

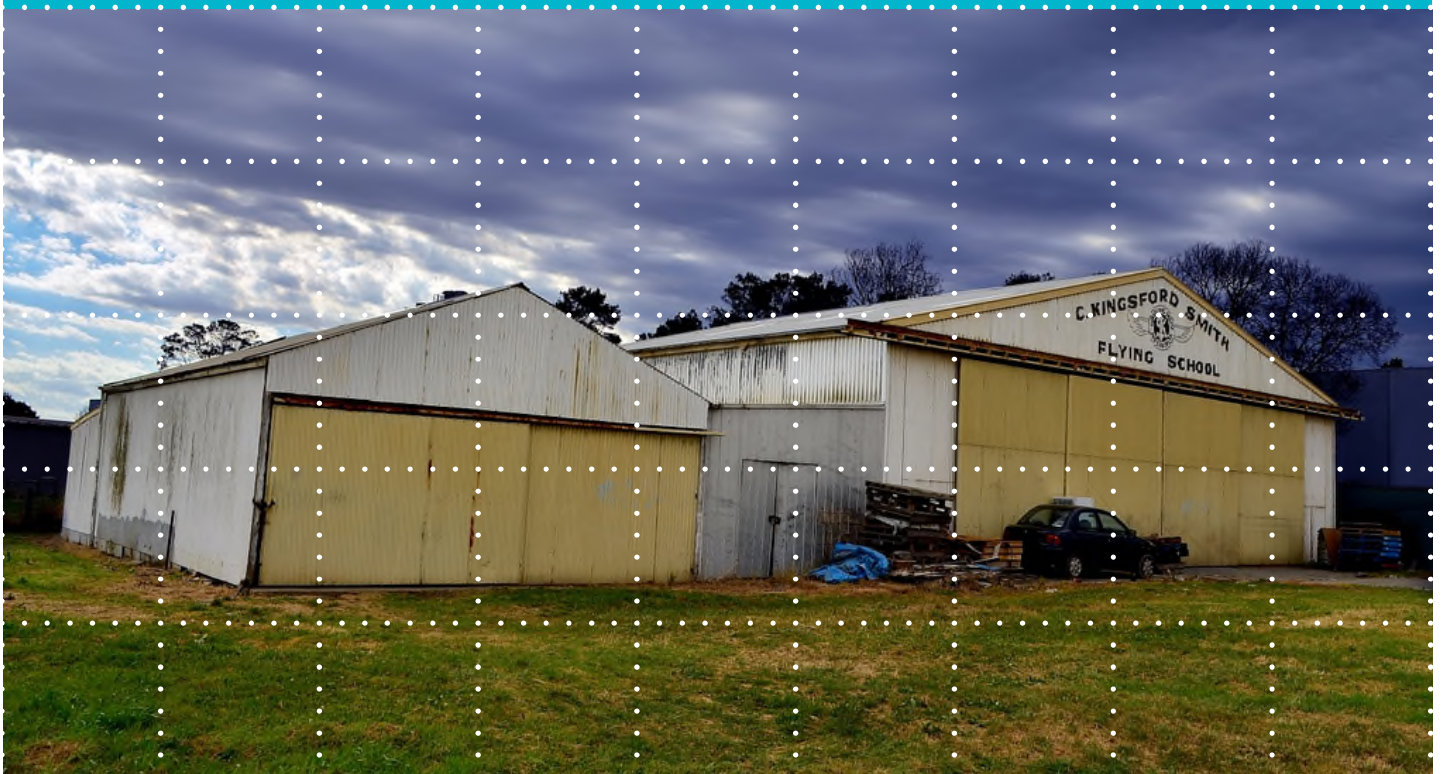
Final Report

# Historical Heritage Report: Former Casey Airfield Hangars, Berwick, Victoria

Client

Victorian Planning Authority

6 March 2017



Ecology and Heritage Partners Pty Ltd

Authors

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**Cover Photo:** Existing hangars, facing north west  
(Photo provided to Ecology and Heritage Partners Pty Ltd)

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## ABBREVIATIONS

Acronym	Description
Act, the	<i>Heritage Act 1995</i>
AV	Aboriginal Victoria, formerly the Office of Aboriginal Affairs Victoria
BHEP	Berwick Health and Education Precinct
BPHS	Berwick-Pakenham Historical Society (BPHS)
CDP	Comprehensive Development Plan
CHL	Commonwealth Heritage List
CHMP	Cultural Heritage Management Plan
CMA	Catchment Management Authority
DELWP	Department of Environment, Land, Water and Planning (Victoria)
DoEE	Department of the Environment and Energy (Commonwealth)
DPC	Department of the Premier and Cabinet (Victoria)
EES	Environment Effects Statement
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EVC	Ecological Vegetation Class
HA	Heritage Advisor
HHA	Historical Heritage Assessment
HO	Heritage Overlay
HV	Heritage Victoria
NES	National Environmental Significance
NHL	National Heritage List
NTR	National Trust Register (Victoria)
PMST	Protected Matters Search Tool
PSP	Precinct Structure Plan
RNE	Register of the National Estate
SLV	State Library of Victoria
VGf	Victorian Geomorphological Framework
VHI	Victorian Heritage Inventory
VHR	Victorian Heritage Register
VPA	Victorian Planning Authority
VWHI	Victorian War Heritage Inventory
WHL	World Heritage List

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# 1 INTRODUCTION

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## 1.1 Background

### 1.1.1 Comprehensive Development Plan

The Victorian Planning Authority (VPA) is preparing a Comprehensive Development Plan (CDP) for the Berwick Health and Education Precinct (BHEP) with the assistance of the City of Casey (Council). The CDP is a long-term plan for urban redevelopment. It describes how the precinct is expected to be developed and how and where development may change existing land uses. The BHEP is located between the Monash Freeway and the Princes Highway, either side of Clyde Road, Berwick (Map 1).

It is envisioned within the draft CDP that the majority of vacant land adjacent to the Princes Freeway will be developed for employment (commercial or business). A mixed use precinct is proposed to develop around Sir Gustav Nossal Boulevard and the education precinct to the south of Enterprise Avenue Industrial Park. The mixed use precinct would be located within close proximity to the existing aeroplane hangars that form the focus for the heritage assessment.

The vision for the BHEP is to develop an integrated, high quality educational and employment hub known for its concentration of health, education, business and community institutions. The heritage work commissioned will inform the preparation of the CDP with the aim to foster a sense of place that distinguishes this commercial, health and tertiary precinct as a key destination within the wider south east region.

### 1.1.2 The Study

The VPA requires an assessment of the heritage significance of the two existing aeroplane hangars within the former Casey Airfield, now part of the BHEP.

The purpose of the assessment is to seek an integrated outcome approach to the proposed CDP where heritage places will be recognised as places of value within the future community. To achieve this, the study will aim to assess the heritage values of the former Casey Airfield hangars, document the current condition of the hangars, determine the need for any heritage protection in the form of a heritage overlay and consider options for adaptive reuse of the site, and provide recommendations as to an appropriate curtilage for any significant values of the place.

## 1.2 Study Area

The study area is located at the Berwick Campus of Monash University, Clyde Road, Berwick, Victoria (City of Casey) and comprises the land immediately surrounding the extant hangars, bounded to the north by the commercial/industrial area off Intrepid Street, to the east by Venture Drive, to the south by the northern loop of the Monash University entrance drive, and to the west by the Nossal High School car park. The study area comprises part of the land known as Lot 1 on Plan of Subdivision 725948P, Volume 10914, Folio 071 (Map 2). The study area is generally flat, although it rises at the north west corner along the boundary.

## 2 METHODS

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### 2.1 Background Review

The following documents were taken into account as part of the preparation of this Historical Heritage Report:

- Heritage of the City of Berwick (Graeme Butler and Associates 1993);
- The City of Casey Heritage Study Volume 1: Thematic Environmental History (December 2004);
- The City of Casey Heritage Study Volume 2: Key Findings and Recommendations (2004);
- The City of Casey Heritage Study Volume 3: Key Findings and Recommendations (2004);
- The City of Casey Heritage Strategy (8 May 2001);
- Planning Practice Note 1: Applying the Heritage Overlay (DELWP 2015);
- The Australia ICOMOS Charter for the Conservation of Places of Cultural Heritage Significance (the Burra Charter) (Australia ICOMOS 1999); and
- The Casey Planning Scheme Amendment C207 Explanatory Report (VPA 2015).

### 2.2 Site Inspection

A site inspection of the Former Casey Airfield Hangars was conducted on 7 December 2016 by Rick Bullers (Senior Heritage Advisor/Archaeologist). The heritage place was walked on foot and inspected from a number of vantage points.

### 2.3 Limitations

The historical cultural heritage information used to inform this Historical Heritage Report is limited to that obtained through desktop assessment and a site visit.

## 3 HISTORICAL CONTEXT

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The section reviews the historical context of the study area and includes an examination of historical sources, previously recorded historical archaeological site types and locations in the geographic region of the study area, previous Council heritage studies and previous archaeological studies undertaken in the area. Together, these sources of information can be used to formulate a predictive site statement concerning what types of sites are most likely to occur in the study area, and where these are most likely to occur.

### 3.1 Regional History

#### 3.1.1 Aboriginal History

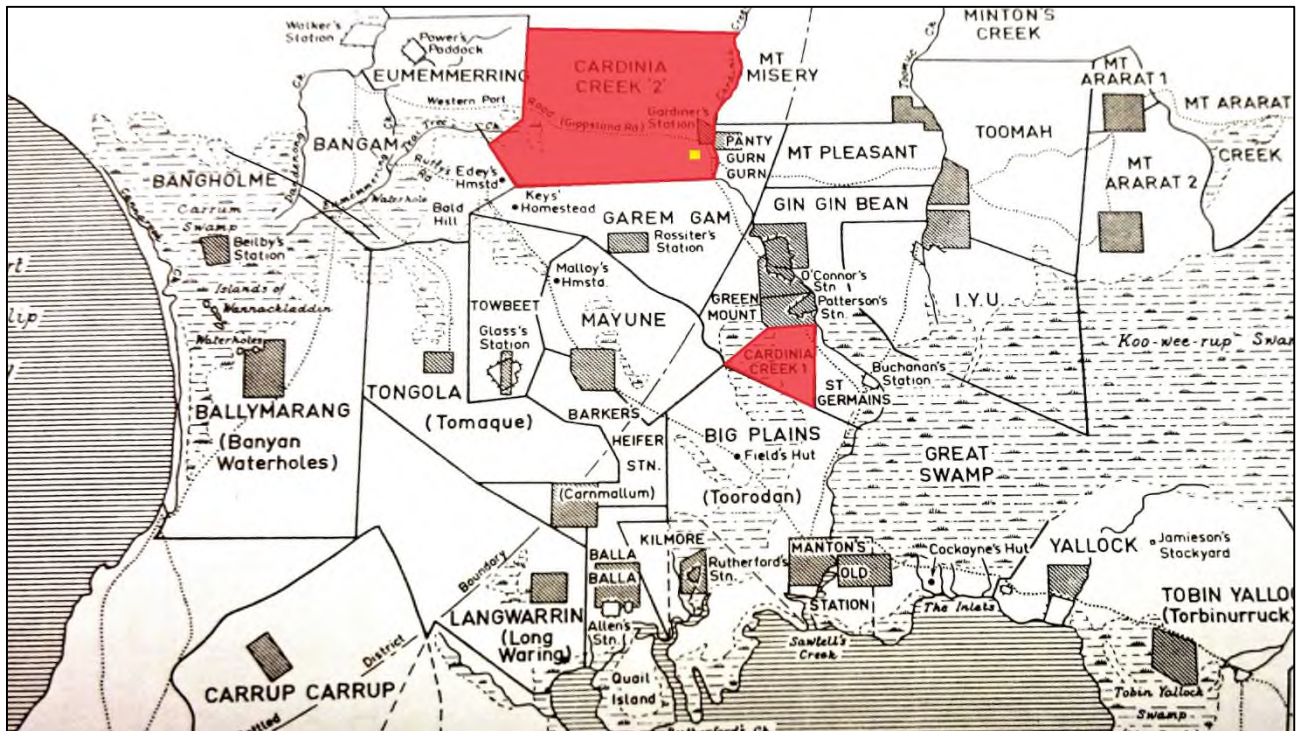
At the time of European contact, the eastern side of Port Phillip Bay lay within the traditional lands of people from the *Bun wurrung* language group (Clark 1990: 364), who shared a cultural and linguistic affinity with the *Woi wurrung*, *Ngurai-illam wurrung*, *Djadja wurrung*, *Wada wurrung* and *Duang wurrung* language groups. Collectively these groups were known as the Kulin Nation occupying the south central Victorian region (Howitt 2001). According to Clark (1990: 364-7), the clan most likely to have occupied the land which the study area forms a part of was the *Mayune balug* clan.

From the mid-1830s the land of the *Bun Wurrung* and neighbouring language groups was invaded as European pastoralists spread out to graze sheep and cattle (Presland 2010: 87). The *Bun wurrung* were one of the first Victorian clans to be contacted by Europeans, as early as 1803 in Sorrento and had contact with whalers and sealers from the beginning of the nineteenth century. In resistance, they allied with the Wurundjeri, forming what early writers called “the two Melbourne tribes” (Massola 1959: 180). Following French and English exploration, there was the failed settlement at Sorrento in 1803, and the settlement at Corinella in 1826. The foundation of the city of Melbourne also affected the way in which the *Bun Wurrung* and neighbouring language groups could move on the landscape. The contacts between the Aboriginal people and European people were plagued with conflicts, and often these resulted in several deaths. European diseases such as influenza, to which the Kulin had no immunity, played a large part in the decline in population that followed European settlement (Presland 2010: 90).

#### 3.1.2 Pastoralism and Settlement

In 1835, the first parties travelling overland from Sydney arrived in Victoria, known as the Port Phillip District prior to the separation from New South Wales in 1851. These parties were in search of grazing lands and permanent fresh water for cattle and sheep, and established large pastoral runs on the rich grasslands of Berwick, Pakenham and Cranbourne (Context 2004a: 5).

Terence O'Connor, described as a long time influential figure in the Cranbourne District, was among the first to move stock across the Dandenong Creek in the 1830s. O'Connor, who later took up the Cardinia Creek pastoral run (Gunson 1968: 19), of which the former airfield forms a part, is thought to have originally come to the region as an overseer for Captain John Gardiner, who laid claim to all the grazing lands in the Carrum Swamp area (BPHS 1982).



**Figure 1:** Cardinia Creek Runs with the approximate location of the study area in yellow (Source: BPHS 1982: 4)

According to Spreadborough and Anderson (1983: 157), the Cardinia Creek run, covered an area of 5,120 acres and supported 650 cattle (Billis and Kenyon 1932: 166). The Cardinia Creek run was licenced by the New South Wales Orders in Council to Robert Henry in 1842 (Spreadborough and Anderson 1983: 157). The Obituary of Mr John Henry, son of Robert, describes how his parents first arrived in Victoria in 1842 and, shortly after, took up a cattle run, The Meadows, on Cardinia Creek between Berwick and Pakenham (*The Argus*, Monday 15 May 1933).

On 4 October 1848, the Cardinia Creek run was gazetted (Figure 2). Terence O'Connor is listed as the leaseholder from 7 May 1851 until the cancellation of the run in 1856 (Spreadborough and Anderson 1983: 157; Billis and Kenyon 1932: 166). According to Williams (1984: 20), Terence O'Connor built one of the first substantial homes in the district, after he took up the cattle run bordering the west bank of Cardinia Creek in 1838.

Confusingly, there were several pastoral runs in the region with the name of Cardinia Creek (Figure 1). The original Cardinia Creek run was actually located just north of the Cranbourne Shire, and was taken up by O'Connor until 1851 (Williams 1984: 6; Gunson 1968: 35). Within the Cranbourne Shire the Greenmount Run, part of which Robert Henry occupied in 1842, was also called Gin Gin Bean, but later became known as Cardinia Creek No.1. At the same time, the remainder of the Greenmount run was also known as Cardinia Creek No. 2, where the current study area is located. In 1850, O'Connor transferred the lease of the original Cardinia sheep station to Abraham and Robert Gardiner, and moved to Robert Henry's Cardinia cattle station (Cardinia Creek No. 1). In 1853, O'Connor absorbed the original Greenmount run (Cardinia Creek No. 2) (Williams 1984: 6; Gunson 1968: 36). At this time, O'Connor's original Cardinia Creek run became known as Cardinia Creek No. 2 (Williams 1984: 6).





**Figure 2:** Cardinia Creek Run with the approximate location of the study area in red (Source: Spreadborough and Anderson 1983)

### 3.1.3 Berwick

This Berwick locality was originally known as 'Kardinia Creek'. The name 'Berwick' was from the birthplace of the pioneer settler, Captain Robert Gardiner, at Berwick-upon-Tweed, in Northern England. He also gave this name to his pastoral run. The Berwick Town Plan of 1852 signed by surveyor Robert Hoddle showed the allotments of three major purchasers of land adjoining the township (Gardiner, Wilson and English, or Inglis), together with the 'main road' and 'old tracks' around an intended extension of the town westward (Context 2004a).

The proposed town site and a Berwick Common – 120 acres on the east side of Berwick Hill running down to Cardinia Creek – were proclaimed. The gradual extension of the township was shown on later maps.

The growth of the Berwick township, particularly along High Street, and the gradual increases in the number and size of its buildings may be estimated by comparing a surviving 1877 woodcut of the town with an 1887 photograph and with later views. Early township development was west of Campbell Street. The land to the east included in the first town grid did not become a residential area until much later (Context 2004a).

### 3.1.4 Edrington

The study area is located on land that was originally called *Melville Park*, owned by Berwick pioneer squatter Captain John Gardiner. Gardiner sold the property to James Gibb, a local member in the new Federal government. Gibb sold the property to Western Australian pastoralist Samuel Mackay who, in 1906, had the

historic house *Edrington* designed and built by Klingender and Alsop.<sup>1</sup> The house is located 1.3 km east of the current study area.

In 1910 Mackay sold *Melville Park* to Andrew Chirnside, who renamed the property *Edrington* after the family home in Scotland. Chirnside died in 1934 and the property passed to his widow Winifred. However Winifred died only three months later and *Edrington* passed to Winifred's niece and nephew, Maie Casey and her brother Colonel Rupert Ryan. Colonel Ryan was the Member for Flinders between 1940 and 1952. On his death in 1952 his interest in *Edrington* passed to Donn Casey, son of Richard and Maie Casey. Through a subsequent subdivision *Edrington* became the sole property of Maie Casey.<sup>2</sup>

### 3.1.5 The Caseys



**Figure 3:** Lord Casey, c.1930s (NPG 2890797)

**Richard Gavin Gardiner Casey** (1890-1976) was a distinguished Australian engineer, diplomat, politician, governor and governor-general. Casey was born in Brisbane and was the son of pastoralist and politician Richard Gardiner Casey. In 1893 the family moved to Melbourne and prospered. After completing one year at the University of Melbourne, he sailed to England and took a Bachelor degree in 1913 and a Masters degree in 1918 from Trinity College, Cambridge. He served in the AIF in the First World War, serving at Gallipoli and on the Western Front. He was decorated several times including a Military Cross and a Distinguished Service Order. After being demobbed in London in 1919, he returned to Melbourne where he took over from his father, who had died that year.<sup>3</sup>

In 1924, he joined the Australian Public Service and returned to London as Australia's liaison officer. Whilst in London he met and married **Ethel Marian Sumner (Maie) Ryan** (1891-1983) in 1926. Maie (Ryan) Casey was descended from early Victorian pastoral pioneers. She was notable in her own right as an artist, author and aviator. Her book, written with five others, *Early Melbourne Architecture*, was seminal in the founding of the National Trust and the conservation movement in general.<sup>4</sup>

In 1931 Richard Casey was elected MHR for Corio (near Geelong) becoming Federal Treasurer in 1935. Both Richard and Maie Casey were enthusiastic pilots. While in England in 1937 for the coronation of King George VI, both Caseys had their first experience of flying. On their return to Australia, they both took flying lessons, gained their licences and bought a Percival Vega Gull (Figure 5) and built



**Figure 4:** Maie Casey, 1953 (NPG 2016.32)

<sup>1</sup> Statement of Significance, National Trust Register, B4461 Edrington.

<sup>2</sup> Statement of Significance, Victorian Heritage Register, H0653 Edrington; Casey Cardinia – Links to Our Past, Lord and Lady Casey and Edrington, <http://caseycardinialinkstoourpast.blogspot.com.au/search/label/Casey%20Lord%20and%20Lady>, accessed 9 December 2016.

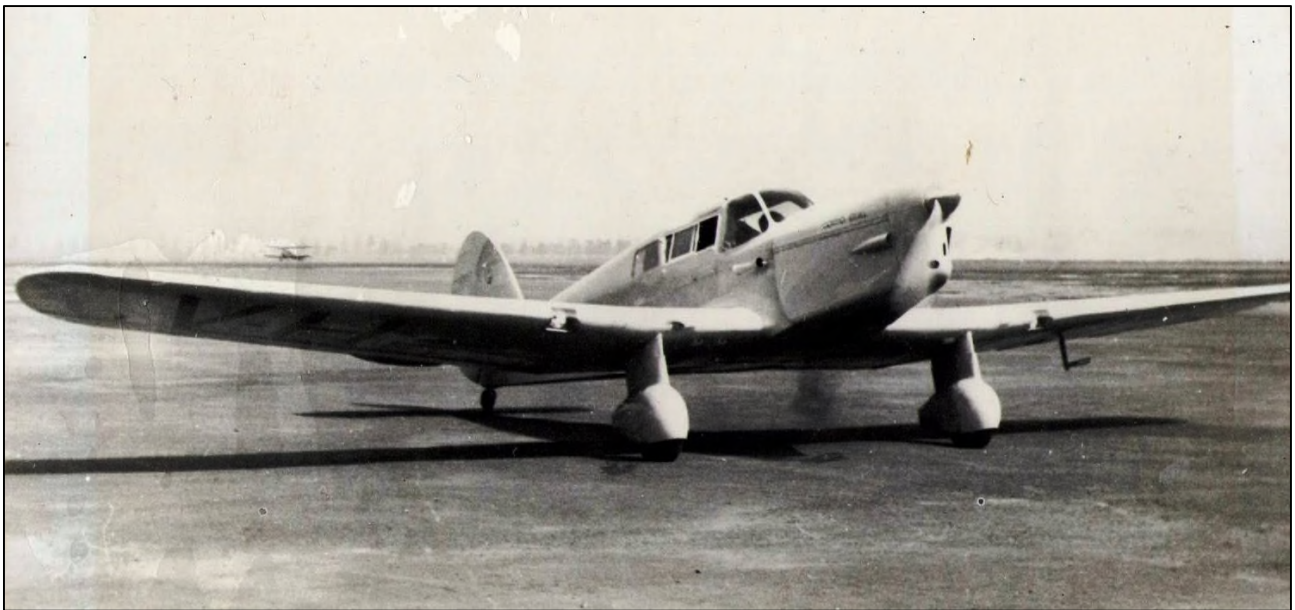
<sup>3</sup> Hudson, W. J., 1993. Casey, Richard Gavin Gardiner (1890-1976). *Australian Dictionary of Biography*. <http://adb.anu.edu.au/biography/casey-richard-gavin-gardiner-9706>, accessed 30 November 2016.

<sup>4</sup> Statement of Significance, Victorian Heritage Register, H0653 Edrington, *ibid*.

an aerodrome at their estate at *Edrington*.<sup>5</sup> The aircraft was christened 'Corio Gull', probably to honour Casey's electorate near Geelong.

The press gave the aircraft front page headlines in 1938 when it noted:

*Like the wartime aces of the German air force, the Federal Treasurer, Mr. Casey, intends that his new aeroplane should be finished in a distinctive colour. He has asked the manufacturers to lacquer his new Gull primrose yellow. On the wings and fuselage the machine will bear the registration letters VH-ACA. Appropriately enough the terminal letters will be first two both in the owner's name and in his official place of business – Canberra. Mr. Casey expects to receive it before the end of the year.*<sup>6</sup>



**Figure 5:** The Casey's Percival Vega Gull (VH-ACA) at Mascot in September 1938, with R.G. Casey as pilot (Casey Airfield Blogspot)

The Casey's did not retain this aircraft for very long though. With war looming, the RAAF sought a condition report on private aircraft around Australia that could be pressed into service. In response, the Director General Civil Aviation sent a letter to the Secretary, Department of Air, noting: "VH-ACA: owned by The Hon. R.G. Casey: aircraft in very good condition - report by Superintendent A. E. Shorland, Essendon, total airframe time 220 hrs".<sup>7</sup> The aircraft was subsequently impressed into service in November 1939<sup>8</sup>, and delivered to the RAAF in January 1940, with the file notation: "A32-2, ex VH-ACA with C of A [Certificate of Airworthiness] no. 666, received ex the Rt. Hon R. G. Casey, M.P. on this date." Casey was later reimbursed £2,800 (Goodall 2016). The aircraft survived its war service and has had a chequered post-war history of crashes and neglect.<sup>9</sup>

<sup>5</sup> Langmore, D., 2007. Lady Ethel Marian (Maie) (1891–1983). *Australian Dictionary of Biography*. <http://adb.anu.edu.au/biography/casey-lady-ethel-marian-maie-12296>, accessed 30 November 2016

<sup>6</sup> *The Argus*, 2 April 1938, p.1.

<sup>7</sup> Goodall, *ibid*.

<sup>8</sup> Impressment requisition No.12517.

<sup>9</sup> According to Goodall (2016), it was acquired in 1946 by James Loneragan of Mudgee and its civil registration restored as VH-ACA. The aircraft was damaged in a forced landing and reregistered as VH-BQA in 1949, but was struck off the



Casey later became Minister for Supply during the Second World War. His appointment as Minister Plenipotentiary in Washington in 1940 initiated Australia's formal diplomatic representation overseas. He was a member of the British war cabinet and in 1944 Casey became the Governor of Bengal. He re-entered Federal Parliament as MHR for Latrobe in 1949 and was Minister for External Affairs from 1951 to 1960. He was appointed Governor-General of Australia in 1965 after receiving the first life peerage outside the UK.<sup>2</sup>

His last two aircraft, a Miles Messenger (VH-AVQ) and a Cessna 180 (VH-RGC) were also hangared at Berwick airfield (Goodall 2016). The Messenger still exists and is currently in the collection of the Australian National Aviation Museum at Moorabin Airport, together with the Caseys' original hangar (ANAM 2016).

### 3.1.6 Former Casey Airfield

#### Establishment

In 1938 an airfield was established in Clyde Road, Berwick, by Colonel Rupert Ryan, MHR for Flinders and owner of the historic *Edrington* property, for Richard and Maie Casey, his brother-in-law and sister. The airfield was established so that they could commute to and from Canberra in their private aircraft (Context 2004: 43). In a letter to the Controller of Civil Aviation dated 13 June 1939, Maie Casey advised that:

*the aerodrome at Berwick is now practically finished. The grass on 80% of it is now well up. The whole surface will be rolled again within the next few weeks. The hangar is finished. Although the surface is still a little soft, I think it is quite practicable to land machines on it now – although preferably machines with tail wheel and not tail skid... I have had the tops (and cross pieces) of the telegraph poles on the east side of the site painted white.*

*We still have a little work to do – putting a new gate to the road and cattle ramp – and making a metalled track to the hangar – and levelling and oiling the hangar floor and making a small "tarmac" outside the hangar. We also propose to paint the word BERWICK on the roof of the hangar in large letters. These things will be done in the next month.*

*P.S. We also propose to paint white the top foot of the boundary fence posts of the aerodrome all round.*<sup>10</sup>

The letter respectfully requested Captain Johnson to send an officer to inspect the works in order to register the airfield and to provide advice on the best location for the concrete circle. A formal application to register the aerodrome was submitted on the 18 June 1938 and three days later the licence was issued (Figure 6).

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register in 1951 as unairworthy. In 1952 it was re-registered and sold to Reginald Geary of Sydney, who used it to transport fish in a tank that replaced the back seats, between Sydney and Bathurst. The aircraft was repossessed by Loneragan in 1956, and in 1959 it was damaged in a ground-loop and struck off the register. In 1973 it was lying in a paddock at Mudgee, totally derelict, small forward section of cockpit, engine mounts and wing centre section with undercarriage legs. During the 1980s, 90s and 2000s, various attempts to restore the aircraft have occurred. In 2012 the remains were purchased by UK interests who plan to restore it to flying condition.

<sup>10</sup> M.A. Casey to Captain E.C. Johnson, Controller of Civil Aviation, 13 June 1938.



LQ 530

## LICENCE FOR AERODROME

(C. A. Form 16).

Lat.  $38^{\circ} 02\frac{1}{2}' S.$   
Long.  $145^{\circ} 20\frac{1}{2}' E.$

<p>Situation of Aerodrome <u>BERWICK,</u> <u>VICTORIA.</u></p> <p>Name of Licensee <u>Lt. Colonel R. S. Ryan,</u></p> <p>Address of Licensee <u>Edrington,</u> <u>BERWICK, VICTORIA.</u></p>	<p>Class <u>'B'</u></p> <p>LICENCE NO. <u>306.</u></p> <p>DATE OF ISSUE <u>21.6.1938.</u></p>
<p>APPLICATION RECEIVED ON <u>18.6.1938.</u></p> <p>NO. OF APPLICATION <u>331.</u></p> <p>LICENCE EXPIRES ON <u>20.6.1939.</u></p> <p>EXTENDED TO <u>20.6.1940 20.6.1941 20.6.1942 20.6.1943 20.6.1944 20.6.1945 20.6.1946 20.6.1947 20.6.1948 20.6.1949 20.6.1950</u></p>	<p>REMARKS:</p> <p><u>Aerodrome licensed for single and light multi-engined types of land-planes.</u></p> <p><u>Not classified Group 1</u></p> <p><u>A.L.G.</u></p> <p><u>12-12-1952</u></p>

C.1611.

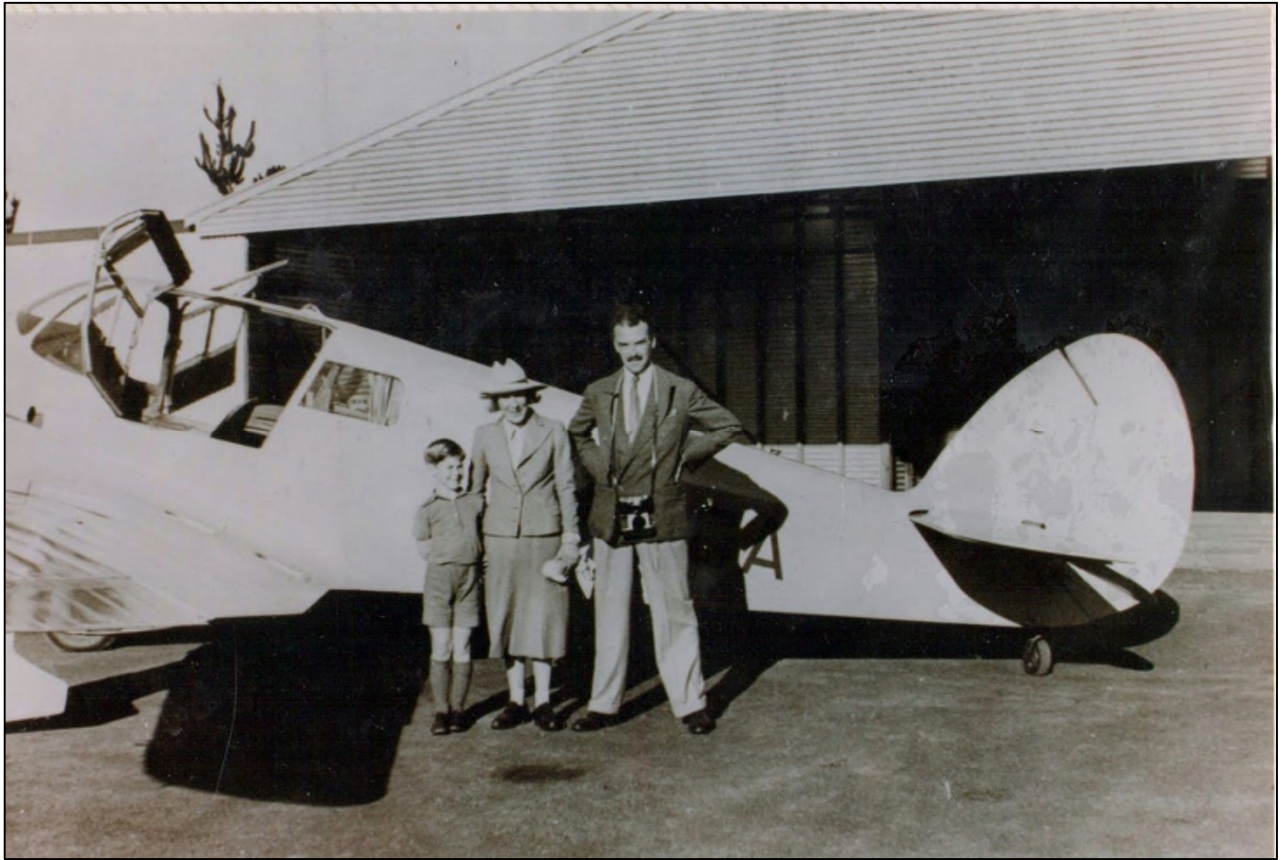
**Figure 6:** Original aerodrome licence issued to R. S. Ryan on 21 June 1938



**Figure 7:** Original Casey Hangar at Edrington, part of a photograph taken in late 1960s. Note the 'Berwick' airfield identifier as per Maie Casey's letter in 1938

The first hangar was a Sydney Williams design; Sydney Williams and Co produced a range of windmills and mass-produced prefabricated buildings which became very popular throughout the country in the 1930s and 40s, and was used to great effect by the Australian military during the Second World War, particularly as barracks and munitions storage buildings. It consisted of a typical gable-roofed rectangular building clad in corrugated iron with two sliding front doors (Figure 7). The hangar was used to store the Caseys' Percival Vega Gull aircraft (Figure 8). This building is no longer on-site, but can now be seen restored at the Air Museum at Moorabbin together with one of the Lord Casey's planes, a Miles Messenger.<sup>11</sup>

<sup>11</sup> Monash University, *History of Berwick Campus*. <http://www.berwick.monash.edu.au/About/History/>, accessed 16 December 2016.



**Figure 8:** Richard and Maie Casey, with their son Donn, at Berwick in 1938. They are standing next to their newly purchased Percival Vega Gull in front of the recently completed Sydney Williams hangar



**Figure 9:** Gypsy Moths at the inaugural 'fly-in' at Berwick, Summer 1938 (Casey Airfield Blogspot)



## Gliding – the Victorian Motorless Flight Group

Between 1947 and the early 1960s the airfield was also used by the Victorian Motorless Flight Group (VMFG) for glider operations (CCLC 2016) and sport parachuting. According to some records the first sport parachute jump was made at the airfield on 6 July 1968 (Monash University 2016). The VMFG was established in 1944 and initially operated from a paddock at Mordialloc. However in 1947 the club moved to the airstrip at Berwick (Casey Airfield) and Lord Casey became a patron of the club (VMFG 2016). Gliding was popular at the airfield and a short film of the airstrip and gliding operations shows images of the airstrip and hangars as they were in the 1950s.<sup>12</sup>



**Figure 10:** Original airfield warning sign at the Clyde Road entrance, c.1950s (Source: Still from film *Queer Birds*)



**Figure 11:** Glider operations at Casey Airfield. c.1950s (Source: Still from film *Queer Birds*)

In addition to the existing Casey Hangar from 1938, the VMFG also established its own buildings at the airfield. These included a distinctive hangar at the northern end featuring a saw-tooth roofline, a Nissen hut used as their flight operations room and a smaller clubhouse building (Figure 12).

After a period of consolidation at Berwick, the airstrip became threatened with development of residential areas adjoining the field. In 1962 the VMFG moved from Berwick to its present site at Bacchus Marsh (VMFG 2016). An aerial photo from 1963 (Figure 13) shows the layout of the airfield during this period. The runways consist of a series of at least four separate grass strips, whilst the hangars consist of a single row, oriented north to south (facing westwards).

<sup>12</sup> *Queer Birds* 15min, <https://www.youtube.com/watch?v=xgE-vXjGWw0>, accessed 16 December 2016.



**Figure 12:** Hangars at Casey Airfield in the late 1960s, looking east, from left to right: VFMG glider hangar, VFMG operations room, VFMG clubroom, the powered aircraft hangar and the original Casey hangar (Casey Airfield Blogspot)

## Groupair Pty Ltd

On 16 April 1968, after the expiration of Casey's long-term lease, the Berwick aerodrome was taken over by Groupair Pty Ltd. They opened a Basic Flying School with aerial charter, and repair and maintenance of aircraft as ancillary services. This company was formed by Colonel Keith Hatfield (Figure 14) and Major Ron Kerrison (Figure 15), who had known each other in the Army (Context 2004a: 43).

When Groupair bought the airstrip the same single strip of buildings and hangars was present including the VFMG glider hangar, VFMG operations room, VFMG clubroom, the powered aircraft hangar and the original Casey hangar (Figure 16). However, the company had ambitious plans for expansion, and was to be officially known as 'Casey Airport'. The development proposed to consolidate and stabilise the existing grass airstrips, and develop a new all-weather runway, renovating the three existing hangars and construct new hangars for private owner rental, all at a cost of around \$1 million. As part of the development the company set up a modern maintenance and overhaul workshop and an administration office. They even intended to develop a fully-equipped motel at the site, complete with swimming pool. The company didn't waste any time; by May 1968 considerable improvements had already been completed, including stabilisation and realignment of the strips (see Figures 17 and 18), realignment of fences to allow for the additional clearance margins required



for training operations, and renovations of the existing hangars. Casey Airport's advantage for training ops lay in its location just outside of mandatory radio control.<sup>13</sup>



**Figure 13:** Aerial photograph of Casey Airfield in 1963, showing runways, hangars and conifers (Land Victoria)

At this time the Royal Victorian Aero Club (RVAC) had obtained exclusive rights to conduct flight training at Casey. The intention was for the RVAC to progressively increase the level of training to attract up to 60% of Moorabbin's training activity.<sup>14</sup>

In 1969 B. G. L. Killen, a millionaire grazier, bought into the company and became a major shareholder. After Kerrison's tragic death during a demonstration flight, the Killen Holding Company sold the aerodrome. However, the company continued to be operated by Colonel and Mrs Hatfield, who purchased the Groupair business when the holding company went into liquidation in the 1970s (Context 2004a).

<sup>13</sup> *Aircraft* magazine, 'General and Executive Aviation' section, pp 49-50.

<sup>14</sup> *Aviation* magazine, *ibid*.



**Figure 14:** Colonel Keith Hatfield



**Figure 15:** Major Ron Kerrison



**Figure 16:** Hangars at Casey Airfield in April 1968 when Groupair took control of the airfield, looking northeast, from left to right: VFMG glider hangar, VFMG operations room, VFMG clubroom, the powered aircraft hangar and the original Casey hangar (Casey Airfield Blogspot)

The new 'maintenance hangar' is visible in a 1969 aerial photo; however, due to the altitude the photo was taken, the details are quite blurry, but an aerial photo taken a year later in 1970 shows crisper details (Figure 17). This image also shows the consolidated and improved runways that Groupair instigated to supersede the informal grass strips as depicted in a 1974 topographic map (Figure 18). A photo taken in 1969 also shows the new 'maintenance hangar' soon after it was constructed (Figure 19). For several years after it was built, there were no hangar doors.



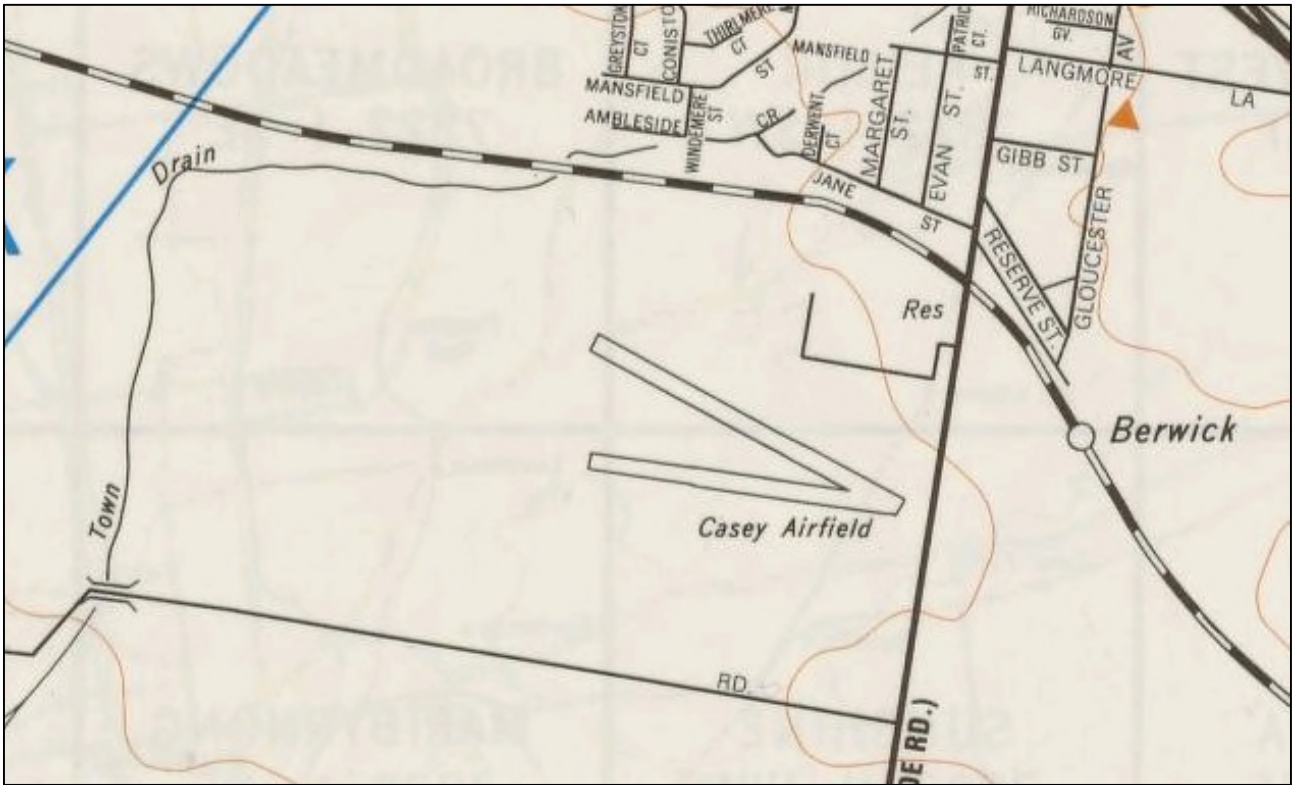


**Figure 17:** Aerial photograph of Casey Airfield in 1970, showing the new 'maintenance hangar', the oldest of the three hangars still present at the site (Land Victoria, in Chamberlain and Di Fazio 2015)

During the 1970s a smaller shed (or possibly a small hangar) was constructed immediately south of the maintenance hangar, and later another shed was constructed between these two hangars. In 1982, Pressfast Industries, who was by then (and still is) the licensee for the site, constructed a separate hangar further to the west which was used for helicopter operations.<sup>15</sup>

These three buildings are visible in a 1989 aerial image of the airfield (Figure 20). This image also shows the consolidated and improved runways and taxiways (the main ones are now sealed). The business park to the north is also shown under construction during this period.

<sup>15</sup> R. Ballantyne, Monash University, pers. comm., 6 December 2016.



**Figure 18:** Topographic map from 1974 showing the new runway layout (State Library of Victoria )



**Figure 19:** The 'maintenance hangar' soon after it was built in 1969, minus hangar doors, looking west (Casey Airfield Blogspot)





**Figure 20:** Aerial photograph of Casey Airfield in 1989, showing the study area with the 1968 'maintenance hangar', the secondary shed/hangar and connecting shed, and the 'helicopter hangar' built in 1982, and conifers referred to in GBA (1993) (Land Victoria)

## Monash University

In 1992 the Berwick Campus of the Chisholme Institute of TAFE was constructed on the eastern side of Clyde Road. During this period, TAFE were in discussions with Monash University regarding developing a university campus in the region. Initially, two sites were considered: the Dandenong Sale Yards and the Casey Airfield. The airfield site was the preferred option as it was centrally located, close to a railway station and major roads and was of an appropriate size and quality. The site was also close to a freeway interchange and the



new TAFE campus, had good car access, no traffic problems and room for car parking. The site was available immediately at a relatively low cost and was appropriately located in relation to other Monash campuses.<sup>16</sup>

In 1994 the State government announced that the Berwick Campus of Monash University would be constructed at the airfield, and after more than 50 years of continual use the airfield closed.<sup>17</sup>



**Figure 21:** Photograph of the three extant hangars and sheds taken in 1992, showing the 'helicopter hangar' at left, the smaller hangar/shed at centre, and the 1969 maintenance hangar at right<sup>18</sup>. Note the row of conifers in the foreground, referred to in this report as the 'first row'.

## 3.2 Previous Heritage Investigations

### 3.2.1 Heritage of the City of Berwick (Graeme Butler and Associates 1993)

A complete electronic copy of this report was not available for review for this assessment. The City of Casey holds a hardcopy of the report and, in response to a request for any information it contained regarding the Casey Airfield, Council provided a scan of the relevant pages. At the time that this report was prepared, Casey Airfield was still operational, although it is:

*...significantly diminished in its operational capacity having functioned on the basis of permits with specific time limits since 1969. One of three original runways is still in use, extending east-west along the site. At the Clyde Road end a cluster of established conifers and other trees shelter a recent*

<sup>16</sup> The Birth of Berwick: A new campus for Monash University at Berwick, Melbourne, Victoria. [http://www.tefma.com/uploads/assets/conference\\_papers/1999/trembath.pdf](http://www.tefma.com/uploads/assets/conference_papers/1999/trembath.pdf), accessed 4 January 2017.

<sup>17</sup> Casey Cardinia – Links to Our Past: Casey Airfield at Berwick, <http://caseycardinialinkstoourpast.blogspot.com.au/2012/09/casey-airfield-at-berwick.html>, accessed 16 December 2016.

<sup>18</sup> Casey Airfield at Berwick, *ibid*.

*transportable office building and a hangar. There have been three Nissan huts on the site, (only one remains today), hangars and an assortment of smaller sheds (GBA 1993: 62).*

## Significance

The report provided the following significance assessment:

*Casey Airfield has high local significance for its associations with notable Berwick residents, Lord and Lady Casey of Edrington. The airfield was established in 1938 by Col. Rupert Ryan (an earlier owner of Edrington) for his brother-in-law, R.G. Casey, to use for the purpose of commuting to and from Canberra. The Caseys, both distinguished Australians, were flying enthusiasts. The Casey Airfield has been in continual use for more than fifty years.*

## Conservation Guidelines

The report provided the following conservation guidelines for the site (GBA 1993: 62).

*In order to conserve the heritage significance of this place, it is recommended that the following objectives be given priority in the future maintenance or development of the property.*

- *Continue to use the site in a manner compatible with its historical uses and the conservation of its significance.*
- *Conserve significant plantings on the property, in particular the stand of pine trees located in the north east corner of the site.*
- *Conserve the significant features of the site which include the open runway area, allowing extensive views across the plains.*
- *Retain views of the site from adjacent streets and public areas.*
- *Prevent development on this historic site from overwhelming the key features of the site or adversely affecting the integrity of the site as a clearly identifiable feature of the historical landscape.*

### 3.2.2 Casey Heritage Study (Context 2004)

The *Casey Heritage Study 2004* is a three-volume study of the City of Casey to “identify, assess and document all post-contact places of cultural significance within the City of Casey... and to make recommendations for their future conservation” (Context 2004a: viii). The first volume provides a thematic environmental history of the local government area to provide background context for assessing potential heritage places. The second volume provides the citations for places recommended for listing on the Heritage Overlay (Context 2004b) and the third volume provides a summary of the key findings and recommendations (Context 2004c).

The study drew and expanded on the previous heritage studies prepared in 1993, 1996, 1998 and 2003.

The study reviewed a total of 152 places comprising 83 places that were previously assessed in the ‘Gaps Report’ (GBA 2003) as having local heritage significance and 69 places that were previously identified as

having potential heritage significance. As a consequence, the study identified a total of 126 potential heritage places for assessment. Of those, 66 heritage places and precincts were assessed as having local significance and suitable for listing on the Heritage Overlay. A further 60 places were considered to be of local interest only and not considered to meet the thresholds for local significance (and therefore unsuitable for listing on the HO). The study also identified seven places of State significance and recommended listing on the Victorian Heritage Register (VHR) and two archaeological places for listing on the Victorian Heritage Inventory (VHI).

**Implications:** the history of the Former Casey Airfield is briefly considered in Section 5.5 of Volume 1 (Context 2004a: 43), discussing transport and communications themes. However, the discussion in 'Heritage' immediately following the section does not include the airfield (or any airfield) as an example of a heritage place associated with the theme.

Volume 2 provides an alphabetical listing of heritage places. The list of citations includes:

- ID 43, Casey Airfield Site.

However, the Casey Airfield site did not make either list (66 Places of local Significance or 60 Places of Local Interest).

### 3.3 Historical Society Consultation

The Secretary of the Berwick Pakenham Historical Society was contacted by telephone on 5 January 2017 for further information regarding the site. She advised that their group had no specific information regarding the site and did not have a particular interest in it.

## 4 SITE INSPECTION

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A site inspection of the Former Casey Airfield Hangars was carried out on 7 December 2016 by Rick Bullers (Senior Heritage Advisor/Archaeologist).

### 4.1 Current Condition the Hangars

There are three extant hangars at the site. These include:

1. Building 1 – the ‘Maintenance Hangar’ built in 1969 when Groupair took control of the property;
2. Building 2 – the smaller shed or hangar immediately south of Building 1. This includes the small shed that is located between Buildings 1 and 2; and
3. Building 3 – the ‘Helicopter Hangar’ built in 1982 by Pressfast Industries.

The land surrounding the hangars is generally undeveloped and grass-covered. A recent aerial image (see Map 2) shows traces of a small taxiway that ran from the front of Buildings 1 and 2, south west to meet the main taxiway (cf. Figure 20). However, there is very little evidence of this at ground level.

#### 4.1.1 Building 1 – the 1969 Maintenance Hangar

The 1969 maintenance hangar consists of a gable-fronted building with a footprint measuring approximately 19 x 18.5 m, oriented with the doors facing east towards what was originally the apron in front of the original Casey hangars and the VMFG’s hangar/buildings (Plate 1). The hangar is built using steel frames (five posts each side) with steel roof trusses (Plate 2) and three timber stringers each side. The roof and the front and rear sides of the building are clad in wide-gauge corrugated steel, painted white (Plate 3), however the sides (northern and southern) are galvanised steel IBR sheets (Plate 4), and may be demonstrative of economical use of available materials but are more likely to have been installed at a later stage since the sheets run the full height of the building. The main access door is on the northern side (NE corner) of the building. There is no internal cladding, although the lower half of the building has square mesh fixed between the frames.

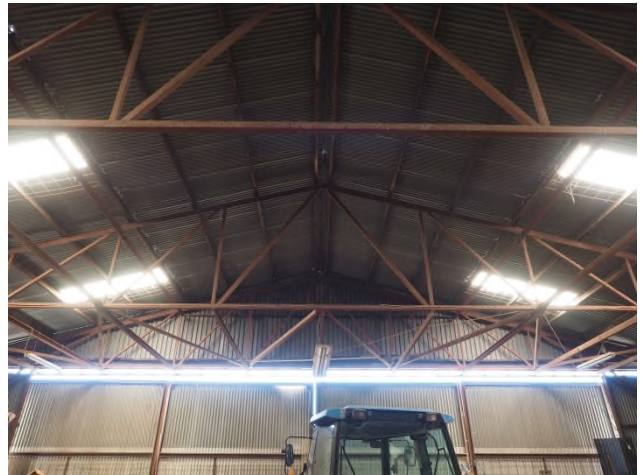
The front gable is emblazoned with the words ‘C. Kingsford Smith Flying School’ and a company logo of Kingsford Smith Air Service Ltd (Plate 1), which was established at Mascot in Sydney in the 1930s. No specific information on this company’s operations in Victoria has been sourced to date. The floor is concrete, as is the narrow apron in front of the hangar and the short diagonal drive in front (Plate 5). The main doors, which were fitted at a later date, consist of two sliding leaves each side, with the slide rails set into the concrete floor (Plate 6). At the rear of the hangar (SW corner) there is a three-room office/store with open storage above (Plate 7). There is also an unidentified wide elevated bench or shelf in the opposite rear corner, which may have simply been for storage (Plate 8).

Although the building is showing subtle signs of deterioration (some rusting in exterior rails and at the base of corrugated cladding), the building is still in fair to good condition, and is currently used for storage of agricultural machinery and supplies.





**Plate 1:** Front (Eastern) elevation of Building 1, facing west



**Plate 2:** Steel trusses in Building 1, looking towards the rear of the hangar



**Plate 3:** Corrugated steel cladding on the rear elevation of the building, facing east. Note the small fan-outlet off the 'quarantine room'



**Plate 4:** Galvanised steel IBR sheeting on the northern side of Building 1, facing south



**Plate 5:** Narrow concrete apron in front of Building 1, facing south



**Plate 6:** Detail of the door leaves and slide-rails in Building 1





**Plate 7:** Three-roomed store/office at the SW (rear) corner of Building 1



**Plate 8:** Storage bench/shelf ? in the rear (NW) corner of Building 1

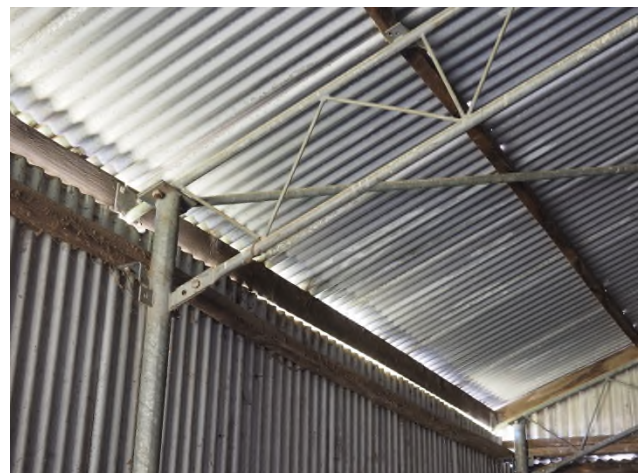
#### 4.1.2 Building 2 – the Smaller Hangar/Sheds

Building 2 is a small gable-ended shed or small hangar built on the southern side of Building 1, with a gap of approximately 4.5 m between the two buildings (Plate 9). The building is approximately 16 x 8 m with an earth floor suggesting that it was used more for equipment or supply storage rather than shelter for serviceable machines. The building is built on galvanised tubular frames (four posts each side) and trusses, with square-sawn hardwood timber stringers on the sides and ceiling (Plate 10). There is no internal cladding. The front two-thirds are gable ended, but the rear one-third is a lower, skillion-roofed extension (Plate 11). There is no partitioning within the building at all (Plate 12).

Between Buildings 1 and 2 a smaller shed has been constructed to fill the gap (Plate 13). Access to the interior was not available during the survey so details of the framing were not obtained. The shed itself is skillion-roofed, with the roof-fall sloping to the south. Front and rear cladding is of galvanised IBR sheeting similar to the sides of Building 1 and may be contemporaneous with the replacement of cladding.



**Plate 9:** Front (Eastern) elevation of Building 2, facing west



**Plate 10:** Galvanised steel trusses and tubular frames in Building 1, with timber stringers



**Plate 11:** Skillion-roofed extension to the rear of Building 2, facing north



**Plate 12:** Interior of Building 2, facing towards the rear (west) skillion extension



**Plate 13:** Skillion-roofed in-fill shed between Buildings 1 and 2, facing west



**Plate 14:** Lower edges of Building 2 on the southern side, with Building 3 in the background

The buildings are in fair to good condition although there is some corrosion at the base of the corrugated steel cladding (Plate 14).

#### 4.1.3 Building 3 – the 1982 Helicopter Hangar

The 1982 maintenance hangar consists of a gable-fronted building, oriented with the doors facing southeast (Plate 15). Access to the interior of the hangar was not available at the time of the survey, so no interior details of the framing and interior fit-out was recorded. The hangar is clad with steel IBR sheets, with fawn colour-bond colouring (Plate 16). There are no traces of any company names or logos present.

Two large hangar doors are located at the front of the building, opening onto a long concrete apron. The doors open on rails that extend several metres from the south west corner of the building (Plate 17) and topped by a small windsock frame (Plate 18).

As expected, being the youngest of the buildings, Building 3 appears to be in the best condition. However, the building is still showing subtle signs of deterioration (some rusting in exterior rails); the weed growth in



the gutters hints at a less intensive maintenance regime. It is not known what the building is currently used for, but it is assumed that it is used for storage.



**Plate 15:** Front (south eastern) elevation of Building 3, facing north west



**Plate 16:** South eastern corner of Building 3, showing the cut into the minor slope to the rear



**Plate 17:** Detail of the upper door-rails that extends several metres from the south western corner of Building 3



**Plate 18:** Door rails on Building 3 and framework for a small windsock

#### 4.1.4 Other Features

Just to the south east of Building 2, on the opposite side of the road in a gravel carpark (outside the study area, there is a concrete pad that may be a remnant floor of one of the former VMFG buildings or, more likely, the remnants of the former fuel bowser and windsock that was once centrally located between the two rows of hangars (Plates 19 and 20).

A previous heritage assessment report (GBA 1993) report states that “at the Clyde Road end a cluster of established conifers and other trees shelter a recent transportable office building and hangar. There have been three nissan huts on site (only one remains today), hangars and an assortment of smaller sheds.” The conifers referred to are thought to be the line of conifers that is present behind (east of) the hangars in the

1963 aerial image (Figure 13) and in the foreground of the photograph of the extant hangars taken in 1992 (Figure 21). None of these conifers exist at the site today; however, a second row of conifers ran parallel to the first row (seen in Figure 13). These conifers appear to be still extant along the western boundary of Buchanan Park, but were not physically assessed as part of this investigation. The Nissan hut has also been removed.



**Plate 19:** Gravel carpark and concrete pad opposite Buildings 1 and 2, facing west



**Plate 20:** Closer view of the concrete pad in the gravel carpark east of the study area

## 5 CULTURAL HERITAGE SIGNIFICANCE

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### 5.1 Assessing Heritage Significance

Heritage Victoria administers the *Heritage Act 1995*, and has provided formal criteria for assessing cultural heritage significance. Applying these criteria will determine if a heritage place should be considered for addition to the Victorian Heritage Register or other statutory lists. On the basis of these criteria, heritage places are generally given a significance ranking of State, Local or none.

A Statement of Significance describes what is important about a site and is an evaluation of its cultural heritage significance. The Statement of Significance was prepared in accordance with the ICOMOS Burra Charter and the Heritage Council of Victoria's Criteria for Assessing Cultural Heritage Significance as required by the HV Technical Guides *Guidelines for Conducting Historical Archaeological Surveys* and *Guidelines for Investigating Historical Archaeological Sites*.

The cultural heritage significance was assessed against the following six categories:

- Aesthetic significance;
- Archaeological significance;
- Architectural significance
- Historical significance;
- Scientific significance; and
- Social or spiritual significance.

Scientific significance of a heritage place (particularly archaeological sites) is also assessed in Victoria using a commonly accepted formula developed by Bowdler (1981) and Sullivan and Bowdler (1984). These are relative estimates of significance based on the current knowledge available about sites or places in a region. The assessment criteria used to assess the scientific significance of historical sites in Victoria are presented in Appendix 1.

The same three main categories apply to historical sites: *site contents* (cultural material, organic remains and site structure), *site condition* (degree of disturbance of a site), and '*representativeness*' (the regional distribution of a particular site type).

A full description on the methodology used for the significance assessment is provided in Appendix 1.

### 5.2 Significance Assessment of the Casey Airfield Hangars

Table 1 (overleaf) lists the criteria be used for the assessment of the heritage values of a heritage place, based on the Heritage Victoria Practice Note *Applying the Heritage Overlay* (2012). The table also provides a brief assessment against those criteria.

**Table 1:** Heritage Criteria and Assessment

Criteria	Description	Assessment
Criterion A	Importance to the course or pattern of our cultural or natural history (historical significance).	Low. Although the airfield was in continual use for more than 50 years in both private and public use, and was associated with notable historical figures, Lord and Lady Casey, the airfield has not been operational for more than 20 years and almost all historical features for the airfield (runways, taxiways, most hangars and buildings) have been removed and subsumed by a business park to the north and the university to the south.  The extant hangars only relate to the latter part of the airfield's historical usage.
Criterion B	Possession of uncommon rare or endangered aspects of our cultural or natural history (rarity).	Nil
Criterion C	Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential).	Nil.
Criterion D	Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).	Local. Although there are extant remnants of airfield infrastructure (the three buildings) and are in relatively good condition
Criterion E	Importance in exhibiting particular aesthetic characteristics (aesthetic significance).	Nil
Criterion F	Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).	Nil
Criterion G	Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).	Low. Although the extant hangars are demonstrative of the use of the places as an airfield, firstly as a private airfield for the exclusive use of the Caseys, then shared with the VMFG (a group of gliding enthusiasts) and later as a public airfield, those associations are considered unlikely to be particularly strong. Furthermore the extant hangars are only associated with the public use of the airfield. The demolition of most of the former airfield infrastructure has largely removed the historical association with public user groups.
Criterion H	Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).	Nil. The extant hangars date from the Groupair Pty Ltd operation of the airfield and are not directly related to the airfield's private use by the Caseys.

## 5.3 Discussion and Interpretation

An earlier heritage study for the City of Casey (GBA 1993) identified the Casey Airfield as locally significant. However, at that time the airfield was still operational (albeit in its last phase) and still retained some features for which it was considered significant, such as one operational runway and one extant Nissen hut from the VMFG era. Of note, is that the study did not list the three current buildings as part of the significance values for the site. This study recommended a number of conservation guidelines for the place

(see Section 3.2.1) but none of the significant features are present<sup>19</sup> and therefore the recommended guidelines are no longer achievable based on the recent level of development in and around the site.

A review of historical documentation, images and aerial photographs shows that the three extant hangars and sheds associated with the former Casey Airfield were built in the period after Lord Casey sold the airfield to a commercial enterprise when Groupair Pty Ltd took over the airfield in 1969 and, as such, have no direct association with the Caseys themselves. None of the earlier buildings, either the two Casey hangars or the VMFG buildings and hangars remain on site. The original hangar built in 1938 for the Caseys, is arguably the most historically significant building associated with the airfield, and has been removed and preserved at the Aviation Museum at Moorabbin Airport.

Airfields, as a heritage place type, fall under the category of 'Transport and Communication' within the *Victorian Framework of Historical Themes* (Context 2004a: 49). An examination of the City of Casey Heritage Study and the relevant heritage databases indicates that this place type is not well represented at the local level. However, although it is considered that the hangars have some local significance under Criterion A and G (Table 1), the significance level is considered to be low and the associations within those criteria are tenuous. Given that there are no direct associations with the Caseys, it has been determined that this site is of low local significance, and does not warrant listing on the Heritage Overlay.

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<sup>19</sup> See Section 4.1.4 for a brief discussion on the extant features described in the GBA (1993) report.

## MAPS

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8864\_Map01\_StudyArea 6/03/2017 melsley





**Map 2**  
**Extent of Study Area**  
*Targeted Heritage Assessment:*  
*Berwick Aeroplane Hangars*

**Legend**

- Study Area
- Contour (1-5m)
- Property boundaries



Local Government: City of Casey  
25k Mapsheet: Berwick 7921-1-4  
Coordinate System: MGA Zone 55 (GDA94)  
Map Scale: 1:1,000

VicMap Data. The State of Victoria does not warrant the accuracy or completeness of information in this publication and any person using or relying upon such information does so on the basis that the State of Victoria shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.



## APPENDICES

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## Appendix 1: Significance Assessment

### A1.1. The ICOMOS Burra Charter

The standard for determining significance of places is derived from an international formula developed by ICOMOS (International Council on Monuments and Sites). In Australia, the Burra Charter has been developed by ICOMOS which is a Charter for the Conservation of Cultural Significance (Australia ICOMOS 1999).

The Burra Charter defines cultural significance as “aesthetic, historic, scientific, social or spiritual value for past, present or future generations” (Australia ICOMOS 1999: Section 1.2). Cultural significance is a concept which helps in estimating the value of places. The Burra Charter Cultural Significance Guidelines definitions of the values implicit in assessing cultural significance are as follows (Australia ICOMOS 1999):

**Aesthetic value:** Aesthetic value includes aspects of sensory perception for which criteria can and should be stated. Such criteria may include consideration of the form, scale, colour, texture and material of the fabric; the smells and sounds associated with its place and use.

**Historic value:** historic value encompasses the history of aesthetics, science and society, and therefore to a large extent underlies all the terms set out in this section.

A place may have historic value because it has influenced, or has been influenced by, an historic figure, event, phase or activity. It may also have historic value as the site of an important event. For any given place the significance will be greater where evidence of the association or event survives in situ, or where the settings are substantially intact, than where it has been changed or evidence does not survive. However, some events or associations may be so important that the place retains significance regardless of subsequent treatment.

**Scientific value:** The scientific or research value of a place will depend upon the importance of the data involved, on its rarity, quality or representativeness, and on the degree to which the place may contribute further substantial information.

**Social value:** Social value embraces the qualities for which a place has become a focus of spiritual, political, national or other cultural sentiment to a majority or minority group.

### National Historic Themes

It is noted that when assessing historic values that the use of historic themes is of benefit. Historic themes are used by heritage professionals to assist in understanding the meanings and connections that historic places may have in addition to the physical fabric of a place. Themes can help explain how particular elements of a place are significant because of their ability to illustrate important aspects of its history (Australian Heritage Commission 2001). The nine theme groups that are most commonly used nationally are:

Theme 1	Tracing the evolution of the Australian environment
Theme 2	Peopling Australia
Theme 3	Developing Local, Regional and National economies
Theme 4	Building settlements, towns and cities
Theme 5	Working

Theme 6	Educating
Theme 7	Governing
Theme 8	Developing Australia's cultural life
Theme 9	Marking the phases of life

These theme groups are further expanded into more focussed sub-themes which will not be expanded on here. The themes are intended to be non-hierarchical and a historic place may have a number of themes, which reflects how we look at the past, allowing for an integrated, diverse and complex human experience (Australian Heritage Commission 2001).

### A1.2. The *Heritage Act 1995* Criteria

The *Heritage Act 1995* defines eight criteria against which cultural heritage significance can be assessed. These criteria are used to assist in determining whether places of potential State significance should be included in the Heritage Register. They are as follows:

Criterion A	The historical importance, association with or relationship to Victoria's history;
Criterion B	Good design or aesthetic characteristics;
Criterion C	Scientific or technical innovations or achievements;
Criterion D	Social or cultural associations
Criterion E	Potential to educate, illustrate or provide further scientific investigation in relation to Victoria's cultural heritage;
Criterion F	Importance in exhibiting a richness, diversity or unusual integration of features;
Criterion G	Rarity or uniqueness of a place or object; and
Criterion H	The representative nature of a place or object as part of a class or type of places or objects.

In addition it is appropriate when assessing the significance of a site in Victoria to consider whether it is of Local, Regional or State (or potentially National) significance.

### A1.3. Scientific Significance

Scientific significance of a heritage place (particularly archaeological sites) is also assessed in Victoria using a commonly accepted formula developed by Bowdler (1981) and Sullivan and Bowdler (1984). These are relative estimates of significance based on the current knowledge available about sites or places in a region. The assessment uses three criteria; site contents, site condition and representativeness.

#### Site Contents Rating

- 1 No cultural materials remaining.
- 2 Site contains a small number (e.g. 0-10 artefacts) or limited range of cultural materials with no evident stratification.

- 3 Site contains:
  - a. A larger number, but limited range of cultural materials; and/or
  - b. Some intact stratified deposit.
- 4 Site contains:
  - a. A large number and diverse range of cultural materials; and/or
  - b. Largely intact stratified deposit; and/or
  - c. Surface spatial patterning of cultural materials that still reflect the way in which the cultural materials were laid down.

### Site Condition Rating

- 0 Site destroyed.
- 1 Site in a deteriorated condition with a high degree of disturbance but with some cultural materials remaining.
- 2 Site in a fair to good condition, but with some disturbance.
- 3 Site in an excellent condition with little or no disturbance. For surface artefact scatters this may mean that the spatial patterning of cultural material still reflects the way in which the cultural materials were laid.

### Representativeness

Representativeness refers to the regional distribution of a site type. It is assessed on whether the site type is common, occasional or rare within a given region. Current knowledge on the number of and distribution of archaeological sites in a region can change according depending on the extent of previous archaeological investigation.

The assessment of representativeness also takes into account the contents and condition of a particular site. An example is that in any region, there may be a limited number of sites of a particular type, which have been subject to minimal disturbance. These sorts of undisturbed sites (containing in situ deposits) would therefore be given a high significance rating for representativeness.

The **representativeness ratings** used for archaeological sites are:

- 1 Common occurrence
- 2 Occasional occurrence
- 3 Rare occurrence

### Overall Scientific Significance Rating

An overall scientific significance rating is assigned to the site based on a cumulative score from the assessment. This results in one of the following ratings being assigned for scientific significance:

- 1-3 Low
- 4-6 Moderate
- 7-9 High

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## Plans

- State Library of Victoria (SLV), Berwick, County of Mornington [cartographic material] / drawn and reproduced at the Department of Lands and Survey, Melbourne, dated 1960, image no. dq200282.
- SLV, Berwick, County of Mornington [cartographic material] / photo-lithographed at the Department of Lands and Survey, Melbourne, by T. F. McGauran 20. 1. 92, image no. ha000938.
- SLV, Parish of Berwick [cartographic material], c. 1853 to 1858, image no. va000206.
- SLV, Berwick and Pakenham [cartographic material] / photomap prepared by Department of Crown Lands and Survey from photographs taken in 1975, image no. fa200583.
- SLV, Melbourne and environs 1:25 000 series. 7921-I NW, Berwick, Victoria [cartographic material] / Prepared under direction of the Surveyor-General by the Department of Crown Lands and Survey, image no.

## Images

- Maie Casey, 1953, by unknown, gelatin silver photograph (sheet: 20.3 x 15.1; image: 19.3 x 14.0 cm), National Portrait Gallery, Canberra, accession number 2016.32
- Richard Casey. 1930-1939, English, Art work edition: Portrait of Richard Gardiner Casey [picture] / J. Quinn. Libraries Australia ID 2890797.