of the CMP.

Table 11.1 Relevant definitions

Term	Definition
Archaeological assessment	A study undertaken to establish the archaeological significance of a particular site and to identify appropriate management actions
Archaeological potential	The degree of physical evidence present on an archaeological site, usually assessed on the basis of physical evaluation and historical research
Archaeology	The study of past human cultures, behaviours and activities through the recording and excavation of archaeological sites and the analysis of physical evidence
Australia ICOMOS	The national committee of the International Council on Monuments and Sites
Burra Charter	Charter adopted by Australia ICOMOS, which establishes the nationally accepted principles for the conservation of places of cultural significance. Although the *Burra Charter* is not cited formally in an Act, it is nationally recognised as a document that shapes the policies of the Heritage Council of NSW
Conservation	All the processes of looking after an item so as to retain its cultural significance; it includes maintenance and may, according to circumstances, include preservation, restoration, reconstruction and adaptation, and will be commonly a combination of more than one of these
Conservation Management Plan	A document explaining the significance of a heritage item, including a heritage conservation area, and proposing policies to retain that significance; it can include guidelines for additional development or maintenance of the place
Conservation policy	A proposal to conserve a heritage item arising out of the opportunities and constraints presented by the statement of heritage significance and other considerations
Context	The specific character, quality, physical, historical and social characteristics of a building's setting; depending on the nature of the proposal, the context could be as small as a road or entire suburb
Curtilage	The geographical area that provides the physical context for an item, and which contributes to its heritage significance; land title boundaries do not necessarily coincide
Heritage and Conservation Registers	A register of heritage assets owned, occupied or controlled by a State agency, prepared in accordance with section 170 of the *Heritage Act*

Term	Definition
Heritage item	A landscape, place, building, structure, relic or other work of heritage significance
Heritage significance	Of aesthetic, historic, scientific, cultural, social, archaeological, natural or aesthetic value for past, present or future generations
Integrity	A heritage item is said to have integrity if its assessment and statement of significance is supported by sound research and analysis, and its fabric and curtilage and still largely intact
Interpretation	Interpretation explains the heritage significance of a place to the users and the community; the need to interpret heritage significance is likely to drive the design of new elements and the layout or planning of the place
Maintenance	Continuous protective care of the fabric and setting of a place; to be distinguished from repair; repair involves restoration or reconstruction
Setting	The area around a heritage place or item that contributes to its heritage significance, which may include views to and from the heritage item; the listing boundary or curtilage of a heritage place does not always include the whole of its setting
Use	Means the functions of a place, as well, as the activities and the practices that may occur at the place; a compatible use respects the cultural significance of a place

11.3 Adoption, Implementation and Review

Various pieces of legislation apply to the management of Rathmines Park; the Park is listed as an item of state heritage significance on the SHR and as an item of local heritage significance on the Lake Macquarie LEP 2014. Additionally, a number of its component elements are also individually listed as items of local heritage significance on the Lake Macquarie LEP 2014.

Approvals are required for works to the heritage item (being the entire Park), and exemptions will be required for maintenance or minor works (with notifications and approval required in writing in the majority of instances). Approvals may also be required for works in the vicinity of the Park and its locally listed component elements.

Any works to Rathmines Park should comply with appropriate legislation, policies and guidelines, as amended from time to time, including but not limited to the Building Code of Australia, the Australia ICOMOS Burra Charter 2013, the Heritage Act and relevant Lake Macquarie LEP and DCP documentation as outlined in **Section 2.2.4** of this document.

This CMP should be reviewed and updated within 5 to 10 years to remain relevant to ongoing change and use of the place, and statutory compliance. Prior to the review, if substantial change to the management or use of the place is proposed that are not covered by policies in this CMP, then the policy section should be reviewed. Irrespective of the requirement to review the document every 5 to 10 years, the CMP should remain as a valid basis for ongoing heritage management until such reviews are completed. Reviews of the CMP should be based on The Burra Charter and other Heritage Council of NSW guidelines. Reviews should also take into account any other relevant legislation, planning frameworks and widely recognised conservation practices and procedures. Reviews should be undertaken by experienced conservation practitioners in conjunction with relevant ownership and management representatives.

Management of the place under legislation should be guided by the site's significance, this CMP and the following policies.

Policy 1. This CMP should be freely available to the public and all interested users, as required.

Policy 2. This CMP should be adopted by present and future owners and used as a guide for management and conservation of the place. All persons responsible for the management and maintenance of the place should be familiar with the significance of the place and the conservation policies in this report.

Policy 3. A copy of this CMP should be retained on site or at LMCC offices at all times for use by those responsible for the management and conservation of the place.

Policy 4. A copy of the CMP should be submitted to LMCC libraries for research purposes.

Policy 5. This CMP should be submitted to the Heritage Council of NSW and/or LMCC as part of any application for new works. Where appropriate or requested, it should be accompanied by a heritage impact statement that assesses the specific impacts of the proposal against relevant legislation and policies in this CMP.

Policy 6. This CMP should be reviewed and updated within 5 to 10 years or after any major works to Rathmines Park or its component elements, to remain relevant to ongoing change and use of the place, and statutory compliance.

Policy 7. This CMP should be endorsed by LMCC and used as a basis for the assessment of development applications.

Policy 8. The policies in this CMP are not to be read in isolation, but rather in conjunction and as part of a comprehensive guide to the conservation management of the place.

Policy 9. Private owners and LMCC should refer to this CMP when considering proposed changes to the Park and its component elements.

11.4 Management of Heritage Significance

Article 3 of The Burra Charter indicates that conservation is based on a respect for the existing fabric of a place and should therefore involve the least possible physical intervention in order not to distort the evidence provided by the fabric. One of the key objectives of contemporary conservation practice is to therefore retain as much of the significant original fabric as possible, in order to preserve the essential integrity of the heritage resource.

Rathmines Park has exceptional heritage significance at the state level for its historical, aesthetic, associative, and social values, as well as for its rarity, representativeness and research potential. The various component elements of the Park contribute in different ways to the overall significance of the place, and the degree of change considered appropriate is dependent on the assessed level and grading of significance of these individual elements. Elements with a higher grade of significance will have greater constraints on change.

Policy 10. Elements of **exceptional significance** are rare or outstanding elements that directly contribute to the place's overall heritage significance. They demonstrate a key aspect of the place's overall heritage significance and should be retained and conserved in-situ. Any change should be minimal and retain significant values or fabric.

Elements of **high significance** have a high degree of original fabric. They demonstrate a key aspect of the place's overall heritage significance and should be retained and conserved.

Retention should be considered in-situ. Minor change is allowed so long as significant values and fabric are retained and conserved.

Elements of **moderate significance** have been altered or modified or do not demonstrate a key aspect of the significance of the place. They contribute to the place's overall heritage significance, however change is allowed so long as it does not adversely affect values and fabric of exceptional or high significance.

Elements of **little significance** do not substantially add to the significance of the place in a positive way, though neither do they detract from its overall significance. Elements of little significance may also reflect fabric that may have been substantially altered or modified, or may reflect non-significant phases of development. Changes are allowed so long as it does not adversely affect values and fabric of exceptional or high significance.

Elements identified as **neutral** do not contribute or detract from significance. The attribution of 'neutral' typically applies to introduced new or utilitarian fabric that does not relate to a significant historical period or use. Changes are allowed so long as they do not impact on associated fabric of higher significance.

Intrusive elements are damaging to the place's overall heritage significance; they should be considered for removal or alteration.

Policy 11. All future decisions and works to the place must be guided by the statement of significance and the significant spaces, fabric and building elements identified in this CMP, together with any additional detailed research and assessment.

Policy 12. All contractors, consultants and project managers engaged to work on the place should be made aware of the heritage significance of the place, and of their obligations under the *Heritage* Act 1977. Any works to fabric of significance (moderate or above) must be undertaken by suitably qualified professionals that have conservation skills, experience and techniques appropriate to the trade, fabric or services being provided.

Policy 13. Rathmines Park has exceptional heritage significance at the state level for its historical, aesthetic, associative, and social values, as well as for its rarity, representativeness and research potential. This significance should be retained and conserved, noting that this does not preclude sympathetic alterations or additions to the place in association with its ongoing use and subject to regulatory conditions and approvals, and subject to the policies in this document.

Policy 14. Significant elements, spaces and fabric, both internally and externally within the Park should be retained and conserved in accordance with the levels of significance identified in this CMP and in accordance with particular actions specified in the policies of this CMP.

Policy 15. Elements of exceptional or high significance should not be obstructed by new works, structures or services, and they should be clearly visible and interpreted as part of any new works.

Policy 16. Fabric or elements of high or exceptional significance uncovered during the course of new works or investigations should be exposed and restored where condition permits (subject to fabric assessment).

Policy 17. Where it is clear that original or significant fabric has been removed, it is considered appropriate to adaptively reconstruct based on documentary evidence. In accordance with the Burra Charter, any reconstruction work should be identifiable as such on close inspection.

Policy 18. Intervention into any building fabric, element or space should respect the integrity of the extant material, be carefully controlled, and be limited to that required by the proposed works.

11.5 Conservation and Maintenance

Rathmines Park and its component elements require regular maintenance and upgrade works to conserve their heritage significance and identified significant fabric. Change should also be considered with a goal to conserve and enhance the identified heritage values of the place or component element, wherever possible, while accommodating its continued use.

The conservation of particular materials requires due consideration and the expertise of appropriately experienced personnel. The NSW Heritage Division '*Maintenance Series*' provides general advice as to the cause, treatment and remediation of various traditional building materials. These publications can be sourced from the Heritage Division of the Office of Environment and Heritage and are available online: http://www.environment.nsw.gov.au/Heritage/publications/.

Policy 19. Fabric identified as exceptional or highly significant should have priority works undertaken when required. Impact on significant fabric should be considered and the appropriate approvals sought.

Policy 20. Management and maintenance of the Park and its component elements should aim to conserve their heritage significance to the greatest extent feasible. Works should be sympathetic to highly significant fabric and repairs should be undertaken over replacement, if feasible.

Policy 21. Any repair, conservation or reconstruction works to significant elements should be undertaken with appropriate supervision by a suitably qualified heritage consultant /architect and/ or relevant materials specialist/s or conservator.

Policy 22. Any proposal for major work to buildings or structures graded as being of high or exceptional significance should be accompanied by a heritage assessment that incorporates the below elements. This measure will ensure more thorough documentation regarding the extent of change (and therefore loss of original fabric) to buildings of high or exceptional significance going forward:

- An updated and detailed Schedule of Significant Elements;
- An updated condition assessment, including structural assessment if required;
- A Schedule of Conservation Works.

Policy 23. The significant fabric of the Park should be maintained by the implementation of a cyclical maintenance and conservation program, to be prepared by a suitably qualified heritage consultant. The schedule should be adopted as the minimum requirement for maintenance works, in addition and/or in concert with the minimum standards of maintenance and repair under Section 118 of the *Heritage Act 1977*.

As a necessary minimum, the ongoing maintenance should include works that will ensure that each element retains its current level of significance and not allow the loss of significance due to the deterioration of fabric. Maintenance should be in accordance with the Heritage Division/ Heritage Council Guidelines and Section 118 of the *Heritage Act* 1977.

Policy 24. In order to be compliant with Section 118 of the of the *Heritage Act* 1977 and Part 3 Clause 9B of the *Heritage Amendment Regulation* 1999, Rathmines Park must be inspected every 12 months by a suitably qualified heritage consultant to identify maintenance and repairs that are needed to ensure compliance with Section 119 of the *Heritage Act* 1977 ('Offence of not maintaining and repairing in accordance with minimum standards').

This yearly inspection should occur whether or not a cyclical maintenance plan for the Park has been developed.

Policy 25. Where elements of exceptional or high significance have been damaged, they should be repaired with sympathetic materials in preference to replacement. Significant elements should be repaired in-situ wherever possible.

11.6 Use

The consideration of any future uses of the Park and its component elements must be mindful of the place's historical uses and significance. A range of uses may be permissible in conjunction with the existing communal, leisure/recreational and commercial uses of the Park, provided that any such uses do not negatively affect the interpretation or appreciation of the Park's identified significance, or impact significant fabric.

The ongoing use of the Park as open recreational space since the closure of the RAAF Base has had a positive impact on the long-term conservation of the place. It has limited the amount of infill development that has occurred within the Park and has enabled its original layout to be maintained with minimal change/intervention. The use of the place as publicly accessible parkland has also enabled the Park to be used and appreciated by the local community since the 1960s.

New facilities and uses (including commercial uses) that are in keeping with the place's historical uses and significance and complement the current recreational use are encouraged. Commercial uses must not require an inappropriate degree of change to significant fabric, or adversely impact the overall heritage significance of the Park. Uses that enhance the conservation and/or interpretation of the place and its historical use as a RAAF base are encouraged.

Policy 26. Any proposed use or uses within the Park should be compatible with the nature and significance of the place. Uses which require an unacceptable degree of intervention to buildings, structures or spaces of significance are not appropriate.

Policy 27. Any future adaptation of any of the buildings, structures or elements within the Park should be reversible and should not involve alterations to exceptional or highly significant fabric as identified in **Section 9.3** of this report.

Policy 28. Uses should enhance the appreciation of the place's values and significance, ensure the conservation of the identified significant building elements, fabric, spaces and context, and accommodate the activities, services and fittings which are essential to the use without damaging significant spaces, elements or fabric.

Policy 29. New services required (eg. fire safety provisions, air conditioning, toilets, etc) for a potential new use should not cause damage, destroy or compromise the building or structure for which they are required, or any interior spaces, elements and fabric of significance.

Policy 30. New services should be restricted to areas or spaces graded as being of little, neutral or intrusive significance, (refer to **Figure 9.1**) or to previously modified spaces. This does not preclude the installation of reversible stand-alone fit-out, which can be demonstrated to have little intervention on significant fabric.

Policy 31. Small-scale and low-impact commercial uses that complement the use of the Park as open recreational space that is actively used by the local community are also appropriate, provided that such uses to not necessitate an inappropriate degree of change to significant fabric, or adversely impact the overall heritage significance of the Park.

Policy 32. An increase in the public use of the Park should be encouraged by the introduction of new facilities and uses, or the sympathetic upgrade of existing facilities and services, that are in keeping with the place's historical uses and significance.

Policy 33. High impact uses, such as residential development and/or industrial development are not appropriate within the Park. Such uses would require an unacceptable degree of change to the existing layout and integrity of the Park.

11.7 Managing Change: Alterations, Adaptation and New Works

Any proposed modifications to the Park must take into consideration the identified significance and must have regard for the total place. New works should not only ensure that significance is not further eroded, but consider opportunities to reinstate and interpret lost elements and character.

11.7.1 Managing Change: Basis of Approach

Articles 15, 22 and 27 of the Burra Charter establish the principles and processes for managing significance in the event of change and new work. The impact of proposed changes including incremental changes should be assessed with reference to the statement of significance and policy for managing change. Existing fabric, use, associations and meanings should be adequately recorded prior to making any change. New work should respect and enhance significance, rather than distort or obscure significance. Changes which reduce significance should be reversible. Articles 16 to 21 inclusive establish the conservation processes to significant fabric and spaces, whether it is maintenance, preservation, restoration, reconstruction or adaptation.

Any major works to the Park, particularly to its component elements of moderate, high or exceptional significance (including interiors), should be based upon the results of further investigation, including further physical analysis. The results of such investigations and analysis, along with changes made to the place and its component elements, need to be recorded and added to the existing archive on the place or incorporated into a report as appropriate.

Policy 34. The future conservation and development of the place should be carried out in accordance with the principles of the Australia ICOMOS Burra Charter (the Burra Charter). 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.*

Policy 35. While recognising the need for change, the approach to buildings, structures and associated fabric should be a cautious one, one of minimal intervention – changing as much as necessary, but as little as possible. New work should respect and enhance significance, rather than distort or obscure significance. Changes which reduce significance should be reversible (Burra Charter Article 3).

Policy 36. Intervention for purposes other than the conservation of significant fabric should occur in areas of lower significance. This policy applies both to the Park as a whole, as well as to individual buildings or structures of significance.

Policy 37. Advice from a suitably qualified heritage professional should be sought in the design development phase of any proposal that will or may involve change to significant fabric.

Policy 38. Any major new works to the buildings or structures of exceptional, high or moderate significance should preceded by and based upon the results of further investigation including:

- Further physical analysis to determine the extent of original or early fabric and finishes, and the extent of change that has occurred to that building or structure. This should be presented as a complete schedule of significant elements for that building or structure.
- Any relevant condition assessments.

Policy 39. The results of further analysis and all new evidence uncovered during works to the place should be recorded to provide an on-going resource for reconstruction, repair and maintenance, and added to the existing archive on the place or incorporated into a report or addendum to this CMP, as appropriate.

Policy 40. Reconstruction is appropriate only where there is sufficient evidence to reproduce an earlier state of the fabric. Reconstruction should be identifiable on close inspection or through additional interpretation (Burra Charter Article 20).

Policy 41. All changes to the Park and its component elements should be carefully recorded and incorporated into a report or addendum to this CMP as appropriate. Attempts should be made to compile a record of all works undertaken to the place and its component elements to date.

Policy 42. Buildings, structure or elements of moderate to exceptional significance should be maintained in their existing locations.

11.7.2 Exterior Elements and Fabric

Façades and Building Exteriors

Policy 43. Works to external elements and fabric must consider the potential impacts that any works may have on the overall heritage significance of the Park and its component elements, including its layout, aesthetic presentation and integrity. Potential impacts to views and vistas should also be considered.

Policy 44. The original external envelopes and façades of buildings of high or exceptional significance are to be retained, conserved and interpreted. The architectural character of such buildings and their original design intent should not be compromised. Where required, conservation works should be undertaken to preserve and enhance significant fabric and aesthetic value.

Policy 45. Prior to undertaking any external works to buildings graded as being of high or exceptional significance, a complete schedule of significant elements for that building should be prepared. This should include an assessment of condition, and documentation of the extent of change that has occurred to that building over time.

Policy 46. Unsympathetic alterations and additions, alterations that dominate the heritage character of the Park and its component elements are discouraged. Removal of intrusive fabric (as identified in the CMP) within the Park is strongly encouraged.

Policy 47. Modifications to the exterior of buildings or structure will likely be subject to approvals under both the Heritage Act and the Lake Macquarie LEP 2014. Such approvals will, in most instances, require the preparation of a heritage assessment or heritage impact statement.

Policy 48. The façades of all buildings graded as being of moderate significance or above are generally intact. Given the size of these buildings and their 'in-the-round' visibility, there should be no unsympathetic change to the façades of these buildings, including substantial structural changes to original openings (including the proportions, joinery, and design of these openings), or any alterations which detract from the overall composition and symmetry of these façades.

Policy 49. Changes to façades may be permissible to comply with BCA, DDA, and generally accessibility as required, provided that they are appropriately designed and assessed.

Policy 50. Changes to secondary façades or changes within discreet locations that are not highly visible from the public domain may be permissible, subject to heritage assessment and the necessary approvals. As much as is possible, however, external changes to buildings of moderate to exceptional significance should be avoided.

Policy 51. New works should enhance the external presentation of buildings graded as being of moderate significance or above. New works should achieve this through conservation works, retention of significant fabric, the reinstatement of original design and features, and interpretation.

Policy 52. The replacement of doors, windows and other openings with joinery (such as vents) should be undertaken in a like-for-like manner. New elements should be clearly identifiable as new upon close inspection.

Policy 53. The reinstatement or reconstruction of any original design or detailing should be based on historical evidence. Where evidence of the former appearance of a building or element is not available, reconstruction should not be attempted.

Policy 54. New works to the roofs are to:

- Ensure that new roof coverings and the roof plumbing (e.g. flashings, guttering and rainwater heads and downpipes) are adequately designed and maintained to effectively dispose of water.
- Ensure that the pattern of new downpipes and rainwater heads is based on evidence available, including physical or documentary evidence, including patterns typical of the period.
- Ensure that the materiality of replacement roof fabric is sympathetic, incorporating like-for-like replacement where required by condition.

Policy 55. Given the high visibility of the roofs of buildings within the Park, the introduction of roof plant should be avoided. If it can be demonstrated that roof plant is required to avoid a greater degree of impact to significant fabric elsewhere within a building or structure, this should be as minimal as possible, and be discreetly and carefully located to minimise visual impacts. Alternatives should be fully explored and the need for roof plant adequately justified.

Policy 56. Given the visibility of roofs within the Park, roof top additions or modifications to existing roof forms of buildings graded as being of moderate to exceptional significance are not permitted. The only exception to this is works that seek to reinstate the original roof form of a building.

Policy 57. Finishes never intended for painting, such as brick façades, should remain unpainted.

Policy 58. Evidence of original/ early finishes should be retained.

Policy 59. The removal of unsympathetic paintwork, including that to the former Main Hangar Complex (now the 'Christadelphian Bible School') and the former Hospital (now the 'Catalina Conference Centre'), should be attempted. Any attempts to remove paintwork must be undertaken by a suitably qualified professional, and should not impact the brickwork itself or any adjacent significant fabric.

Policy 60. The historic, rectilinear form of the parade ground should be maintained and reinforced, and should not be obscured or degraded by any new development or landscaping works. Maintenance of this space as open and unobscured is preferred.

Signage

Policy 61. New signage should utilise existing fixings where possible, or fix into mortar joints where available.

Policy 62. Signage to buildings or structures should be minimal, and should not detract from the overall presentation of the building or structure, nor obscure any significant façade detailing such as original windows.

Policy 63. Signage within the Park, including interpretive signage, signage to buildings, and general signage (such as within the sportsground and open recreational areas) should be rationalised and should be consistent in terms of design and scale throughout the Park.

Policy 64. Any new signage should be of a hard-wearing, long-lasting material (such as COR-TEN steel) that is suitable to the foreshore location of the Park.

External Lighting and Building Services

Policy 65. External lighting should be minimal and sympathetic to the heritage character of the Park and its component elements.

Policy 66. Lighting installed to buildings or structures should be appropriately located so as not to overwhelm or adversely impact the aesthetic presentation or significance of that building.

Policy 67. Where possible, new lighting to buildings or structures should emphasis the aesthetic quality of that building or structure.

Policy 68. Any new services within the Park should be discreetly located (preferably sub-surface), and should not disturb or impact on significant buildings or structures, nor should they adversely impact the visual presentation or aesthetic significance of the Park or any of its component elements.

Policy 69. Any new services installed to buildings are to be discreetly located, with external fixings and visibility minimised as much as is possible. All options should be explored for any required services, to ensure the most discreet and least impactful solution is determined.

Policy 70. New works should comply with the BCA/ NCC and Australian Standards unless the heritage significance determines that the matter will be professionally determined under performance standards. Where necessary, alternative solutions and performance based outcomes should be pursued to ensure the intent of the code is met without adversely impacting on significant fabric. Professional advice should always be obtained. Due to the complex nature of heritage buildings, 'deemed to comply' design solutions approved by BCA or access consultants may be used to satisfy the intent of the Standard.

Policy 71. Where practicable works for fire safety should not detract from significant facades, finishes or elements. Should conflicts arise between compliance and cultural significance the Heritage Council of NSW is able to provide advice and assistance.

11.7.3 Interior Elements and Spaces

Guidelines

Internally, significant elements within the Park include original structural elements including floors and walls, original floor, wall and ceiling finishes, original structure including roof trusses, original doors and windows, original timber joinery, and remnant signage.

Prior to undertaking any internal works to buildings graded as being of high or exceptional significance, a complete schedule of significant elements for that building should be prepared. This should include an assessment of condition, and documentation of the extent of change that has occurred to that building over time.

Where new works are proposed, the character of the significant interiors should be retained and remnant significant elements conserved and interpreted. Significant internal elements should remain exposed.

Modifications to buildings or structures may be subject to approvals under the Heritage Act and the Lake Macquarie LEP 2014. Such approvals will, in most instances, require the preparation of a heritage assessment or heritage impact statement. Advice from a suitably qualified heritage professional should be sought in the design development phase of any proposal that will or may involve change to significant fabric.

Policy 72. Significant internal spaces and internal elements should be retained and conserved. In determining significant internal spaces and elements, appropriate heritage advice should be sought.

Policy 73. Intrusive elements and neutral elements that obscure highly significant fabric should preferably be removed to expose original fabric and structure, where these elements are surviving.

Policy 74. Alterations and additions to areas of buildings that have already been modified, such as toilets and wet areas, kitchens, etc are permissible provided that no impacts to adjacent fabric of significance occur.

Policy 75. Where historical evidence of an original building layout is available, this layout should be retained or, if possible, reinstated.

Policy 76. Internal partitions within significant spaces are not appropriate. Less significant spaces within a building should be used to avoid intervention into less modified and more significant spaces.

Building Code of Australia

In any major upgrades to buildings or structures within the Park, new works will need to comply with the BCA/ NCC and Australian Standards under Section 94 of the Environmental Planning and Assessment Regulations 2000. To minimise adverse interventions and to assist in maximising the exposure of significant heritage fabric, alternate solutions to the deemed to satisfy provisions of the BCA should be derived from performance based assessments particularly in relation to structural provisions, fire resistance and stability, fire separation, provisions for access and egress, sound transmission and isolation, and energy efficiency. Professional heritage advice should always be obtained. Should conflicts arise between compliance and cultural significance the Heritage Council of NSW is able to provide advice and assistance.

Policy 77. To minimise adverse interventions and to assist in maximising the exposure of significant heritage fabric, alternate solutions to the deemed to satisfy provisions of the BCA should be derived from performance based assessments particularly in relation to structural provisions, fire resistance and stability, fire separation, provisions for access and egress, sound transmission and isolation, and energy efficiency.

Policy 78. Any modification to significant fabric or spaces in the building for BCA/ NCC compliance purposes should be subject to the relevant approvals and the provision of appropriate reporting.

Policy 79. New works should aim to reduce the environmental impact of new construction and building fit-outs.

Policy 80. Works to achieve sustainability outcomes should also consider conservation objectives and may not be supported where required modifications may detrimentally impact on identified significant fabric or finishes.

Integrating Building Services

Policy 81. The upgrading of services within buildings and structures within the Park is to comply with the following approach:

- Minimise impact on significant fabric
- New services should be located in areas of lesser significance, areas that have been previously modified or in the area of existing services (including stairs and/ or WCs) where possible
- Not conflict with window and door openings
- Be complementary to the interiors
- Minimise the extent of servicing required by enhancing natural ventilation and natural light, where possible

Policy 82. Internal services including sprinkler valves, electrical rooms, substation, plant, ductwork, distribution boards, fire panels, electrical boards etc. should not be installed into highly visible spaces, in areas of high or moderate significance, or particularly within the entryways of buildings.

Policy 83. The reticulation of services should be designed and managed so as to minimise their impact on the internal areas and not obscure significant elements.

Policy 84. Elements of high or exceptional significance should not be obstructed or modified by new services; they should be clearly visible and interpreted as part of any new works. New service cores must not compromise significant elements or be integrated with them, but read as separate elements.

11.7.4 New Development

New development within the Park is most appropriately located outside of the Key Historical Precinct, and within the western portion of the Park as discussed in **Section 10.3.2**. New work in these areas should be guided by the below policies.

Policy 85. New development within the Park should be undertaken in accordance with the parameters identified at **Section 10.3.2** of this CMP.

Policy 86. Based on its identified significance, new development within the Key Historical Precinct is to be limited to the re-instatement of 'lost' elements (including buildings) at the locations shown in **Figure 10.3**. Should such re-instatement occur, this should be guided by the design principles and parameters outlined at **Section 10.3.3**.

Policy 87. Any proposals for the re-instatement or interpretation of 'lost' elements should be undertaken with reference to successful adaptive re-use examples, re-instatement or interpretation examples at comparable sites.

Policy 88. Small-scale structures, such as picnic tables, barbeques, seating, lighting, play equipment, and the installation of services/infrastructure to facilitate events or an increase in visitor numbers to the Park may be permissible within the Key Historical Precinct, subject to design development and assessment.

Policy 89. Any new development would need to be carefully designed and sited to ensure that they do not result in any impact to significant fabric, spaces, or views or vistas.

Policy 90. Any new elements within the Park should be sympathetically designed and, where possible, discreetly located.

Policy 91. Any new development within the Park, irrespective of location, should be of an appropriate bulk and scale. New buildings should not exceed the height of existing buildings within the Park, as measured from ground level. For buildings or structures constructed as part of the re-instatement or interpretation of 'lost' elements, a bulk and scale that references former buildings or elements (such as the former Main Hangar) would be acceptable, as this would be historically accurate.

Policy 92. Minor modifications to the footprints and envelopes of former buildings may be made to facilitate the re-instatement or interpretation of 'lost' elements, if required. However, detailed design advice should be sought. Any modifications to the footprint or envelope of former buildings that result in an adverse impact to extant buildings, structures, elements, layout, setting or views and vistas may not be appropriate.

Policy 93. The established character of the historical precincts identified in **Figure 3.9** should be maintained and enhanced by new development of a complementary use.

Policy 94. A visual buffer in the form of vegetation should be maintained between any new development in the western portion of the site and Dorrington Road. If the maintenance of this buffer is identified to pose safety and surveillance risks to users and visitors of the Park, sensitive alternatives may be considered.

Policy 95. Broadly, the design and materiality of any new development within the Park should respect the architecture and materiality of buildings and structures of identified significance. New development within the Park, and particularly that which seeks to re-interpret 'lost' elements, should be guided by the Burra Charter practice notes for new work

11.8 Aboriginal Cultural Heritage

The Aboriginal archaeological significance, potential and levels of disturbance across the park are outlined in **Section 7.0**. Where proposed future works will disturb the ground surface **Section 7.0** of this CMP and associated Aboriginal disturbance mapping (**Figure 7.1**) should be cross-referenced to determine if the works will be undertaken within areas of high or low-moderate disturbances.

Policy 96. Where future works are proposed in those areas identified as being highly disturbed with nil to low potential for Aboriginal archaeological objects (as shown in **Figure 7.1**), further Aboriginal archaeological assessment is not required as outlined in **Section 7.0**.

Policy 97. Should any unexpected Aboriginal objects be uncovered during ground-disturbing works the Office of Environment & Heritage and relevant Aboriginal parties must be notified in accordance with the provisions of the *National Parks and Wildlife Act 1974*. Works must stop and a suitably qualified archaeologist and the relevant Aboriginal parties must be brought in to assess the finds. Depending on the results of the assessment, additional approvals may be required before works can recommence on site.

Policy 98. Where future works are proposed in those areas identified as subject to low-moderate disturbances with potential for Aboriginal archaeological objects (as shown in **Figure 7.1**), assessment should be undertaken in accordance with the relevant statutory guidelines. The required assessment at the time of this CMP would be:

Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales

Policy 99. Where future proposed works will impact Aboriginal objects (comprising registered sites and any objects identified as a result of assessments undertaken in accordance with **Policy 98**), relevant statutory Aboriginal archaeological impact guidelines should be adhered to. At the time of this CMP the below would be required:

An Aboriginal Heritage Impact Permit would need to be applied for in accordance with the following Office of Environment and Heritage Guidelines:

Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales

Guide to investigating, assessing, and reporting on Aboriginal Cultural Heritage in NSW

Aboriginal Cultural Heritage Consultation Requirements for Proponents in NSW

Policy 100. Where any future masterplan for the Park is developed, assessment in accordance with **Policy 99** should be undertaken as relevant.

11.9 Historical Archaeology

The historical archaeological potential of the Park has been assessed and graded at **Section 8.0**. The overall archaeological potential of the Park has predominately been assessed as low to nil, with a discrete area of low to moderate potential identified in the south-eastern tip of the current Park boundaries.

This assessment is based on the extent to which the Park has been disturbed or redeveloped, and the anticipated nature of any historical archaeological resource present. Archaeological remains, if present, may be of local significance at most, and are highly unlikely to be of state significance.

Policy 101. Where future works are proposed in those areas identified as having nil to low potential for historical archaeology (including maritime archaeology) (as shown in **Figure 8.1**), further assessment is not required as outlined in **Section 8.0**. **Policy 103** would apply.

Policy 102. Any proposed works that will involve sub-surface disturbance within the area of identified 'low to moderate archaeological potential' (refer to **Figure 8.1**) should be preceded and informed by an historical archaeological impact assessment appropriate to the nature of the impact of the proposed future works and irrespective of heritage listing status, to be prepared by a suitably qualified archaeologist.

Policy 103. Should any unexpected archaeology be uncovered during ground-disturbing works within the area of identified 'low to nil archaeological potential', the Heritage Division, Office of Environment & Heritage must be notified in accordance with section 146 of the Heritage Act. Works must stop and a suitably qualified archaeologist be brought in to assess the finds. Depending on the results of the assessment, additional approvals may be required before works can recommence on site. This includes both terrestrial (land) and maritime archaeology).

Policy 104. Suitable clauses must be included in all contractor and subcontractor contracts to ensure that on-site personnel are aware of their obligations and requirements in relation to the archaeological provisions of the Heritage Act.

11.10 Curtilage

Given the historical development and existing physical configuration of the Park, this curtilage is generally considered appropriate.

Policy 105. The current SHR curtilage of the Park should be maintained. Any proposals to modify the curtilage would need to be based on sound historical research (refer to **Section 3.1.3**), and would require the submission of a revised Nomination for Listing on the State Heritage Register (under Section 33(3) of the *Heritage Act 1977*).

11.11 Layout, Setting, and Views and Vistas

The physical and visual relationship between the foreshore setting and the wider Park, as historically established, should be retained and conserved, and should not be adversely impacted by any new development or planting.

As the views and vistas identified at **Section3.5** and in **Figure 3.11** are significant and contribute to the place's overall setting and aesthetic presentation, they should be retained and conserved. The identified views and vistas should be considered as part of any future development proposals, and adverse impacts should be avoided.

Policy 106. Any changes proposed within the Park should consider and avoid impacts to its foreshore setting. Development that enhances, rather than detracts from, the views and vistas identified at **Section 3.5** is encouraged.

Policy 107. All works within the Park should seek to enhance, rather than detract from, its overall setting and visual character.

Policy 108. The identified views and vistas at **Section 3.5** should be considered as part of any future development proposals, and adverse impacts should be avoided.

Policy 109. The historical layout of the Park, which has generally been retained, should be maintained without change or obfuscation. This includes streets, roads, paths and circulation roads within historical precincts and between buildings (particularly within the General Workshops precinct).

Policy 110. Roads and streets within the Park should be renamed in accordance with the 1945-1956 compilation plan (**Figure 5.6**), as this naming is historically appropriate. Recognition should be given to service personnel in determining street and area (e.g. park) names within the Park. Any re-naming should be undertaken in consultation with relevant stakeholders.

Policy 111. An appropriate curtilage is to be maintained around all buildings or structures of moderate to exceptional significance, and existing views to and from these buildings or structures should be conserved. The ability to view all buildings of identified significance 'in the round', should be retained. The exception to this is the rear or northern façade of the former Inflammable Liquids Store, which is a secondary façade of lesser significance.

11.12 Plantings

Plantings related to the RAAF phase of occupation and use have been identified at **Section 3.4** and in **Figure** 3.10. A number of these plantings have been identified to be of heritage significance; these plantings are therefore to be retained as part of any future proposals or landscaping works. New plantings within the Park should be sympathetic and appropriate to both the natural heritage values of the Park, as well as its historical significance.

Policy 112. Plantings identified to be of heritage significance at **Section 3.4** and in **Figure 3.10** should be retained as part of any future proposals or landscaping works.

Policy 113. An ecological assessment should precede and inform any new landscaping or plantings proposed within the Park. Regard must be had for any identified endangered ecological communities, or other significant ecological communities within the Park.

Policy 114. Amenity plantings may be appropriately planted within the Key Historical Precinct; such plantings should be limited to native species appropriate to the character of the Park, including brush box and lily pilly. 'Avenue' or row plantings along established roadways are considered most appropriate.

Policy 115. Regenerating vegetation should be appropriately maintained within the Key Historical Precinct to ensure that the existing layout and presentation of the area is not obscured.

Policy 116. Plantings within the Park should continue and enhance the existing natural bushland character of the place; native tree species already present, including forest red gum, swamp oak and paperbark throughout and swamp oak and broad-leaved paperbark along foreshore areas, are appropriate provided that they do not negatively impact or obscure any existing views or vistas of significance, including those to and from the foreshore.

Policy 117. Amenity plantings within natural bushland areas are not appropriate.

Policy 118. Amenity plantings within the Key Historical Precinct must not obscure the façades or views to and from any significant buildings or structures. The open span of the parade ground and bitumen hardstand area should also not be obscured by new plantings.

Policy 119. Any new plantings within the Park should be undertaken with reference to historical research and known planting precedents. Introducing unsympathetic landscaping to buildings of moderate to exceptional significance is not appropriate.

Policy 120. A maintenance program for the removal of weeds and invasive species throughout the Park should be developed and implemented as a priority.

11.13 Re-Instatement of Relocated Buildings

As noted at **Section 5.9**, a number of the buildings removed from the Base following its closure were relocated elsewhere within the local government area for various uses. There therefore exists an opportunity to source these buildings, and re-instate them to their original locations.

It is noted that these policies refer only to the re-instatement of extant relocated buildings originally located on the Base. They do not refer to the re-instatement or interpretation of former buildings or 'lost elements' through new design/infill development (refer to **Section 11.7.4**).

Policy 121. Re-instatement should only occur where it can be conclusively determined that a relocated building was originally located on the Base.

Policy 122. Relocated buildings should only be re-installed in their original locations; re-installing relocated buildings to new locations within the Park is generally not appropriate, as this would confuse the original layout of the Park.

Policy 123. Buildings currently located within the 'Christadelphian Bible School' should be re-installed to their original locations on site. Unsympathetic changes made to these buildings should be rectified through conservation works.

11.14 Moveable Heritage

This CMP has does not included an assessment or inventory of moveable heritage items associated with the Base. Moveable heritage is a term used to define any natural or manufactured object of heritage significance, and may be a single item, a group of items or a whole collection (e.g. medals, uniforms, equipment, and other memorabilia). Because moveable heritage is portable, it is easily sold, relocated or thrown away during changes of ownership, fashion and use. For this reason, moveable heritage is vulnerable to loss, damage, theft and dispersal, often before its heritage significance is appreciated.

It is understood that there is a substantial volume of moveable heritage associated with the Base that has not been subject to cataloguing or assessment. Such material has the potential to be of heritage significance, and to be of high value to the local community and to those associated with the Base. Further, such material should be considered for incorporation into any future interpretive or display spaces developed within the Park.

In order to appropriately account for and assess the moveable heritage resource of the Park, as well to avoid any further loss of moveable heritage items associated with the Park as a result of separate ownership and/or storage arrangements, it is recommenced that an assessment or inventory of moveable heritage items be undertaken as a priority.

Policy 124. A comprehensive assessment and inventory of moveable heritage items associated with the former Base should be prepared as a priority. This should include, as is feasible, items or elements no longer stored at the Base.

Policy 125. Provision should be made for the incorporation of moveable heritage items as part of any future interpretive display or elements within the Park.

Policy 126. Any assessment or inventory of moveable heritage items associated with the former Base must be prepared by a suitably qualified and professional heritage consultant.

Policy 127. Any assessment or inventory of moveable heritage should include, at a minimum, consideration of:

- Recording methodologies;
- A review of existing, known collections;
- Conservation or other management issues including storage and ownership.

Policy 128. Any assessment or inventory of moveable heritage prepared for the Park should be prepared in consultation with the NSW Heritage Division.

11.15 Ownership

The majority of the Park is owned by LMCC. The exceptions to this are the following lots, which are privately owned:

- Lot 2 DP 226531. This lot comprises the former Hospital, as well as a number of later additions. It is currently privately owned and operated as the ‘Catalina Conference Centre’;
- Lot 5 DP 226534. This lot comprises part of the former Main Hangar Complex. It is now privately owned and operated as the ‘Christadelphian Bible School’.

Policy 129. Land currently owned by LMCC should be retained in Council ownership, unless an appropriate and justifiable change of ownership is proposed that will not impact or detract from an appreciation of the Park's significance;

Policy 130. Fragmented ownership is not appropriate. The Park and its component elements should remain under and/or be restored to single ownership.

Policy 131. Lot 2 DP 226531, comprising the former Hospital, should be returned to LMCC ownership.

Policy 132. Lot 5 DP 226534, comprising part of the former Main Hangar Complex, should be returned to LMCC ownership.

11.16 Interpretation

A comprehensive interpretation strategy was implemented across the Park in 1999. This included the provision of interpretation signage within identified 'key historical precincts' throughout the Park. Interpretive material within the Park is, however, now in poor condition and in need of revision.

Interpretation should be consistent with the *NSW Heritage Manual, the NSW Heritage Office Interpreting Heritage Places and Items: Guidelines* (August 2005) and the *NSW Heritage Council's Heritage Interpretation Policy* (endorsed August 2005).

Policy 133. Site interpretation should be reviewed within the next 1-2 years for relevance to the historical documentary evidence available, condition of the interpretation, or in conjunction with any major redevelopment program.

Policy 134. Based on this, an interpretation plan should be developed for the entirety of the Park. Any interpretation plan or strategy developed should be holistic in its approach.

Policy 135. The highest form of interpretation is the retention and conservation of significant fabric, spaces and relationships and accordingly significant elements should be retained, exposed and interpreted.

Policy 136. The ongoing interpretation of the place should be considered strategically, with consideration for future uses, ongoing maintenance of extant and proposed interpretive media, public access and amenity issues and ordinance compliance.

Policy 137. The interpretation of former buildings or structures, within the footprints identified in **Figure 10.3** should be considered as part of any major works programme for the Park.

12.0 Priority Conservation Works

A number of condition issues were noted in conjunction with the visual inspections of the Park that have been undertaken to inform this CMP. To assist the landowner, users of the Park and other relevant stakeholders to manage the heritage significance of the Park, as well as its functional requirements, the following schedule of priority conservation works have been prepared.

It should be noted that the following schedule should be used as a guide only, and property owners/users should seek further advice regarding specific works to the property; further investigation may reveal latent conditions that require attention.

Urgent priority works should be undertaken immediately;

High priority works should be undertaken within the next 12 months;

Medium priority works should be undertaken within the next two to four years;

Low priority works should be undertaken within the next six years;

Optional works are desirable to remove intrusive element and or increase heritage significance but are not required to preserve the current heritage significance.

Table 12.1 Schedule of priority conservation works

Element	Conservation Works	Priority (Timing)
Bushland trails (walking/cycling)	Clear all vegetation from existing trails.	High
	Enhance trail definition in a sympathetic and appropriate manner for the bushland context; consideration should be given to undertaking grading works, installing timber stairs or formed sections of trail where required. Successful bushland trails in other areas (including National Parks) should be referred to as part of the design development process).	High
	Develop a maintenance program for the removal of weeds and invasive species throughout the Park.	High
	Improve wayfinding signage in association with bushland trails.	Medium
	Consider incorporating interpretive material as part of any upgrade works to the bushland trails within the Park.	Optional
Park drainage (including stormwater)	Check over existing drainage system and make good where required. Particularly, poor drainage associated with localised flooding in the vicinity of the concrete apron and 'Christadelphian Bible School' should be investigated.	High

Element	Conservation Works	Priority (Timing)
Building drainage (rainwater goods)	Clear gutters and roofs generally of leaf litter. Check over working order generally. Install leaf guards to all gutters.	Urgent
	Undertake maintenance and/or repair works as required. Ensure that all downpipes are connected and draining properly. Replace all failing elements with new galvanised steel elements in a colour scheme that responds to the individual building; standardised galvanised steel products are, within this context, an appropriate contemporary interpretation of original elements.	High
Roofing	Replace all remnant asbestos cement sheet roofing with corrugated metal sheeting.	High
	Replace all failing roof sheeting with new roof sheeting to match existing profile. For the majority of buildings, corrugated metal sheeting will be appropriate. For the former Hospital building, metal-deck roofing to match existing is acceptable	High
	Generally, check over all roofs to ensure adequate drainage and where present, check over and flatten any flashings as required.	High
Roadways and Gutters	All roadways throughout the Park should be subject to repair and surface stabilisation works as required. Replacement in a like-for-like manner (e.g. bitumen to replace bitumen) is appropriate.	High
	All gutters and street drainage within the Park should be subject to repair works as required. Replacement in a like-for-like manner (e.g. concrete to replace concrete) is appropriate. New gutters should maintain a profile that is consistent with original gutters.	High
Brickwork	Check over all brickwork for evidence of cracking and movement. Engage a suitably qualified professional to undertake a structural and/or condition assessment as required. Undertake recommended repair and stabilisation works.	High
	Re-point brickwork as required to match existing, adjacent fabric.	Medium
	Where render is failing, repair and make good as required to match existing, adjacent fabric.	Medium
	Check over all vents (both to walls and sub-floor areas) of buildings or structures, where present. Ensure all vents are clear and functioning; repair as required.	Medium
	Painted brickwork surfaces can be prepared and painted as required. It is noted that it is preferred that paintwork to the former Hospital and 'Christadelphian Bible School' is removed rather than maintained or reapplied.	Low

Element	Conservation Works	Priority (Timing)
	For brickwork that was not originally painted, consider paintwork removal. This includes façades (e.g. former Hospital, 'Christadelphian Bible School') and other brick elements (e.g. brickwork flanking stairs, such as that to the principal façade of the former Officer's Mess, current 'Club Catalina'/'Bowling Club'). If attempted, this must be done by a suitably qualified professional using non-destructive methods (e.g. Peel-Away). If paintwork cannot be removed without damaging underlying or adjacent fabric of likely significance, it should not be attempted.	Optional
Termite Inspection	Engage a suitably qualified professional to conduct termite inspections for the Park and its component elements. Treat as per report.	High
Electrical Services	Surface mounted, external services should be internalised wherever possible. Internalised services should be discreetly located, require minimal fixings or intervention into original fabric, and should not interrupt or obscure any original door or window openings, or other internal features of likely significance. Where external services are not appropriate for relocation internally, they should be re-located to a more discreet external location, as required.	Medium
	Where present, external electrical services (e.g. electrical boxes, surface mounted conduits) should be painted over or replaced with elements of a colour that more closely matches associated building fabric. For example, the electrical box to the principal façade of the former Emergency Power House should, if unable to be relocated to a more discreet location, be painted to match the brickwork of the building.	Medium
	Electrical services within the Park more generally should be rationalised, and more discreetly located. Overheard or underground services are preferred. For example, the electricity terminals within the parade ground require rationalisation.	Medium
Timber Elements	Check over all timber elements for signs of rot or decay. Rotten or unsalvageable elements should be repaired or replaced to match existing adjacent fabric. Door and windows joinery known or likely to be original should preferably be repaired, with replacement or reconstruction only attempted if the element cannot be repaired or salvaged. Where replacement or reconstruction is attempted, this should be identifiable on close inspection or through additional interpretation (e.g. date stamping). For floorboards within buildings graded as being of moderate to exceptional significance wholesale replacement of floors is not appropriate if floors are known or likely to be original.	High

Element	Conservation Works	Priority (Timing)
	Engage a suitably qualified professional to undertake inspection and assessment of timber structure and structural elements within buildings graded as being of moderate to exceptional significance. This includes roof structures, floor structures, and general timber framing. Replace or repair failing elements as required. Any repair or reconstruction work (that is, repairs to or replacement of original fabric due to failure or reinstatement) should be identifiable on close inspection or through additional interpretation.	High
	For painted timber elements, prepare and re-paint as required.	High
Windows and Doors	Undertaken repairs to failing elements as required (particularly for the purposes of security).	Urgent
	Failing window and door frames (e.g. rusted metal window frames) should be repaired as required. Where elements have failed to a point where the salvaging of original fabric is no longer feasible, a suitable reconstruction should be provided. Reconstruction work (that is, repairs to or replacement of original fabric due to failure or reinstatement) should be identifiable on close inspection or through additional interpretation. Glazing should be replaced as required due to failure.	High
Contemporary Additions	Consider the removal of later, unsympathetic additions to buildings of moderate to exceptional significance. This includes additions to the former Officer's Mess ('Club Catalina'), former Hospital ('Catalina Conference Centre'), part of the former Main Hangar Complex ('Christadelphian Bible School') and former Inflammable Liquids Store (now used by the Rathmines Scouts).	Optional
Concrete Apron Area	Engage a suitably qualified professional to inspect and assess the structure of the 2006 boat ramp. Undertake repair or replacement works as required.	High
	Remove weeds and soil from construction joints, and re-seal as required.	High
	Replace failing concrete as required. New concrete should match existing, adjacent concrete in terms of colour, texture and proportions, as much as is possible. As much as is possible, surface material within this area should be rationalised to be more consistent throughout. The wholesale repair and replacement of concrete in this area to enable ongoing, contemporary use is preferred over piecemeal replacement.	Medium

13.0 Bibliography and References

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APPENDIX A

ERA Heritage, Urban Design and Planning, 2009, *Conservation Strategy for Rathmines Memorial Bowling Club.*

RATHMINES BOWLING CLUB

PROPOSED ALTERATIONS AND ADDITIONS

CONSERVATION MANAGEMENT STRATEGY

for

RATHMINES MEMORIAL BOWLING CLUB



Prepared by

ERA. Heritage Urban Design & Planning
Newcastle

January 2009

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APPENDICES:

APPENDIX A: Historic Photographs of Site Development

1. Authorship

Ian Grant is Principal of ERA. Heritage, Urban Design and Planning, Newcastle. Ian is a Heritage Consultant recognised by the NSW Heritage Office, Department of Planning, with over twenty years' experience in heritage assessment and conservation management. Ian is a former National Trust nominee to the Hunters Hill Conservation Advisory Panel has recently served Lake Macquarie City Council as Joint Heritage Advisor.

In a private consultancy Ian has consulted to Muswellbrook, Wyong, Coffs Harbour, (the former) Dumaresq, Ku-ring-gai and Greater Taree Councils and has acted as Expert Witness in the Land and Environment Court in both Heritage and Urban Design roles. Ian has prepared a wide range of Conservation Plans and Strategies, Heritage Assessments and Statements of Heritage Impact for places of both State and Local level Heritage Significance.

Ian is also author of the Statement Heritage Impact for the proposed Alterations and Additions to the Rathmines Bowling Club building.

2. Scope and Limitations of The Conservation Management Strategy

The earliest intellectually rigorous attempt to describe the processes of Conservation Managers in Australia was written by Dr James Kerr. The document was "The Conservation Plan". In it, Dr Kerr described a Conservation Plan as being "a document which sets out what is significant in a place and consequently, what policies are appropriate to enable that significance to be retained in its future use and development. For most places, it deals with the management of change". For the first time in Australia, Dr Kerr identified an objective means to tying levels of management intervention to significance level. The document identified that significance assessment and the subsequent management of that significance were two distinct and separate process. The critical consideration was that the type and scope of intervention to achieve management, must be directly related to the level of significance of the place and its elements.

Dr Kerrs "The Conservation Plan" identifies the need to standardised the approach – even to the document's Table of Contents – so that state (and local) heritage authorities receive documents which can be endorsed.

Conservation Management is now accepted as embodying the following processes:

- Once determined, the fabric, spaces and relationships which demonstrate an item's significance need to be conserved and properly managed. This does not prohibit future development such as appropriate adaptive reuse. Constraints and opportunities on the future development and use of an item need to be identified and considered.
- Conservation policy explains the principles to be followed to retain, reveal and where possible, further interpret an item's significance. The aim is to show how the heritage significance of the item can be enhanced and maintained. This relies on a full understanding of the item's significance and a review of the constraints and opportunities arising out of that significance.

The Policy should be a positive set of guideline's - not a set of restrictive rules. Heritage items that are restrained by inappropriate policies are in danger of having no viable use and are therefore likely to be neglected, falling into disrepair.

The Policy must be closely related and cross-referenced to the statement of significance of various elements of the .tern. Some parts of a heritage item, for example, might be more adaptable to a new use; or it may be essential to retain and enhance some views to, and from, the heritage item.

When preparing a Conservation Policy, it is important that there is a reasonable knowledge of the condition and structural integrity of the item. If substantial restoration, reconstruction or adaptation is required, the impact of these works needs to be appraised in relation to the maintenance of its heritage significance.

- Management the implications of a Conservation Policy to other factors affecting the significance of a place or items need to be assessed and stated. These factors may include:
-
    - Necessary emergency works
    - Security and maintenance
    - Conservation of the item's setting, where this is part of its significance
    - Financial resources
    - Management resources and issues
    - The need for signs (directional, interpretive, advertising) and how they should be designed and placed
    - Interpretation of heritage significance
    - Community access to the item.

A full conservation Management Plan includes the Conservation Policy and the Statement of Significance and looks in more detail at achieving the future viability of the item and retaining and interpreting the maximum heritage significance in future development proposals.

A full Conservation Management Plan is justified/required where:

- the place is known to be highly significant
- the place/site is large and consists of a large scale building (or landscape) or a complex of large buildings(e.g. the Royal Newcastle Hospital site. Morisset Hospital site or Christ church cathedral, Newcastle)
- there are emergency works required
- the intended use is quite different from the original purpose of the building (e.g. the former Wangi Power Station site)
- there is a new owner who does not ha e background knowledge of and/or experience with the place or locality and
- where no prior detailed investigation of the heritage significance of the place, has bee undertaken.

In this instance:

- A Conservation Plan (Rathmines Park Conservation Plan 1997) has been prepared by eminent Heritage Consultant, Pratten and Irving. That document identifies the former Officers' Mess building as a significant contributory elements and recommends that:

"Before any further new structural work is carried out on the Rathmines Bowling Clubhouse, a Conservation Plan should be prepared so as to determine the significance of the existing fabric, and to make recommendations on how the form and fabric of the original building can be conserved, revealed or reconstructed." And

- The Heritage Branch, Department of Planning has confirmed this requirement. The Heritage branch has advised that the document should identify all contributory fabric and identify how the interpretability of the significance of that fabric, should be retained.

Accordingly, this document not only includes photographic evidence of the history of development of the site as a whole, but detailed photographs of the building's contributory elements. It then suggests how best to manage intervention, including in the context of a recommended curtilage for the building.

3. Methodology

This Conservation Management Strategy has been prepared strictly in accordance with the approaches and methodologies outlined and recommended in the following documents:

- The Australia ICOMOS 2000. Burra Charter.
- The contents of 'The Heritage Manual" published by the NSW Heritage Office.
- "The conservation Plan' written by James S. Kerr and published by the National trust of Australia (NSW).
- "A suggested Table of Contents for a Conservation Management Plan That can be Endorsed by the NSW Heritage Council".
- "Heritage Curtilages" published by the Department of Urban Affairs and Planning.

The Burra Charter

The basic representation of the conservation management methodology detailed in the Burra Charter is contained in the introductory statement of Article 6 - Burra Charter Process, which reads: "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'.

The recommendations combined in this Strategy take full account of the range of options for management, or intervention, described in the Bum Charter. Those options are: change, maintenance, preservation, restoration, reconstruction, adaptation and conserving use. The methodology at the core of this Strategy Rows from the recommended Bum Charter approach of changing as little as possible (of significant fabric) so that the cultural significance - as determined through assessment - is retained.

The NSW Heritage Manual

The important methodology described in the NSW Heritage Manual is that which ensures that the process of determining the significance of a place is made as objectified and transparent as possible. This process is the application of the seven standard Evaluation Criteria, to determine comparative heritage value and the

application of the five gradings, which reflect the ease with which the place can be interpreted. This document includes the application of those Criteria and gradings.

Heritage Curtilages

The methodology described in 'Heritage Curtilages", for defining the curtilage of a heritage place. defers to the NSW Heritage Manual 1996 and to James Kerrs "The Conservation Plan" l990. The "Heritage Curtilages" document advises that a curtilage can only be defined after heritage significance is established and that the background research should (must) identify and make recommendations on

- historic land subdivision patterns
- archaeological features
- visual, historical and functional links with important features in the area
- setting, views and landmark qualities

It also suggests that the heritage curtilages must be of sufficient extent to contain all the elements contributing to the heritage significance of the place and that the curtilage "may not necessarily coincide with the property boundary". Four types of heritage curtilage are possible.

There may be circumstances where the heritage curtilage may need to be greater than the property boundary. Depending on the topography an expanded curtilage may be required to protect the landscape setting or visual catchment of a heritage item (e.g. the Sydney Opera House).

The document suggests that undertaking detailed curtilage analysis is important in being able to provide reasoned defence of recommendations relating to curtilage.

The rigour required in the processes identified above is reflected in the methodology of this Strategy document.

4. Background to Document

The Rathmines Memorial Bowling Club has leased the Club building and associated land, from Lake Macquarie City Council since 1970, but now needs to expand its facilities to ensure its financial viability into the future.

In 1992 – 1993 Lake Macquarie City Council conducted a city-wide Heritage Study. It was at that time that the significance of the former Rathmines Air Force Base site was first assessed. Council responded by exhibiting a new Draft LEP which listed the overall Base site, as well as ten individual items within it. Council then (1994), prepared a Plan of Management for the site, including a Masterplan. In 1997 Council commissioned Pratten & Irving, Heritage Consultants, to prepare a Conservation Plan for "Rathmines Park", as it has been known since the early nineteen seventies. The Conservation Plan authors noted that:

> "Neither Rathmines Park nor the former RAAF Base are know to be listed by any other statutory or non-statutory authority. The Australian Heritage Commission, the Heritage Council of NSW, and the National Trust of Australia (NSW), have all advised that no elements within the park are recorded, listed or protected by them".

The former Rathmines Air Force Base is not listed on the State Heritage Register of NSW.

When it decided that is would proceed with renovations/additions, the Club met Council's Heritage Planner and was alerted to the existence of the 1997 Conservation Plan and to the need to prepare appropriate Heritage support documentation. Subsequently, both the Club's appointed Architect and its Heritage Consultant, have had discussions with and have received advice from: the Heritage Branch, Department of Planning and; Lake Macquarie City Council. The consultation with Lake Macquarie City Council has included a Pre-D.A. meeting and subsequent meeting, to finalise agreement on the extent of supporting reports required.

5. Purpose of the Document

The 1997 Pratten and Irving Rathmines Park Conservation Plan covered much of the information normally required in a Conservation Management document for a contributory item within a place of STATE level heritage significance.

That information included: assessment of the significance of the site as a whole; a Statement of Significance; Conservation Policy and Management Issues for the place and; discussion about the current level of interpretability of and recommendations for particular, significant contributory items, including the Rathmines Bowling Club.

NOTE: It should be noted that the assessment of heritage significance undertaken by Pratten and Irving, has been expanded in Section 7 of this document, to reflect the extent of the now current Standard Evaluation Criteria, in relation to the Bowling Club building, but confirms the STATE level significance of building (and place).

Therefore, the principal purpose of this document, is to review the fabric of the building in more detail and to "determine the significance of the existing fabric and to make recommendations on how the form and fabric of the original building, can be conserved, revealed or reconstructed.

6. Summary Thematic History of the Place

The following information is taken from the State Heritage Register listing for "Rathmines Park – former RAAF Seaplane Base".

The Rathmines site on the shores of Lake Macquarie was identified as a possible place for a flying boat base in 1936, when the Director of Duties, RAAF HQ Victoria Barracks, Melbourne gave instructions to investigate and recommend a site for a flying boat base in the Newcastle region. The Rathmines site was chosen.

During July 1938, No 5 Squadron from RAAF Base Richmond was sent to investigate landing areas and sites around the Lake Macquarie area for the establishment of the Rathmines Base and the eventual move of the squadron. Further surveys of the area were made in August 1939, and in September camp was set up, and arrangements were made to rent local cottages as living quarters. The Base became operational when the No 9 Squadron transferred form Point Cook, Victoria, to Rathmines, with Seagull flying boats. Catalina flying boats arrived at the Base in February 1941, and by September 1943 the Base was comprised of 14 Catalina's,

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two Seagulls, a Dornier and a Dolphin. During training, many personnel brought their families to live in the towns and villages near the Rathmines Base (Kingsland 2005) which influenced the establishment of other services such a school and post office. By that time, staff quarters and many other buildings including the Officer's Mess, were complete.

Rathmines was an important base for the Catalina flying boats and their Squadrons, which played a significant role in Australia's RAAF defensive operations during WWII. The RAAF operated 168 between 1941 and 1950, flown by four front line squadrons, two communications units and three air-sea rescue flights during World War II. The Catalina flying boats were the only aircraft to see service with the RAAF for the total wartime operations against Japan.

The Base housed the Operational Training Unit for Catalina aircrew. The Base also provided a Flying Boat Repair Depot, and a Marine Section Repair Depot. New flying boats were made in the USA, and were then converted at Rathmines for operational duties.

The base reached its peak strength of almost 3000 officers and other ranks in 1944-45, and was the largest flying boat base in Australia.

Many wartime heroes served at Rathmines including squadron commanders Group Captain Attire Wearne DSO DFC, Air Commodore W.Keith Bolitho DFC DFC (US), Wing Commander Dick Atkinson DSO DFC, Wing Commander Gordon Stilling DFC, Squadron Leader Lin Hurt DFC and Wing Commander G.U. 'Scottie' Allan (Kingsland 2005).

Rathmines Seaplane Base ceased operations by the end of 1952. After the war Catalina's were phased out, and in January 1952 the Catalina aircraft was declared surplus to requirements. Rathmines Seaplane Base was abandoned, and the site was sold in 1962 to Lake Macquarie Council. Many buildings were privately purchased and removed from the site or used by Lake Macquarie Council as community halls.

The Rathmines RAAF Base is on the western shore of Lake Macquarie. The design and construction of the RAAF Base at the beginning of WWII has resulted in a geometric layout of structures over the land on this site which reflect its use for military purposes.

When the Rathmines RAAF Base closed in 1956, there were more than 230 buildings and structures on the site. In 1997, ten of these remained, as follows:

1. The officers mess, adapted for use as the Rathmines Bowling Clubhouse
2. Part of the north-east hangar, adapted for use as the Christadelphian School
3. The inflammable liquids store, adapted for use as the Scout Hall
4. Substation No.2, now empty and not in regular use
5. The airmen's ablution building, adapted for use as Rathmines Catamaran Clubhouse
6. The picture theatre and gymnasium building, adapted for use as Rathmines Community Hall
7. The central boiler house, now stripped and used as a store
8. The emergency power house, now stripped and used as a store
9. The sergeants mess, adapted for use as Westlakes Music Centre
10. The hospital, now the Don Geddes Calatlina Memorial Nursing Home

In 1997, the former picture theatre and gymnasium building was the most intact of all the surviving structures on the site, and had the most original fabric. It was one of the Bases largest and most important buildings. The cinema hall is the largest in volume with a stage flanked by dressing rooms at the north-east end. Beyond this is the former gymnasium, though it has been altered and subdivided.

Other structures were also on the site in 1997, many altered or adapted, including:

11. A concrete stormwater channel
12. The bomb and fuel wharf, partly rebuilt
13. Part of the Marine Section timber wharf, now rebuilt as the 'F' wharf
14. The jetty and slipway complex at Styles Point
15. The concrete apron area
16. The bitumen hardstanding
17. The parade ground
18. The first septic tank installation
19. The second septic tank installation

In 1997, there were also many remains of structures on the site, including:

20. The pump house and duty pilots tower
21. The general stores building
22. The celestial trainer
23. The aircraft stores
24. The motor transport building
25. The parade ground saluting base
26. The central ironing room and laundry
27. A remnant of the south boundary fence
28. The battery room
29. The western hangars

In 1997 there was a significant amount of remaining physical evidence from the war time use of the Rathmines Base. The elements which remained varied in condition. Some have been largely altered and adapted for new uses, and some are in disrepair. There are two Aboriginal Artifact Scatters (one scatter and one isolated find) and a midden recorded within the area. **Date Condition Updated:** 15 Feb 06.

Following sale in 1962; several structures leased: Picture Theatre and Gymnasium for Rathmines Communbity Hall; Flammable Liquids Store for Scout Hall; Aimen's Ablution Block for Sailing Club; Officer's Mess for Rathmines Bowling Club; Sergeants Hall for Westlake Music Centre. Base Hospital sold off to private interests; Workshops to Bible School. Many buildings were also sold and removed. Catalina Memorial constructed on the site in 1972.

The detailed description of the former Officer's Mess building contained in Section 4.2.8 of the Pratten and Irving Conservation Plan, reads:

Originally the Officers' Mess, this building was flanked by the tennis court on the northwest (now a car park), by the officers' sleeping quarters (now partly the bowling green area), ablustion huts and garage, Adjacent to the mess was a small recreation room, the site of which is occupied by a recent brick extension to the Bowling Club. A further recent addition is at the north-west comer of the former mess and there are many alterations to fenestration and the roof forms. Most of the extensions are notably unsympathetic to the character of the original building (Photograph 17).

The original building was a timber framed and gable-roofed single-storey structure, erected in the same materials as and in similar form to the picture theatre and gymnasium building; i.e, stud walls sheeted in weatherboards up to window sill level and flat asbestos-cement sheeting above, roofing of corrugated asbestos-cement with battened eaves and verge soffits, timber flooring and lining of wallboard and asbestos-cement, with timber windows. Much of this structure remains, including an early skillion extension, but subsequent additions have obscured the original form and some of the roofing has been replaced.

The small brick boiler house adjacent on the south-west side appears to be in original form but is now a store with a metal roller shutter door. It has a prominent brick chimney, a roof of asbestos-cement with a ventilating ridge, and a steel framed window with a sill of canted bricks.

In the water north-coast the Bowling Club there is a swimming enclosure in about the same position is the baths shown on the survey plan.

The Bowling Clubhouse as historic significance for its association with the former Seaplane Base and social significance for its continuing association with the Rathmines and district community.

The history of the development/adaptation of the building, since its completion in 1940, can be described as follows:

Building	Building Form	Construction	Date
Officers' Mess	Gable roof. Return at western end Lean-to NW side Verandah to NE	Timber floor Timber frame Timber roof trusses at 3.8 c/c Asb cem roof Timber d/h windows Clerestoreys	1940
Officers' Mess extension	Lean-to to SE side (4 bays) fireplace	Similar construction to original building	1940
Boiler House – now Store Room	Gable roof	Conc floor Brick walls Asb cem roof Steel framed window	1940
Officers Mess roofing		Replacement of asb cement roofing with green corrugated colorbond	
Operational wall dividing function room from members bar		Modernfold door	
NW lean-to part demolition for kitchen extension			1983 (BA 1973/1983)
Kitchen, Ladies, and Admin offices	Lean-to with low pitched roof, internal gutters and parapets	Conc floor, Brick walls, Metal roofing, Alum windows	1983 (BA 1973/1983) Dwgs dated 1978
Green keepers shed	Low pitched skillion roof	Conc floor	

Building	Building Form	Construction	Date
Men's toilets + disabled wc in place of original kitchen		Internal alterations	1991
Windows – Gaming Lounge – SE elevation		Replacement of timber windows with timber	1991
Gaming Lounge – internal extension		Alteration from toilets to Gaming Lounge	1991
Bar + storage (back of house)		Internal alterations	
Windows and doors – NE & SE elevations		Replacement of timber windows and doors with aluminium	
Memorial wall	SW wall of Function room	Brick	
Awning over entry and smoking area	Lean-to awning	Corrugated green colorbond	1987
Bowling green lights (6)			DA449/ 1991

7. Significance of Site and Building

The assessment of the significance of the former Rathmines Air Force Base site, discussed in Sections 5.4 (Nature of Significance), 5.5 (Some Particular Considerations) and 5.6 (Statement of Significance) of the Pratten and Irving Conservation Plan, were prepared prior to the development of the now standard, seven Evaluation Criteria, with their attendant Inclusions and Exclusion Guidelines. Elsewhere in the Conservation Plan the authors advise that the Rathmines Base was the largest of its type in Australia, but this finding is not reflected in the Statement of Significance. No level of overall significance is stated.

However, the Statement of Significance for the Base, as contained in the State Heritage Register listing, clearly confirms the significance of the place in the history of the state and nation:

The Rathmines RAAF seaplane base played a pivotal role in the defence of Australia in World War II. It was the largest seaplane base in the Southern Hemisphere and was the longest serving during the war effort. It is the most intact example of an RAAF WWII seaplane base in Australia.

Rathmines RAAF Base is significant as a flying boat base used for the defence of Australia in World War II. During WWII, it was a major boat base in NSW, and was the largest boat base in Australia. It is understood to be the only flying boat base in NSW with a significant amount of physical fabric remaining.

The Rathmines RAAF Base is important through its use as a base for the seaplanes used in WWII, particularly the Catalina flying boat, which had the ability to land and take off in calm water, and had great endurance over long distances. The Catalina was one of the most successful flying boats produced and its qualities made the aircraft important in the defense of Australia during WWII.

The Rathmines RAAF base is significant as it was a centre for training, housing the Operational Training Unit for Catalina crew and providing training to over 200 Catalina crews during the war. The Base was also important as a repair centre for the flying boats and was the location of a Flying Boat Repair Depot.

The Rathmines RAAF Base is significant through its association with specific WWII events. The Base's flying boats were involved with the mining of Manilla Harbour, and played an important part in the Battle of the Coral Sea.

The Base has continuing social significance to WWII service personnel, and to the community of Lake Macquarie, who recognise the site's history and continue to use the site, creating an evolving landscape which retains significant elements of the RAAF Base.

It had a dramatic impact on the housing and road development within the area (Suters Architects Snell 1993) **Date Significance Updated:** 16 Feb 05.

In relation to the former Officers' Mess building there is a general statement about the "significance" of the "Rathmines Bowling Club" in section "4.2.8 Other Buildings and Structures", of the Plan. No attempt will be made here, to re-examine the significance of the site itself, because it is recognised as having been of significance to the nation, and is included on the State Heritage Register. However, the level of contributory "Significance" of the former Officers' Mess, should be re-examined briefly in relation to the standard Evaluation Criteria, with particular attention paid to the comparative significance of all existing physical evidence.

Criterion (a) item important in the course or pattern of NSW cultural or natural history

The bulk of the surviving fabric, to the initiated, demonstrates links with a highly significant historical phase and process – significance to the state and nation. Items which demonstrate connectivity with a nationally significant event, meet the INCLUSION GUIDELINES, irrespective of the intactness of the item.

This building has similar significance to every other surviving physical element on the site in this context.

Criterion (b) item has strong or special association with the life of a group of persons of importance in NSW cultural history.

The building meets the INCLUSION GUIDELINES under this criterion because it is associated with a large group of service personnel during wartime.

It is of significance to state and nation in this context.

Criterion (c) important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW.

The building does not meet the INCLUSION GUIDELINES under this criterion.

Criterion (d) item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons.

The building is important to the wider Rathmines community as well as to the Club members for its more recent cultural associations. It meets the INCLUSION GUIDELINES under this criterion, but for its LOCAL significance only.

Criterion (e) item has potential to yield information that will contribute to an understanding of NSW cultural or natural history.

The building has been altered to the extent that it no longer has such potential. It does not meet the INCLUSION GUIDELINES under this criterion.

Criterion (f) item possess uncommon, rare or endangered aspects of NSW cultural or natural history.

The only example of its type in the region, it adequately provides evidence of its original purpose and therefore, meets the INCLUSION GUIDELINES under this criterion.

Criterion (g) item important demonstrating the principal characteristics of a class of NSW cultural or natural places.

The building remains substantially intact and has the principal characteristics of buildings of its type – of themselves rare nationally. It meets the INCLUSION GUIDELINES under this criterion as being of National significance.

In terms of GRADING, the building is EXCEPTIONAL, for being rare in the state and being relatively easy to interpret for its original purpose. The alterations are not such as to significantly diminish its significance.

8. Elements on which Significance of Building is Based

The elements continuing to contribute to the level of significance of the building, are as described in Section 4.2.8 of the Pratten and Irving Conservation Plan and added to below:

- Highest Level of Contributory Significance

  All Fabric excluding:

  - roof cladding
  - aluminium windows and doors
  - internal walls generally
  - internal ceilings generally
  - internal fittings and fitments generally
  - extensions of N-W and S-E facades of building

Note: High end significance fabric includes: external semi-circular road kerbing to S-E of building; Boiler House; fire hydrant stands; pine tree to N-W of building and covered concrete floor to former stage area.

- Elements of Lower Contributory Significance

All fabric not included above (which includes Bowling Greens and Memorial Wall), as these were not associated with the original purpose of the building.

The annotated photographs which follow demonstrate the contributory and non-contributory fabric.



VERANDAH FAÇADE

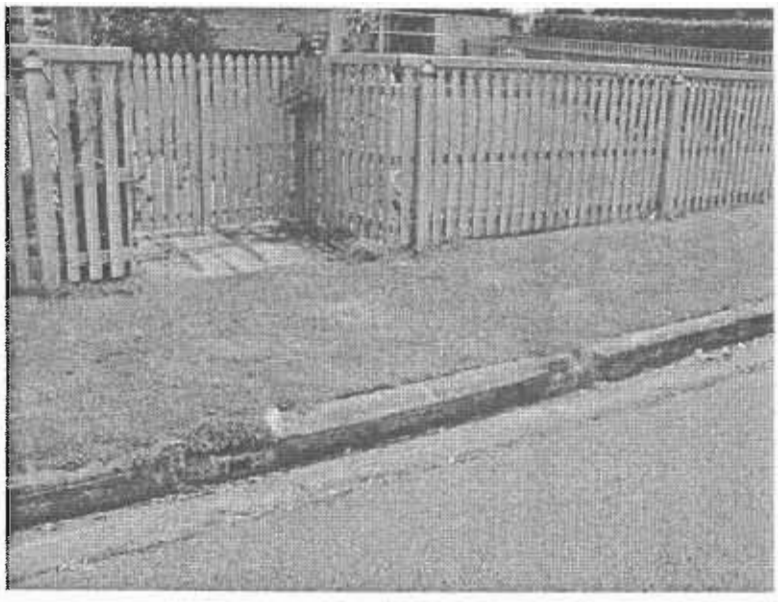
Original: Gable Roof from and eaves soffit detailing; gable vent (part concealed)
Non-Contributory: See photo 2 for information.



VERANDAH FAÇADE

Original: Verandah timbers; gable end; cladding material; steps and brick sidings.
Removed: Northern corner of roof gable and; first bay of Northern corner of verandah. Original door to verandah.

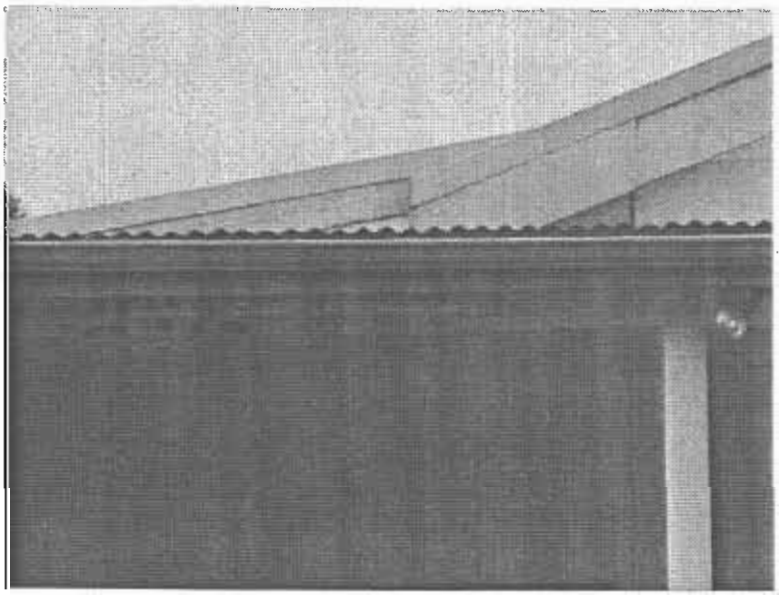
Non contributory: Brick Addition to North corner of N-W façade, including intrusive metal fascia; Aluminium doors and full height window; paving.



VERANDAH FAÇADE

Original: street kerbline and stormwater discharges. Topography.

Non-Contributory: picket fence



VERANDAH FAÇADE

Note: New Barge board insert otherwise, all visible fabric is Original.



NORTH-WESTERN CORNER OF BUILDING

Contributory: Road; Road kerbing; ground levels in foreground; mature pine tree.



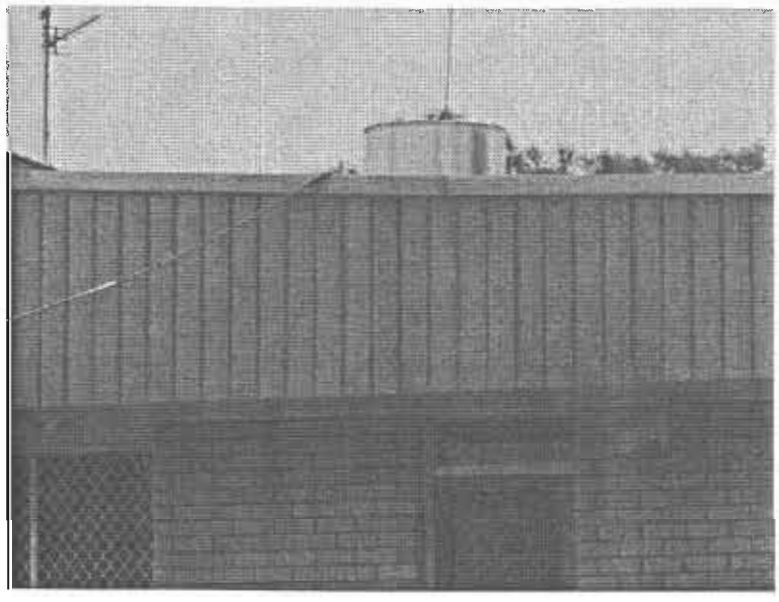
Original: Ground line and former Officers' Mess building behind brick extension.

Non-Contributory: Flat roofed brick extension with deep metal fascia.



NORTH-WEST FAÇADE. MID-SECTION

Original: Eaves line and roof at far right, including upper ridge line and clerestory roof form; weatherboard and sheet cladding with batten trim; window openings.



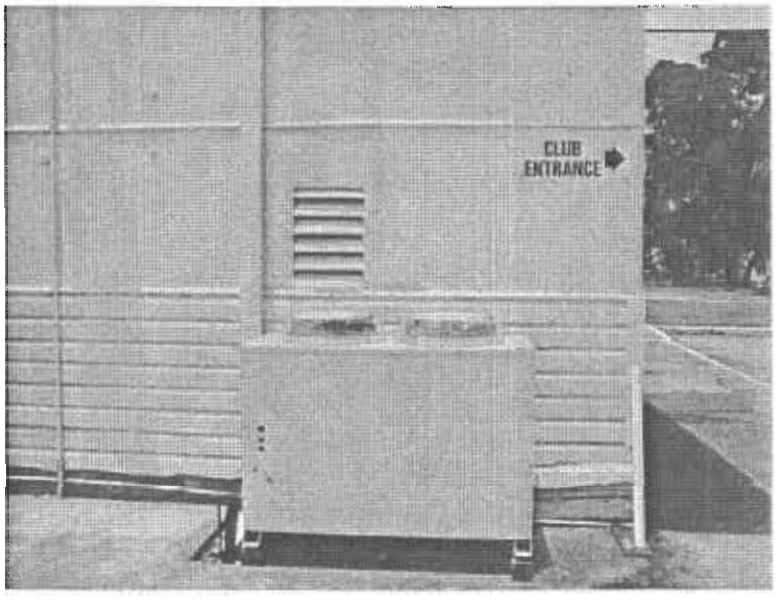
Non-Contributory: All of the brick and metal fascia extension. Note also, intrusive kitchen vent.



NORTH-WESTERN CORNER OF BUILDING

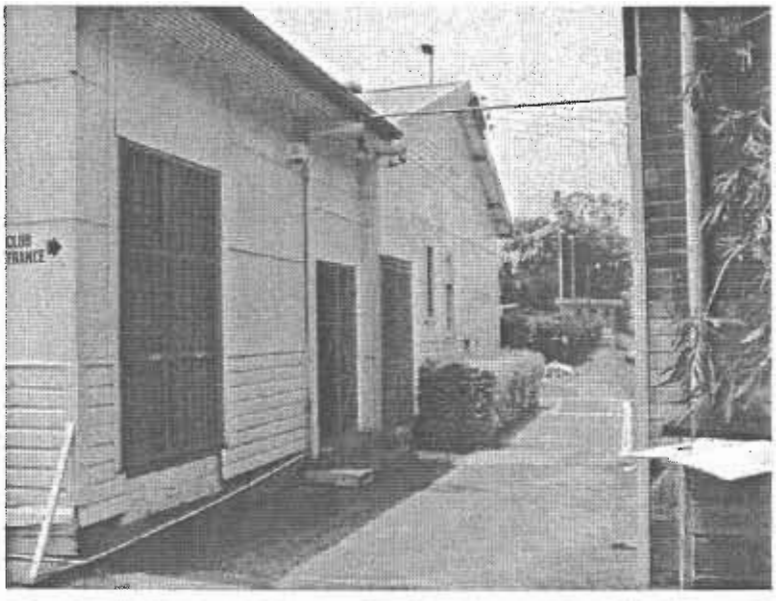
Original: Fire hydrant standard and ground level

Non-Contributory: Brick extension.



All original cladding fabric except possibly, vent.

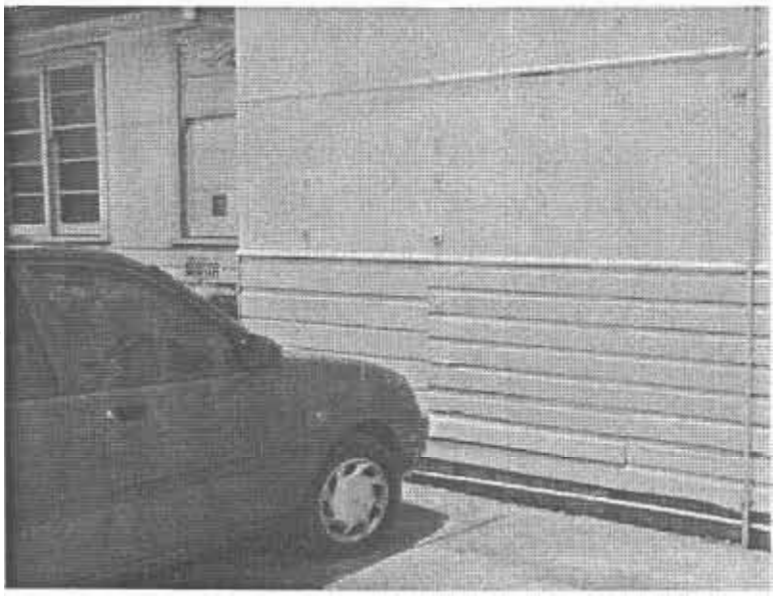
Non-Contributory: Free standing motor.



SOUTH-WEST CORNER OF BUILDING

Original: all visible fabric of former Officer's Mess and Boiler House (right), except:

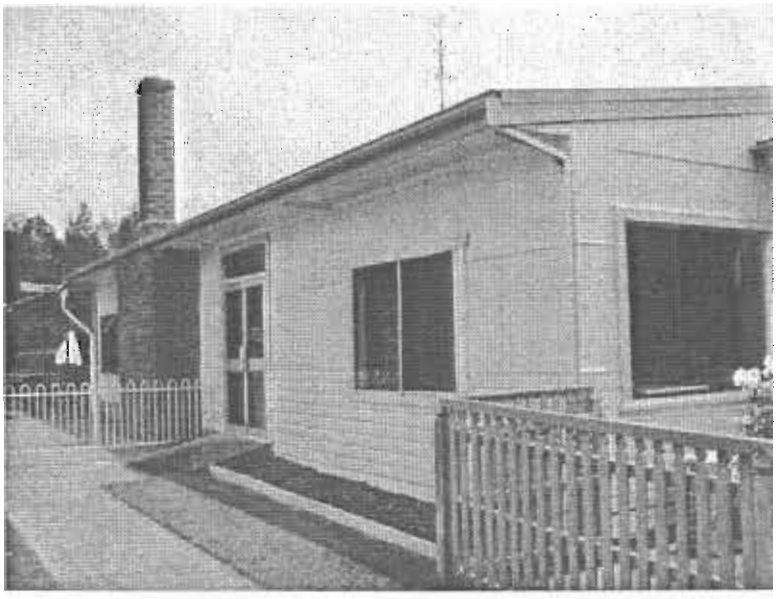
Non-Contributory: new concrete floor and door opening foreground left and; more recent door opening, third from left.



NORTH-WEST FAÇADE. S-W CORNER

Original: Weatherboard and a/c street cladding with batten trim. Original window openings and window far left.

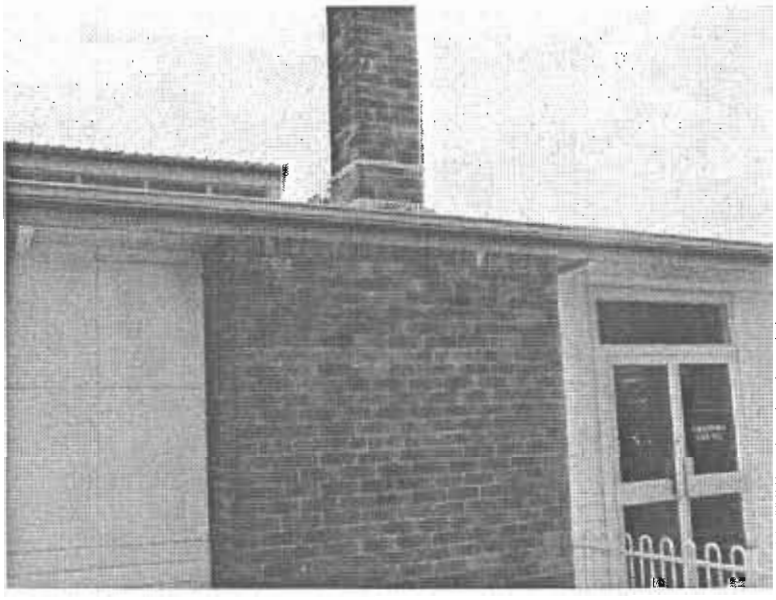
Non-Contributory: More recent weatherboard replacement, middle left.



NORTH-EAST CORNER OF SOUTH-EAST FAÇADE

Original: Building footprint; cladding materials and brick chimney; eaves line and gable end with barge board; window openings.

Non-Contributory: Windows; Al. double door; pavings; picket fence.



SOUTH EAST FAÇADE

Original: All visible fabric except al. doors and al. fencing. Timber and a/c cladding, brick chimney, clerestory windows, eaves line and eaves soffit detail, all original.



ENTRY SOUTH-EAST FAÇADE

Original: timber and sheet cladding; clerestorey windows.

Non-Contributory: Roof awning and columns; aluminium doors and windows; brick wall a right; pavings; al. fencing.



ENTRY ON SOUTH-EAST FAÇADE

Original: Fire hydrant standard and external wall cladding

Non-Contributory: Aluminium doors; all paving; aluminium fencing.



VIEW S-W FROM WITHIN FUNCTION ROOM

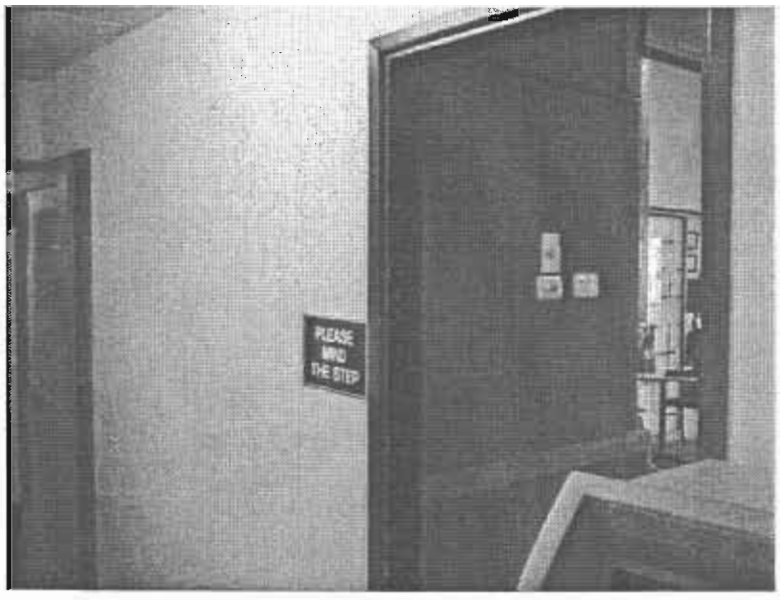
Original: Line of wall and wall finish; flooring timbers. Note: Concrete Floor beneath former Stage original and all roof truss structure original.



VIEW N-W TOWARDS ORIGINAL ELECTRICAL CABINET

Original: Structure only.

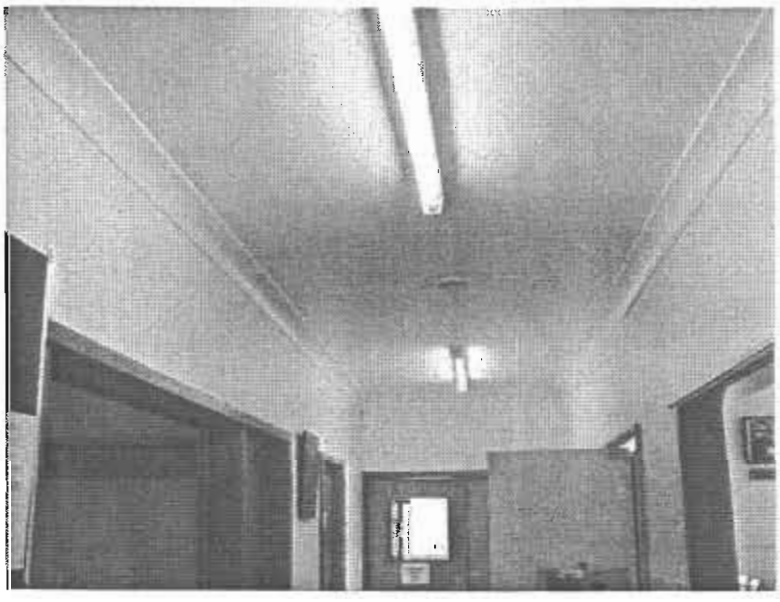
Non-Contributory: Finish and cornices.



VIEW EAST TOWARDS ORIGINAL ELECTRICAL CABINET FROM WITHIN CORRIDOR

Original: Cabinet structure and both visible door openings.

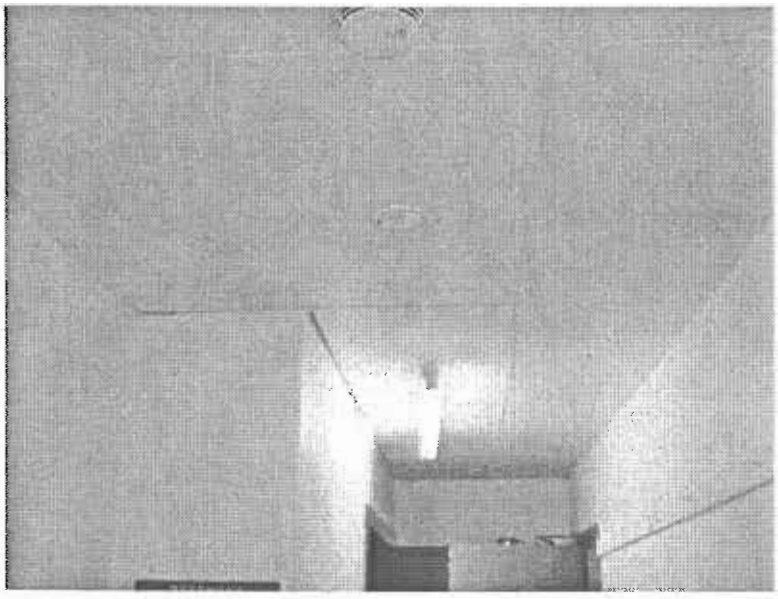
Non-Contributory: Wall and ceiling linings and finishes.



INTERIOR N-E to S-W CORRIDOR

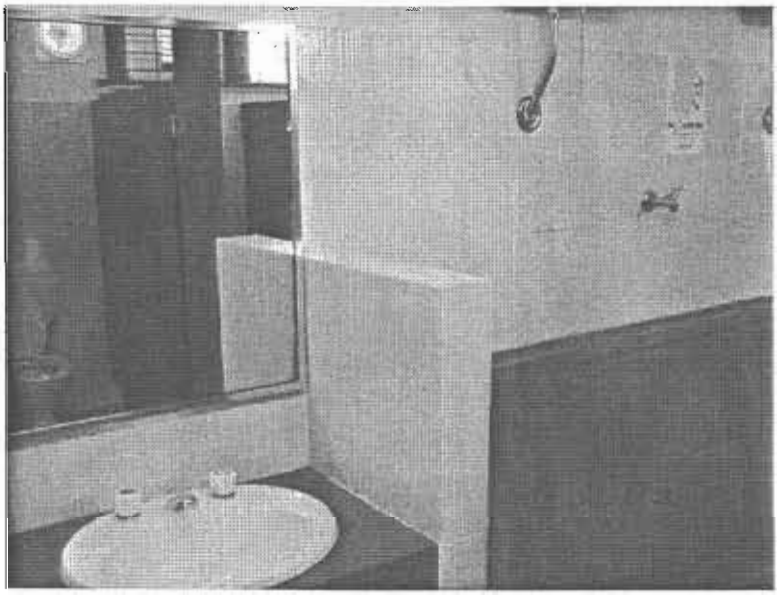
Originals: Door Openings.

Non-Contributory: all wall and ceiling linings. Note: Ceiling appears to be fixed to concealed original.



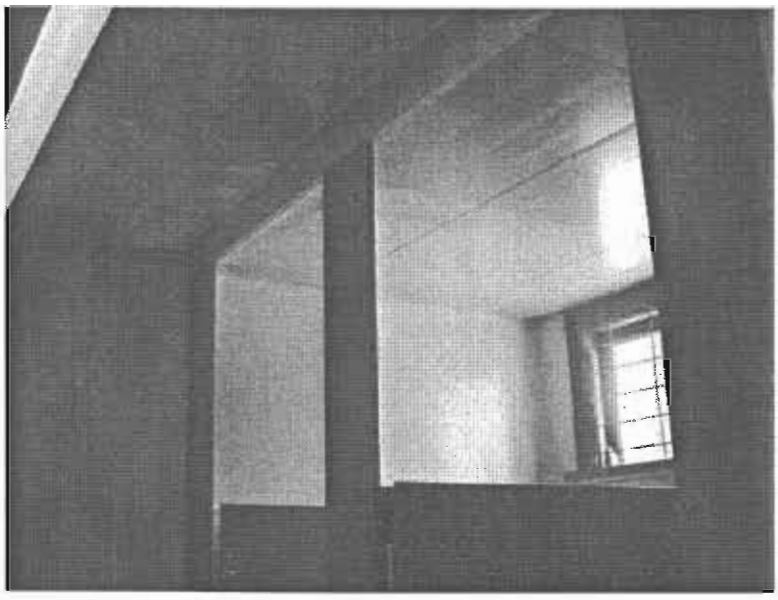
MENS TOILET

Plasterboard drop in ceiling with metal rails, all non-contributory. Original ceiling set approx 150mm above suspended ceiling level.



MENS TOILET

All finishes Non-Contributory.



VIEW WEST IN MENS TOILET

All fabric Non-Contributory.

9. Condition of Building and Elements

The former Officer's Mess building was in a vandalised, but structurally sound condition when first occupied by the Rathmines Bowling Club in 1972. It has since been stabilised and remains structurally sound and defined substantially by: original fabric and silhouette and by; original, internally visible roof structure.

The original building structure including pre-cut hardwood timber frames and floorboards, asbestos cement and timber weatherboard wall claddings, double hung timber-framed window and timber-framed doors, open timber roof trusses and timber-framed and glazed clerestorey windows, remains essentially intact and interpretable.

Removal of original expressed external elements includes:

- The first three windows in the South-Eastern façade, counting from the S-E corner. (The current windows are timber and in sound condition, but are replacements)
- The next three bays are replacement aluminium windows and doors. Good condition.
- The remaining South-Eastern elevation windows are in sound condition but again, are not original.

The expressed elements of the Southern sector of the North-Western elevation remain in sound condition, substantially as originally constructed.

Internally, the timber floors and open roof trusses, with visible clerestorey windows and the dors leading to the North-Eastern verandah, are the principal original interpretable fabric and are in sound condition.

The original concrete floor in the middle of the building, (under original stage area), appears to remain intact.

10. Conservation Policy

10.1 Defining Curtilage

The NSW Heritage Office publication "Heritage Curtilages" defines the term in the following way and provides justification for the application of the concept of it:

When a heritage item is being considered for listing or management purposes, a decision usually needs to be made about the extent of land around it which should be defined as encompassing (or forming basis of) its heritage significance. This are of land is known as a "heritage curtilage".

Retaining an appropriate area of land, or curtilage, around a heritage item is generally integral to retaining and interpreting its significance.

The heritage curtilage should contain all elements contributing to the heritage significance, conservation and interpretation of a heritage item. The curtilage is defined by a line on a map, which will not necessarily coincide with the property boundary.

A curtilage is usually used to establish the boundaries of a visual catchment or zone, including all or part of a cultural landscape, which may be worthy of special

protection, so that interpretation of particular concepts of a building, from particular directions, can be protected. Different types of protective management controls may be appropriate for different types of heritage curtilages.

The "Heritages Curtilages" document identifies four types of curtilages, the most common being based simply on the lot boundary of the particular item.
In this instance:

- The former Officer's Mess building was located in close proximity to the barrack-like Officer's Quarters immediately to its South-East. The open space provided by the Bowling Greens, did not exist.
- The building was flanked on its South-West by an umprepossessing Boiler House, which in turn separated it from an immediately adjacent service road. That façade was basically devoid of openings.
- The only "designed" element of the entire façade of the building, was the verandahed North-Eastern façade and
- The North-Western façade, which otherwise exposed to the service road, was soon flanked by tennis courts and
- Visitation to this remote end of the former Base site, is related only to the Bowling Club use.

For these reasons, it is considered that:

- To allow for future visual interpretation via curtilage, of the "front verandah" façade, should be the more important concern and
- To allow for future visual interpretation via curtilage, of the South-Western façade of the buildings, is of secondary concern.
- Now that space is available on both sides of the building, continued interpretation of the two façades – but more particularly the building profile and roof detail – is desirable. However, it should be noted that on both façades, substantial, inappropriate alterations and extensions have occurred – as noted by Pratten and Irving.

Policy: To avoid development which occurs:

- Between North-Eastern façade and the service roadway – and preferably including between service roadway and foreshore.
- Obscures the form of the original ridgeline, clerestorey windows and gable roof forms.

10.2 Recording Condition

The photographs contained in Section 8 of this document, appropriately record the current (January 2009) of contributory and non-contributory parts of the building, both internal and external.

Policy: Record all particular areas of fabric where alteration is proposed.

10.3 Conservation of Fabric

Policy:

- All fabric identified as contributory should be retained in total if possible. Any intervention should only occur as last resort and should affect as little as possible of the significant fabric.
- The corners of the existing, original, rectangular form of the building should not be compromised.
- Do not further alter the main roof structure, including ridgeline, N-E, S-W and Southern gable on N-W façade, roof trusses and clerestorey roof forms.
- Where possible, reinstate/reconstruct missing verandah elements.
- When possible, remove non-contributory elements – especially inappropriate extensions – and attempt to reveal and interpret original forms and fabric.
- Avoid removal of original flooring and wall materials.
- Avoid further alterations to original wall and door openings.
- Avoid addition of further incompatible building forms.
- Where additions have are necessary to the exterior of the building, for the sake of future interpretability of the original footprint, ensure that as much as possible of any addition, is transparent.
- Avoid: noticeable change of level of the ground surface (former tennis court area) on N-W of building.
- Avoid alteration to surviving semi-circular kerbline to S-E of building.
- Where any future intervention requires the removal of original fire hydrant standards, ensure that all hydrants are retained on site and relocated to locations where interpretation remains possible.

10.4 Interpretation

Policy:

- When possible, increase the information available on site, about the history of the place.
- Use any and all physical intervention, as an opportunity to research ways of revealing more of the contributory fabric of the building.

10.5 Policy Review

Conservation Management Policy should be reviewed at each review of this document and in any event: upon any change of lease of the place and; whenever Council reviews its Corporate Management Plan.

11. Conservation Strategy

11.1 Responsibilities – Owner and Lessee

The building is a component of a place of great heritage significance. Cooperative management of the place is essential to preserve/maintain its current level of significance.

- Any Lessee must be educated by Council about the significance of the place and its management implications and must be encouraged to consult Council in relation to any proposed intervention into the building fabric – and into associated fabric identified previously.

11.2 Future Interventions

As above, any Lessee must consult Council in advance of any proposed intervention into building fabric and immediately adjacent ground levels.

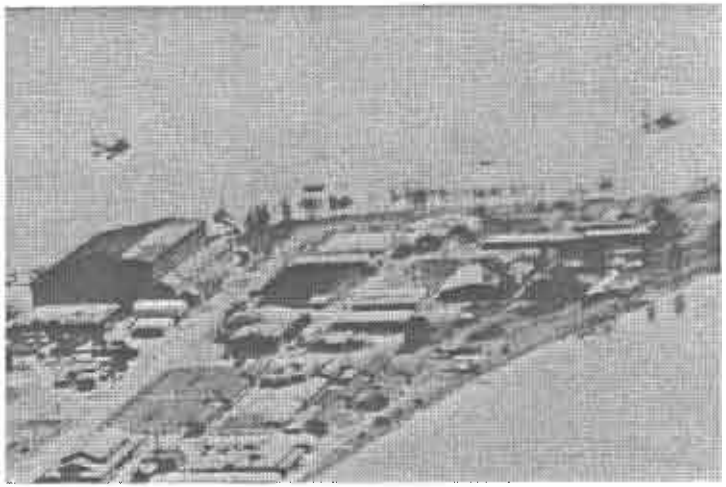
11.3 Strategy Review

Cooperative Conservation Management Strategies should be reviewed as indicated above, for Policy.

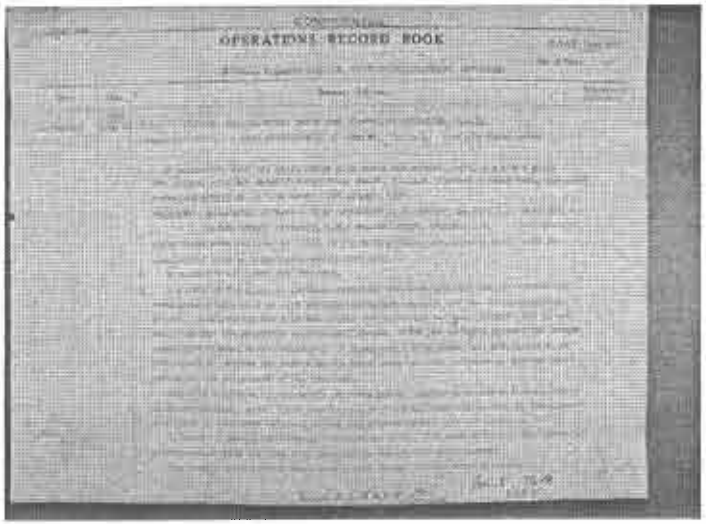
Appendix A

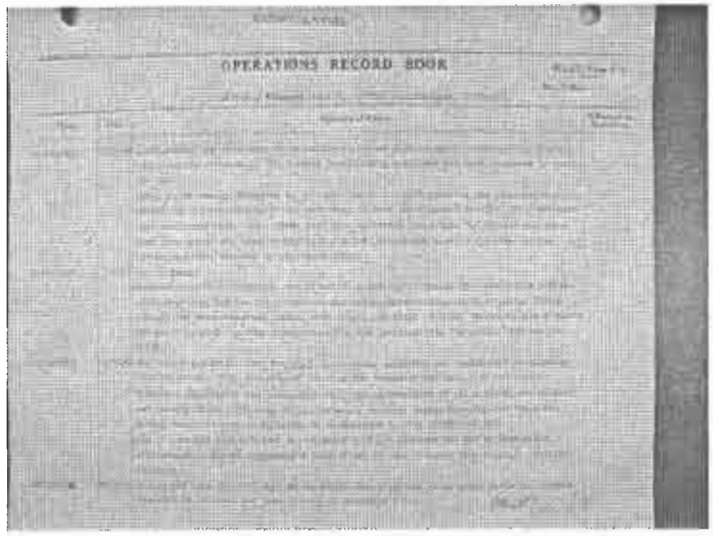
Historic Photographs of Site Development

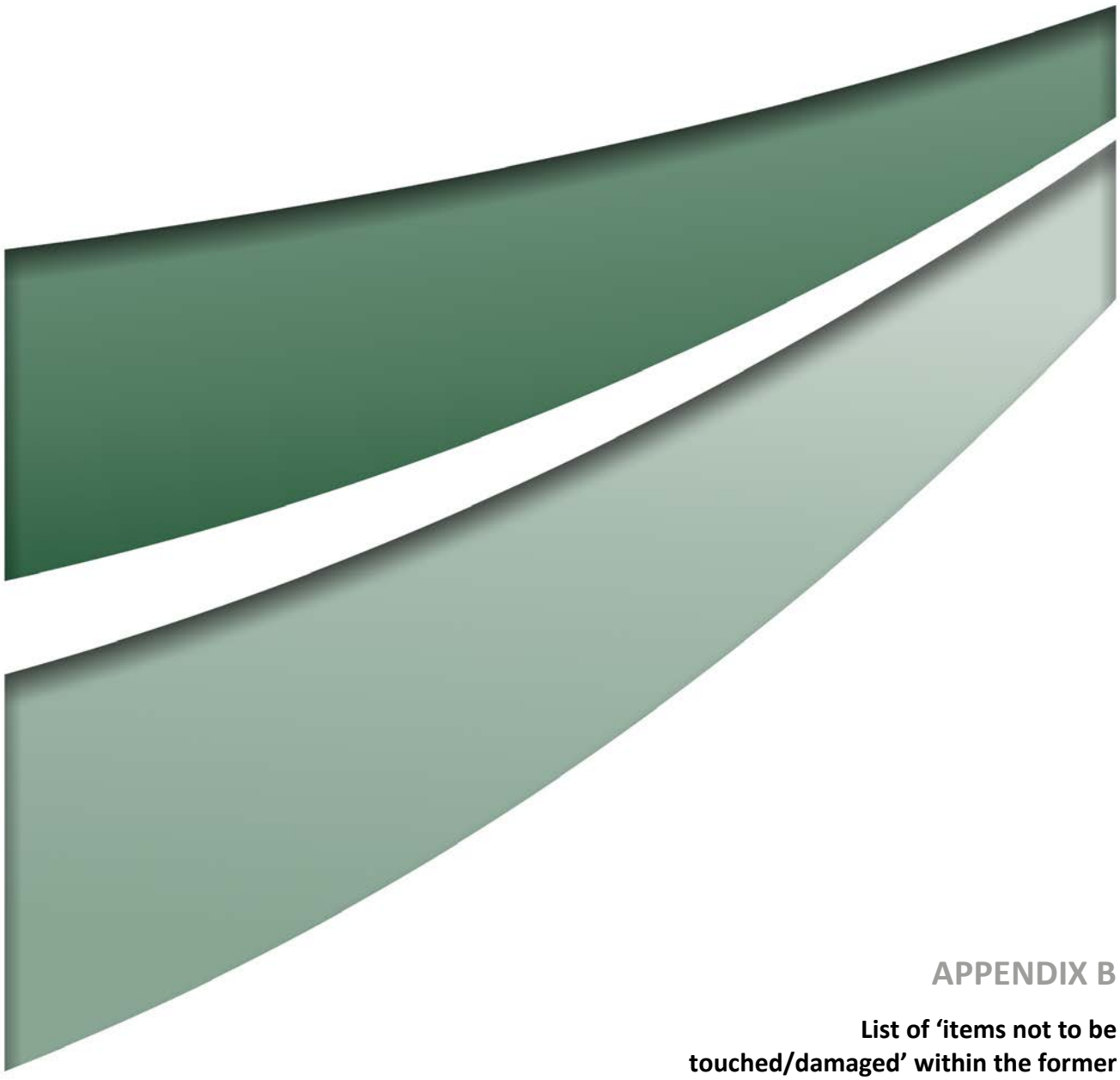







OPERATIONS RECORD BOOK


OPERATIONS RECORD BOOK



APPENDIX B

List of 'items not to be touched/damaged' within the former Picture Theatre and Gymnasium building, prepared by EJE Heritage, 2017

STATEMENT OF HERITAGE IMPACT

ASBESTOS REMOVAL
RATHMINES COMMUNITY HALL
1 OVERHILL ROAD
RATHMINES NSW 2283

PART LOT 64 DP 596913



Prepared by EJE Heritage
February 2017
11706-SOHI-001 Issue B

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ABN 82 644 649 849

5. PROPOSED WORKS

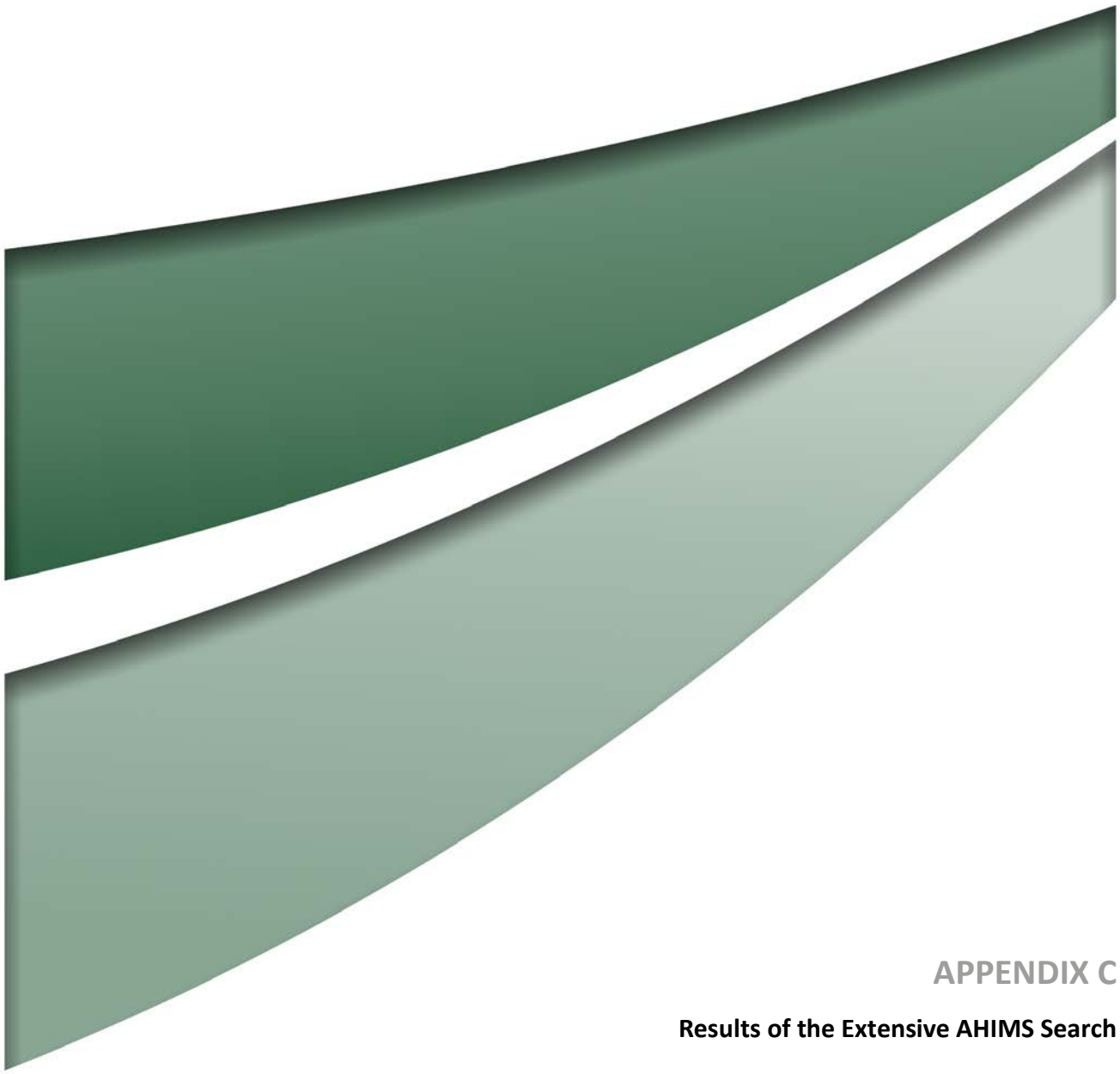
Scope of Works as per Lake Macquarie City Council brief.

ROOM #	REMOVE	M2	REMOVE / CLEAN / TEST / STORE	ITEMS NOT TO BE TOUCHED/DAMAGED
6 Eastern Dressing Room	Wall linings	78	2 x Wall vents above the windows on the Eastern wall	
	Ceiling linings	35		
	Floor covering	35		
7	Wall linings	115	2 x Wall vents above the windows on the Eastern and Northern walls	Brick fire place (#1)
	Ceiling linings	80		Inner stone hearth in front of fire place
	Piano	N/A		Timber flooring
8	Wall linings	12	1 x Wall vent above window on Northern wall	
	Ceiling linings	3	Wall mirror	
	Compressed Floor Sheeting	3		
9 & 10	Wall linings	40	2 x Wall vents above the windows on the Northern wall	
	Ceiling linings	10		
11	Wall linings	45		
	Ceiling linings	13		
	Floor covering	13		
12	Wall linings	57	1 x Wall vent above window on Northern wall	Timber wall panelling & trims (#2)
	Ceiling linings	31		Timber skirting at base of timber panelling (#2)
	Floor covering	31		
13	Wall linings	26	2 x Wall vents above the windows on the Northern and Western walls	Timber wall panelling & trims (#3)
	Ceiling linings	12		Timber skirting at base of timber panelling (#3)
	Floor covering	12		
14	Wall linings	33		
	Ceiling linings	7		
	Floor covering	7		
15	Wall linings	43	1 x Wall vent on the Western wall	Timber wall panelling & trims (#4)
	Ceiling linings	10		Timber skirting at base of timber panelling (#4)
	Floor covering	10		
16	Wall linings	67		
	Ceiling linings	30		Timber Flooring
17A Western Dressing Room	Wall linings	69		
	Ceiling linings	30		
18 Stage	Wall linings	112	Timber cornice (#6)	Timber wall panelling & trims
	Ceiling linings	31	2 x Masonite panels with "HARP" cut outs (#7)	Timber skirting at base of timber panelling
	Floor covering	31		Arch above stage (#5)
				Access ladder to ceiling space
19 Hall	Wall linings	219	Timber cornice (#6)	Timber wall panelling & trims (#8)
	Ceiling linings	271	Lighting Bar (#9)	Timber skirting at base of timber panelling (#8)
				Timber flooring
20 Male Toilet	Ceiling Lining including void ceiling	6		

21 Male Toilet	Ceiling Lining including void ceiling	6		
24 Southern Entrance	Ceiling lining from the entry door to bulkhead adjacent to the stairway entry only	19	Timber door to old ticket booth - Remove FC panel (#10)	Plaque (#11)
25 Female Toilets	Ceiling linings	25		Timber cubicle doors (#12)
	Cupboard linings – walls and roof	10		
26 Committee Room	Wall linings above timber panelling	37	2 x Wall vents on the Western wall	Timber bench seating along Eastern wall (#14)
	Ceiling linings	86	3 x Wall vents on the Southern wall	Timber wall panelling & all attached signage
	Floor covering	86		Timber skirting at base of wall panelling
				Water tap on the Southern wall (#13)
27 Stairwell	Wall linings	47	Timber mouldings on stairs fixed to wall linings	Timber stairs
	Ceiling linings	6	Timber handrail and brackets	
28 Projector Store Room	Wall linings	32		
	Ceiling linings	9		
	Metal Hanging Frame	N/A		
29 Projector Room	Wall linings	52	Metal range hood hanging from ceiling (#15)	
	Ceiling linings	21		
	Floor covering	21		
	2x Filing Cabinets	N/A		
Roof Space	ACM dust and debris			

The proposed works are purely intended to remove existing asbestos material and therefore the source of asbestos contamination from the building so it can be returned to its intended community gathering purposes.

Detail items which contribute to the significance of the Community Hall have already been identified and are listed in the column of items 'not to be touched/damaged'



APPENDIX C

Results of the Extensive AHIMS Search

AHIMS Web Services (AWS)

Extensive search - Site list report

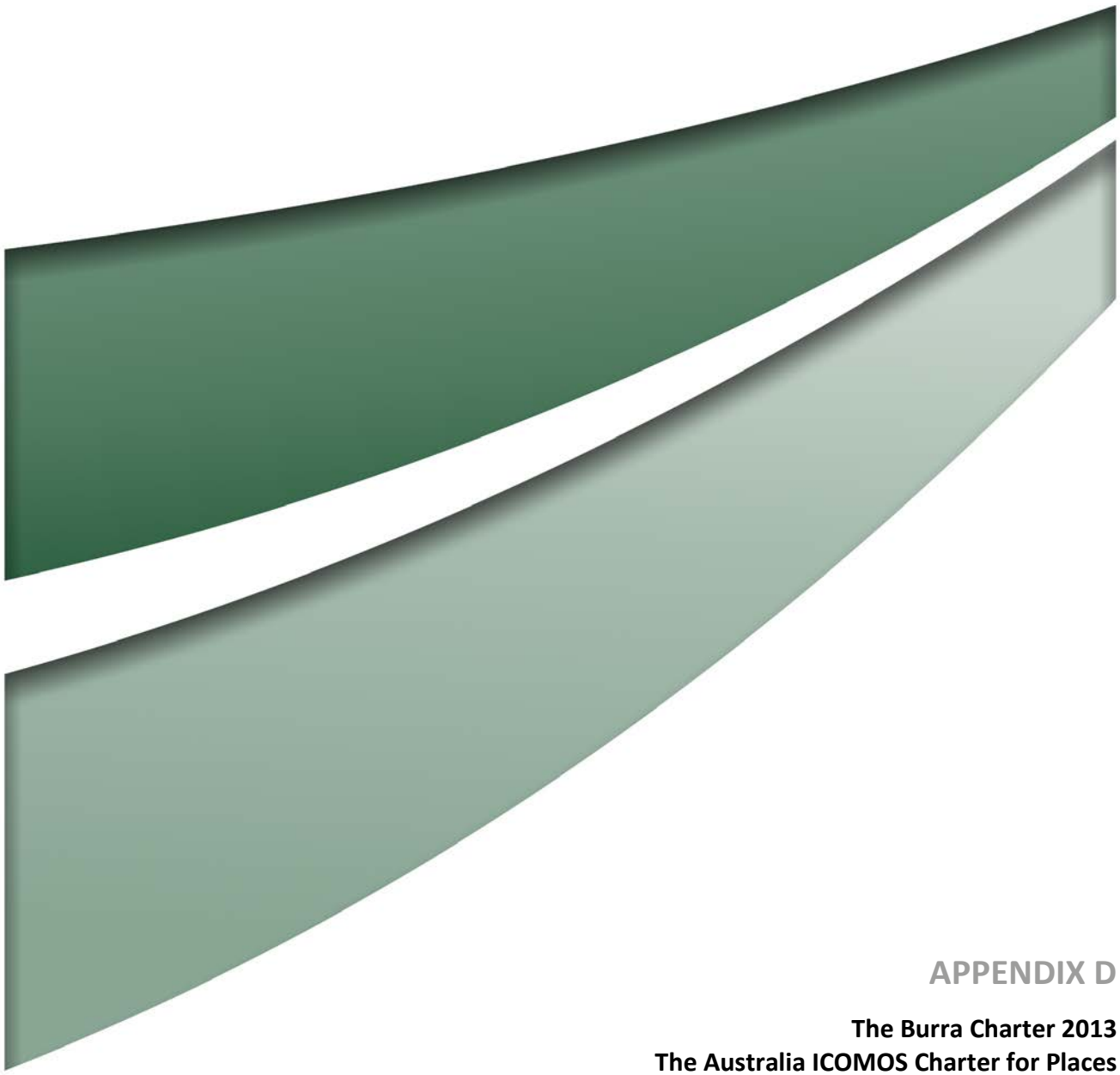
Your Ref/PO Number : Rathmines

Client Service ID : 316195

SiteID	SiteName	Datum	Zone	Easting	Northing	Context	Site Status	SiteFeatures	SiteTypes	Reports
45-7-0202	Coal Point 1(Swansea)	AGD	56	370030	6343000	Open site	Valid	Shell : -, Artefact : -	Midden	3029
	Contact	**Recorders**	Mary Dallas Consulting Archaeologists,Kerry Navin					**Permits**	691,729	
45-7-0211	Styles Point 2;	AGD	56	368450	6343990	Open site	Valid	Shell : -, Artefact : -	Midden	
	Contact	**Recorders**	L.M Nelson					**Permits**		
45-7-0212	Styles Point 1;	AGD	56	368450	6343900	Open site	Valid	Shell : -, Artefact : -	Midden	
	Contact	**Recorders**	L.M Nelson					**Permits**		
45-7-0356	77 Coal Point Road	GDA	56	369764	6344138	Open site	Destroyed	Artefact : 1, Shell : 1		
	Contact	**Recorders**	Insite Heritage Pty Ltd,Insite Heritage Pty Ltd,Ms.Elizabeth Wyatt,Mr.Eden Wyatt					**Permits**	3937	
45-7-0365	Dorrington Road Artefact Scatter 1	GDA	56	367340	6344035	Open site	Valid	Artefact : -		
	Contact	**Recorders**	Umwelt (Australia) Pty Limited,Mr.Kirwan Williams					**Permits**		

Report generated by AHIMS Web Service on 05/12/2017 for Karyn Virgin for the following area at Lot : 64, DP:DP596913 with a Buffer of 1000 meters. Additional Info : data. Number of Aboriginal sites and Aboriginal objects found is 5

This information is not guaranteed to be free from error omission. Office of Environment and Heritage (NSW) and its employees disclaim liability for any act done or omission made on the information and consequences of such acts or omission.



APPENDIX D

The Burra Charter 2013
The Australia ICOMOS Charter for Places of Cultural Significance

THE BURRA CHARTER

The Australia ICOMOS Charter for Places of Cultural Significance 2013



AUSTRALIA ICOMOS
International Council on Monuments and Sites

Australia ICOMOS Incorporated
International Council on Monuments and Sites

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.

This publication may be reproduced, but only in its entirety including the front cover and this page. Formatting must remain unaltered. Parts of the Burra Charter may be quoted with appropriate citing and acknowledgement.

Cover photograph by Ian Stapleton.

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ISBN 0 9578528 4 3

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

Explanatory Notes

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.

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.

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.

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.

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

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.

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

See also Article 14.

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*.

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

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

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

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.

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

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.

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	Explanatory Notes
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.	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.
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.	Objects at a place are encompassed by the definition of place, and may or may not contribute to its cultural significance.
1.15 *Associations* mean the connections that exist between people and a *place*.	Associations may include social or spiritual values and cultural responsibilities for a place.
1.16 *Meanings* denote what a *place* signifies, indicates, evokes or expresses to people.	Meanings generally relate to intangible dimensions such as symbolic qualities and memories.
1.17 *Interpretation* means all the ways of presenting the *cultural significance* of a *place*.	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.

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.

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

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.

Explanatory Notes

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

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.

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.

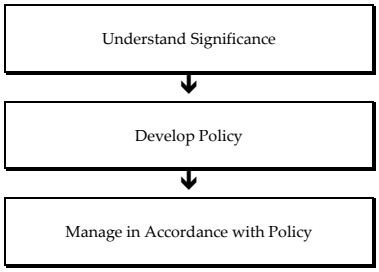
5.2 Relative degrees of *cultural significance* may lead to different *conservation* actions at a place.

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.

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.

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.



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.

Options considered may include a range of uses and changes (e.g. adaptation) to a place.

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*.

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.

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.

Setting is explained in Article 1.12.

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.

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.

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.

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.

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

Explanatory Notes

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.

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.

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*.

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.

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.

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.

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

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

Article 23. Retaining or reintroducing use

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

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.

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.

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.

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.

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

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.

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*.

Words in italics are defined in Article 1.

Explanatory Notes

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

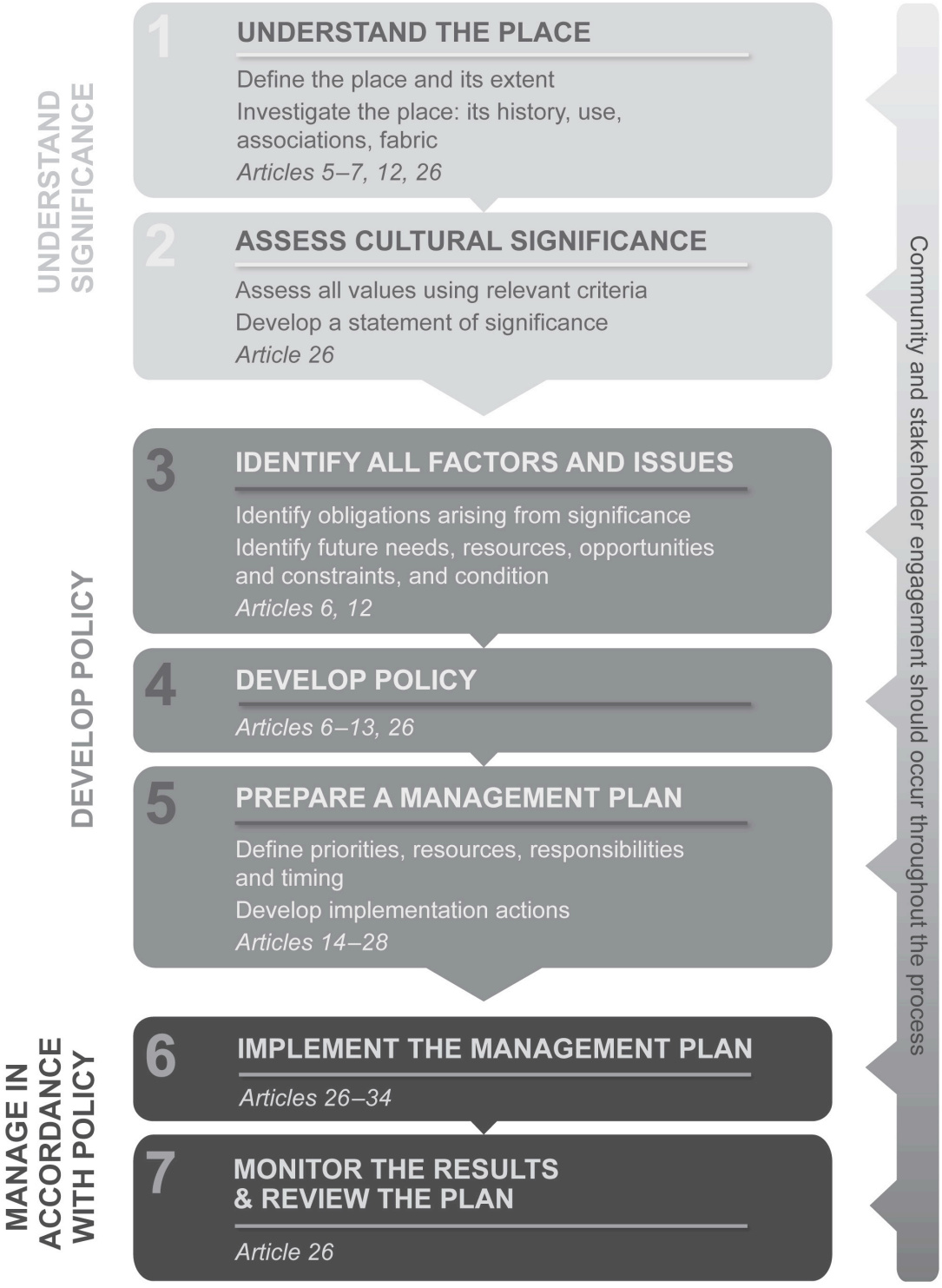
The best conservation often involves the least work and can be inexpensive.

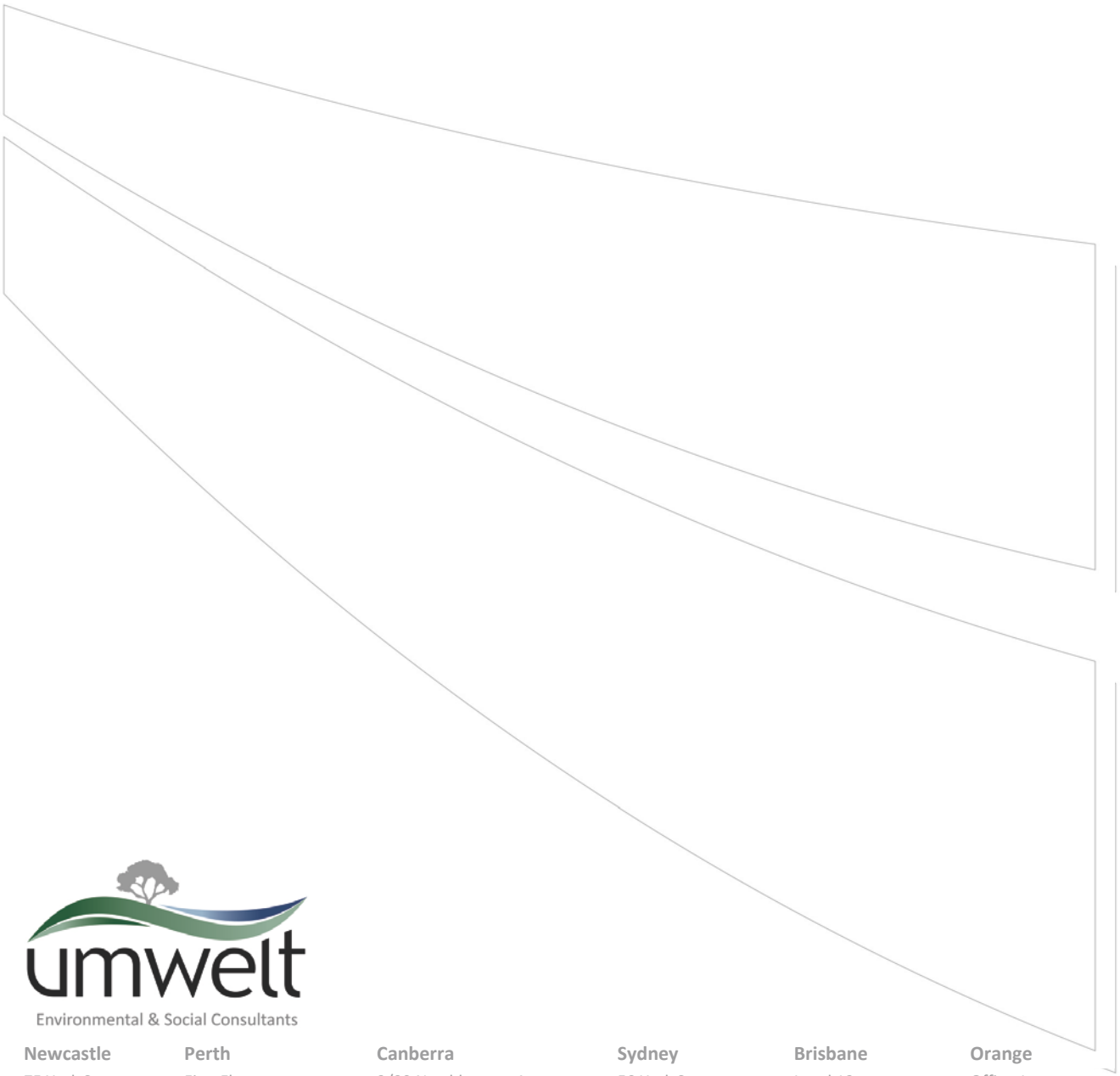
The Burra Charter Process

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.





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