



## 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\*

*Maylands Parcel Office* has some importance to the community for its aesthetic qualities. The form of the building has similarities to the Federation Free Classical architectural style. (Criterion 1.1)

*Maylands Parcel Office* is a competent design of its genre. It has elegant and simple elevations related to a basic plan. Generally, the design demonstrates control of the visual language: the scale of the building is appropriate to its use, and the composition is balanced while emphasising elements such as public entrances. (Criterion 1.2)

*Maylands Parcel Office* contributes to the aesthetic values of the group of buildings which form the historic core of Maylands. Although the building has become less prominent due to the development of its immediate context, it continues to serve as a landmark for train commuters and pedestrians. (Criterion 1.3)

As part of an identifiable precinct, the building is significant for its aesthetic qualities. Its solid form contributes to the cultural environment of the Maylands core, which includes buildings from Guildford Road to Ninth Avenue, and extends to Railway Parade on the opposite side of the track. (Criterion 1.4)

#### 11.2. HISTORIC VALUE

*Maylands Parcel Office* exhibits cultural features that demonstrate the functions of railway station buildings at the end of the nineteenth century: the parcels office worked as a post office and rail tickets were bought at the ticket office. It is a reminder of the days of steam rail and of early metropolitan passenger services. (Criterion 2.1)

*Maylands Parcel Office* has historic value for the contribution it made to the railway development of Western Australia when rail travel was beginning to overtake the river as a major factor influencing the growth of the suburbs. *Maylands Parcel Office* was the stimulus for the development of the suburb of

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\* 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*, Angus & Robertson, North Ryde, 1989.

Maylands. The whole precinct is an example of suburban development focused around a railway station. (Criterion 2.2)

*Maylands Parcel Office* is illustrative of a competently designed station building, constructed at the end of the nineteenth century. Its plan, form and detail are a fair example of the period in which it was built. (Criterion 2.4)

### **11. 3. SCIENTIFIC VALUE**

As a component of one of the earlier stations along the Perth to Midland line, *Maylands Parcel Office* has some potential to provide information which will contribute to a wider understanding of Perth's railway history; there are relatively few examples left in the metropolitan area that can offer this potential. (Criterion 3.1)

### **11. 4. SOCIAL VALUE**

*Maylands Parcel Office* is valued for its place in the core of Maylands. It is recognised as a landmark in the area. (Criterion 4.1)

*Maylands Parcel Office* contributes to the community's sense of place. Its classification by the National Trust of Australia and inclusion on the Stirling Municipal Inventory of Heritage Places is indicative of its social significance. (Criterion 4.2)

## **12. DEGREE OF SIGNIFICANCE**

### **12. 1. RARITY**

*Maylands Parcel Office* is the only original station of its type surviving on the old Eastern Line between Fremantle and Midland. (Criterion 5.1)

*Maylands Parcel Office* exemplifies the way in which stations operated during the early part of the twentieth century. At that time each important suburban station was staffed by a station master; tickets were sold at the station; and the parcels office operated like a post office. It is a reminder of the mode of rail operation used in the past. (Criterion 5.2)

### **12. 2 REPRESENTATIVENESS**

*Maylands Parcel Office* is significant in demonstrating the operations of a railway station at the beginning of this century. Its value is slightly reduced by the loss of other buildings, including the railway station building, the timber footbridge, fences and other site elements. (Criterion 6.1)

*Maylands Parcel Office* has the capacity to demonstrate, with the aid of interpretation, the manner in which the railway complex operated. However, changes to the building have diminished its value. (Criterion 6.2)

### **12. 3 CONDITION**

*Maylands Parcel Office* is generally in poor to fair condition.

The bitumen paving to the east and west of the building is in poor condition throughout and is in need of resurfacing. There is no overall concept in place to guide the management of the landscaping and planting.

The solid, painted brick walls are in fair condition. In some areas, however, there is considerable deterioration to brickwork partly due to poor repairs and lack of maintenance. Damage is visible to the eastern wall.

Some joinery needs to be replaced, although much of it is in fair condition and could be conserved; several doors have been completely demolished.

The roof is in need of repair; it is in poor condition.

Gutters and downpipes are in poor condition.

The platform edge was removed and its bituminised surface is in poor condition.

The condition of the walls varies from being fair to very poor. Ceilings, on the whole, are in reasonable condition.

The floors are in fairly good condition but floor joists are in poor condition.

### **12. 4 INTEGRITY**

Although the original building is now vacant and unused, the original intent is still clear and the railway line remains in daily use. The place demonstrates a potential for restoration and has a moderate degree of integrity.

### **12. 5 AUTHENTICITY**

*Maylands Parcel Office* retains a moderate degree of authenticity. With the exception of some intrusive alterations, much of the structure is original. The central Parcels and Ticket Offices have undergone some changes; however, the main elements such as the walls, floor, ceiling, doors and windows remain. Recent works have impacted negatively on authenticity.

### **13. SUPPORTING EVIDENCE**

Attached are key sections of the supporting evidence prepared by Considine & Griffiths Architects Pty Ltd, 'Maylands Parcel Office Conservation Plan' (prepared for the Maylands Interagency, December 1996).

#### **13.1 DOCUMENTARY EVIDENCE**

For detailed discussion of the documentary evidence, refer to the Considine & Griffiths Architects Pty Ltd, 'Maylands Parcel Office Conservation Plan' (prepared for the Maylands Interagency, December 1996).

#### **13.2 PHYSICAL EVIDENCE**

For detailed discussion of the physical evidence, refer to Considine & Griffiths Architects Pty Ltd, 'Maylands Parcel Office Conservation Plan' (prepared for the Maylands Interagency, December 1996).

#### **13.3 REFERENCES**

Considine & Griffiths Architects Pty Ltd, 'Maylands Parcel Office Conservation Plan' (prepared for the Maylands Interagency, December 1996).

#### **13.4 FURTHER RESEARCH**

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