



REGISTER OF HERITAGE PLACES - ASSESSMENT DOCUMENTATION

11. ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE

The criteria adopted by the Heritage Council in November, 1996 have been used to determine the cultural heritage significance of the place.

11.1 AESTHETIC VALUE*

The two hangars with curved roofs are prominent features in the peninsula landscape and are moderately significant for their landmark quality. (Criterion 1.3)

11.2. HISTORIC VALUE

The place is an important reminder of the contribution made by the commercial aviation industry to the development of Western Australia, particularly in the inter-war period (Criterion 2.1)

The place is significant for its association with the rural development of Maylands Peninsula in the colonial period and early 20th century, in the latter period for dairy production. (Criterion 2.2)

The aerodrome was the first permanent airport in Perth and was closely identified with the development stage of aviation in Western Australia, Australia and internationally, particularly during the inter-war years and was important in improving transport and communications between Western Australia, the eastern States and overseas. The place is also important for its association with the pioneering record-breaking long-distance flights which were a feature of aviation in the 1920s and early 1930s. (Criterion 2.2)

The first successful production of aeroplanes in Western Australia occurred at this place in the mid-1920s, and during World War II, when the aerodrome facilities were utilised for the reconstruction and repair of airframes and aircraft engines, a considerable civilian workforce was employed on the site. (Criterion 2.2)

The place is associated with the Royal Australian Air Force, which used the place during the inter-war years and with the Royal Aero Club of Western Australia, a central force in aviation education and publicity. (Criterion 2.2)

* For consistency, all references to architectural style are taken from Apperly, Richard; Irving, Robert and Reynolds, Peter, *A Pictorial Guide to Identifying Australian Architecture: Styles and Terms from 1788 to the Present* North Ryde NSW, Angus & Robertson 1989.

The place is associated with the initial colonial settlement of the peninsula in 1830 by the group of Wesleyan settlers who arrived in the *Tranby*. The place is especially associated with the original grantees of the land - Joseph Hardey and Michael and James Smith Clarkson - who were prominent citizens in the social and commercial life of the colony. (Criterion 2.3)

Maylands Aerodrome (fmr) is associated with a number of local and international aviation pioneers, and other celebrities such as vice-regal representatives and parliamentarians. (Criterion 2.3)

11. 3. SCIENTIFIC VALUE

Maylands Aerodrome (fmr) has the potential to contribute to a wider understanding of the history of aviation in Western Australia and, to a lesser extent, in Australia. The place also has archaeological potential which may contribute to an increased understanding of the use of the site. (Criterion 3.2)

The design of hangar no. 1 (1929) displays a degree of technical achievement in the economical use of light steel trusses with a clear span of approximately 27 metres. (Criterion 3.3)

11. 4. SOCIAL VALUE

Although there is not a strong community sentiment for the aerodrome structures or the place as a whole, special interest community groups such as the Maylands Historical Society and the Civil Aviation Historical Society regard the place as important. The place also has importance for people who worked at the aerodrome during the war years, as shown by moves to have their contribution recognised as part of the Australia Remembers Programme. (Criterion 4.1)

12. DEGREE OF SIGNIFICANCE

12. 1. RARITY

Maylands Aerodrome (fmr) is rare as the first official airport for Perth and as the birthplace of commercial aviation in Western Australia. (Criterion 5.2)

12. 2 REPRESENTATIVENESS

Maylands Aerodrome (fmr) was representative of the Commonwealth Government-sponsored capital city airports established in the 1920s to support Australia's defence capability and to encourage the development of local aviation industries. (Criterion 6.2)

The former airport buildings are generally representative of airport structures built in the inter-war period and demonstrate the two most common structural forms employed for aircraft hangars. (Criterion 6.2)

12. 3 CONDITION

The condition of structures with heritage significance within the *Maylands Aerodrome (fmr)* site is generally good, though the Administration Building and the Carwash are in only fair condition and that of the Toilets and Lunch Room is poor. All the structures are in need of conservation and maintenance.

12. 4 INTEGRITY

As the *Maylands Aerodrome (fmr)* no longer functions as such and the site is not intact - with the landing area now being a separate development and many of the former aerodrome buildings no longer in existence - the level of integrity for this place is low.

12. 5 AUTHENTICITY

The authenticity of the *Maylands Aerodrome (fmr)* has been eroded due to demolition of many original structures, lack of regular maintenance and the removal of significant elements of plant and equipment. The degradation of the remaining structures is, to a significant degree, reversible through conservation. The authenticity of the place is also diminished by the modification of all the remaining buildings and removal of their contents.

13. SUPPORTING EVIDENCE

Attached are key sections of the supporting evidence prepared by Oline Richards, Research and Heritage Consultant, in association with Leigh Edmonds, Gaye Nayton, Rosemary Rosario and Chris Antill; 'Conservation Plan: WA Police Reserve, Maylands Peninsula', (prepared for Building Management Authority on behalf of the WA Police Department, October 1995)

13.1 DOCUMENTARY EVIDENCE

For a discussion of the documentary evidence refer to Oline Richards, Research and Heritage Consultant, in association with Leigh Edmonds, Gaye Nayton, Rosemary Rosario and Chris Antill; 'Conservation Plan: WA Police Reserve, Maylands Peninsula', (prepared for Building Management Authority on behalf of the WA Police Department, October 1995)

13.2 PHYSICAL EVIDENCE

For a discussion of the physical evidence refer to Oline Richards, Research and Heritage Consultant, in association with Leigh Edmonds, Gaye Nayton, Rosemary Rosario and Chris Antill; 'Conservation Plan: WA Police Reserve, Maylands Peninsula', (prepared for Building Management Authority on behalf of the WA Police Department, October 1995)

13.3 REFERENCES

Oline Richards, Research and Heritage Consultant, in association with Leigh Edmonds, Gaye Nayton, Rosemary Rosario and Chris Antill; 'Conservation Plan: WA Police Reserve, Maylands Peninsula', (prepared for Building Management Authority on behalf of the WA Police Department, October 1995)

13.4 FURTHER RESEARCH
