



RAAF Williams Point Cook Heritage Management Plan

for Department of Defence

April 2008 - Updated November 2012

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Department of Defence

RAAF Williams Point Cook
Heritage Management Plan

April 2008 - Updated November 2012

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**Environmental Resources Management
Australia**
Level 2, Suite 3B, 40 Brisbane Avenue
Barton, ACT 2600
Telephone +61 2 6253 6888
Facsimile +61 2 6253 6889
www.erm.com

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ABBREVIATIONS

The following abbreviations are used in this report:

AA – Approval Authority	E&E –Environment and Engineering Branch
ADF – Australian Defence Force	ESS - Environmental Scoping Study
AFC – Australian Flying Corps	FP&E – Fixed Plant and Equipment
AHDB - Australian Heritage Database	GSS - Garrison Support Service
BCA - Building Code of Australia	HMP - Heritage Management Plan
CHL - Commonwealth Heritage List	IA – Infrastructure Appraisal
CMS - Comprehensive Maintenance Services	IAMP - Infrastructure Appraisal Maintenance Plan
DEPA - Defence Environment Protection and Assessment	LIA – Living-In-Accommodation
DEMS – Defence Estate Management System	LPSI – Land Planning and Spatial Information
DESP – Defence Estate Strategic Planning	NES - National Environmental Significance
DESTR – Defence Engineering Solutions and Technical Regulation	NHL – National Heritage List
DHBC – Defence Heritage and Biodiversity Conservation	OH&S – Occupational Health and Safety
DHA – Defence Housing Australia	OTS – Officer Training School
DS-VT - Defence Support –Victoria Tasmania	RAAF – Royal Australian Air Force
ECC - Environmental Clearance Certificate	REO – Regional Environmental Officer
EMS - Environmental Management System	RNE - Register of the National Estate
EPBC Act - <i>Environment Protection and Biodiversity Conservation Act 1999</i>	SEM – Senior Environmental Manager
	SEWPAC - Department of Sustainability, Environment, Water, Population and Communities
	SOP Standard Operating Procedure

EXECUTIVE SUMMARY

PURPOSE

RAAF Williams Point Cook (Point Cook) is included on the Commonwealth Heritage List (CHL) and the National Heritage List (NHL) under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). These heritage listings recognise the outstanding heritage value of Point Cook to Australia as the oldest continuously operating air field in the world and the central role it has played in the development of the RAAF.

The Department of Defence (Defence) has decided to continue to use RAAF Williams Point Cook as an operational facility. In the coming years Point Cook will see the introduction of a range of Australian Defence Force (ADF) activities along with civilian support activities and the potential expansion of the RAAF Museum. A range of civilian aircraft activities and uses are also under consideration.

This Heritage Management Plan (HMP) demonstrates Defence's commitment to the responsible maintenance and use of Point Cook. The operational requirements at Point Cook will continue to be balanced with the protection and conservation of the nationally significant heritage values of the site. This HMP has been prepared to provide guidance at a strategic, whole of site planning level, as well as more detailed guidance for individual Precincts and buildings. The guidance provided in this HMP addresses both the CHL and NHL values of Point Cook. An emphasis is placed on the NHL values, which are very similar to the CHL values, due to the importance of the NHL under the EPBC Act.

The 2012 update to the HMP has been prepared to include current maintenance and condition information, along with additional details in response to the public comments received by Defence when the 2008 HMP was publically notified in accordance with the EPBC Act.

GUIDE TO FINDING KEY INFORMATION IN THIS HMP

Information Sought	Refer To
Directory to Precinct Specific Guidance	Table A
Directory to Heritage Assets	Table B
Whole of Site Conservation Policies	Section 3.1
Precinct and Building Specific Conservation Policies	Section 3.2
Action Plan	Section 6
Maintenance Guidance and Protocols	Section 4
Heritage Interpretation	Section 5
NHL and CHL Citations	Annex A
Heritage Assessment	Annex E
Heritage Values of Assets and Precincts maintenance and repairs guidelines	Point Cook Heritage Handbook (separate document)

SUMMARY OF LISTED VALUES

The significance assessment of the site is provided in detail in *Annex E*. The National and Commonwealth heritage values of Point Cook can be summarised as comprising the following:

Value Category	Values
Historical Importance	Point Cook has a continuous association with Australian's military aviation forces since 1913, has been central to RAAF officer and pilot training for most of its operation and its design and layout planned by Government architect John Smith Murdoch between 1918 and 1925 is still in evidence today.
Rarity	Point Cook still retains several early and intact buildings from the first phase of aviation in Australia and from the inter war and Second World War periods, many of which are unusual or unique surviving examples.
Representativeness	Point Cook demonstrates the principal characteristics of air force bases developed in Australia under British influence between 1914 and 1939.
Social	Point Cook is considered an important place by current and former members of the RAAF for its symbolic, cultural and social associations
Historical Associations	Point Cook is closely associated with Sir Richard Williams, one of the first cadets at the Base, who later became Chief of Air Staff and was responsible for the formation of the RAAF in 1922.

BRIEF CHRONOLOGY OF POINT COOK

Date	Event
Pre European Settlement	Point Cook part of the Wurundjeri territory
1852	Thomas Chirnside freehold acreage taken up
1904	Victorian Government purchased 23,000 acres to encourage small farm holders under the Closer Settlement Act
1913	Commonwealth Government purchased land to establish a Central Flying School and form the Australian Flying Corps
1 March 1914	First flights from Point Cook undertaken by Harrison and Petre
August 1914	Pilot training courses commenced at Point Cook including student Lieutenant Williams, later became Air Marshal Sir Richard Williams Chief of Air Staff
1917	Master Plan for Point Cook commenced at the request of the Defence Minister
31 March 1921	Australian Air Force formed
May 1924	First aerial circumnavigation of the Australian coastline departed from Point Cook
1925	1918 Master Plan substantially implemented, design and planning undertaken by Government Architect John Smith Murdoch
WWII	Point Cook played key role in the Empire Air Training Scheme
1952	RAAF Museum established
1960s	RAAF Academy buildings established at Point Cook
31 March 1989	Point Cook and Laverton amalgamated as RAAF Williams
1992	Pilot training operations closed
January 2004	Point Cook included on the Commonwealth Heritage List
October 2007	Point Cook included on the National Heritage List
	Australian Government announces Point Cook will continue to operate as a Working Heritage Base

SITE LAYOUT AND PRECINCTS

The layout of Point Cook and the Heritage Precincts identified in this HMP are shown in *Figure 1.1*. The site assets are shown in *Figure 1.2*.

A summary of the Precincts, their assessed heritage values and significance ranking is provided in *Table A* below. A guide to the heritage assets across Point Cook is provided in *Table B* below. A summary heritage ranking map is provided at the end of this Executive Summary. Figures showing the ranking of the buildings in each precinct are provided in *Section 3*. The detailed heritage assessment including the ranking system is provided in *Annex E*.

Table A Summary of Precinct Information

Precinct	Heritage Values	Ranking	Asset Information	Conservation Policies Reference
South Tarmac	Retains the oldest, most extensive World War One complex of military aviation buildings in Australia; contains rare and uncommon examples of specific military aviation building types; demonstrates the early planning preferences of the era through its physical separation from other precincts and rectilinear planning.	Exceptional	25 assets: 4 Exceptional, 7 High, 9 Moderate, 3 Low, 2 Intrusive	Section 3.2.1
North Tarmac	Encapsulates the significance of the site as the focus for World War Two RAAF training activities though its rapid construction and development; indicates the extent of aircraft support facilities required through intact number and planning layout of Bellman Hangars.	High	26 assets: 10 High, 8 Moderate, 7 Low, 1 Intrusive	Section 3.2.2
Staff Residences	Contains a rare and intact group of RAAF staff housing spanning from 1914 to the late 1930s, of consistent design and construction; representative of the segregation of rank within the RAAF through its connection with single men's quarters (Officers' Barracks Precinct) to the east.	Exceptional	13 Assets all High	Section 3.2.3
Single Officer's Quarters	Contains one of the earliest remaining buildings on the site; representative of the other ranks' accommodation styles and layout within the RAAF.	High	12 Assets: 2 Exceptional, 6 High, 2 Moderate, 2 Intrusive	Section 3.2.4
Mechanics' Quarters	Originally highly indicative of the importance of airmen through extent of precinct, architecturally and planning-wise an important group of buildings; significance has been diminished through demolition and major alterations.	Low	20 Assets: 1 High, 2 Moderate, 17 Intrusive	Section 3.2.5
RAAF Academy	Representative of the continued use of early planning principles at the Base; last major development at the site before gradual decline in use.	Moderate	14 Assets, all Moderate	Section 3.2.6
Parade Ground	Central ceremonial focus of the site, strategically located between administrative and housing functions and technical areas; retains important buildings and site elements, landscaping and historical use of main building as Base Squadron HQ.	High	4 Assets: 2 Exceptional, 2 High	Section 3.2.7
Merz Road WWII Huts	One of few remaining collections of P1 type huts, representative of the massive influx of infrastructure required in World War Two; retains original interrelationships between buildings, original form and some early fabric.	High	4 Assets all Moderate	Section 3.2.8
Entry	Important as the 'face' of Point Cook, 1930s developments including the sentry boxes and gates demonstrated the attitude of officials to the growing stature and permanence of the Air Force.	Moderate	4 Assets: 3 Moderate, 1 None	Section 3.2.9

Table B Guide to Heritage Buildings

Asset No.	Former Use	Date	Key Aspects Not To Be Compromised	Significance	Precinct
3	OTS Headquarters	1962	Overall planning of the precinct, relationship of the buildings and open space, external form of buildings	Moderate	RAAF Academy Precinct
4	RAAF College	1967	Overall planning of the precinct, relationship of the buildings and open space, external form of buildings	Moderate	RAAF Academy Precinct
5	Chapel	1960s	Overall planning of the precinct, relationship of the buildings and open space, external form of buildings	Moderate	RAAF Academy Precinct
6	School of Post Grad. Studies	1960s	Overall planning of the precinct, relationship of the buildings and open space, external form of buildings	Moderate	RAAF Academy Precinct
7	AAFC Offices and Lecture Rooms	1960s	Overall planning of the precinct, relationship of the buildings and open space, external form of buildings	Moderate	RAAF Academy Precinct
9	RAAF College Headquarters	1960s	Overall planning of the precinct, relationship of the buildings and open space, external form of buildings	Moderate	RAAF Academy Precinct
10	RAAF College	1960s	Overall planning of the precinct, relationship of the buildings and open space, external form of buildings	Moderate	RAAF Academy Precinct
11	Cadet's Accommodation	1960s	Overall planning of the precinct, relationship of the buildings and open space, external form of buildings	Moderate	RAAF Academy Precinct
12	Cadets Laundry	1960s	Overall planning of the precinct, relationship of the buildings and open space, external form of buildings	Moderate	RAAF Academy Precinct
18	Officers' Sergeants' Mess	/ 1918	Overall form, materials including weatherboard cladding, timber windows, original internal elements and relationship to buildings 21 - 29	Exceptional	Single Officers' Quarters
21	Linen Store	1918	Overall form and external materials	High	Single Officers' Quarters
22	Servants' Quarters	1918	Overall form and materials, note: relocation possible	Moderate	Single Officers' Quarters
23	Single Officers' Quarters	1918	Overall form, original materials and detailing	High	Single Officers' Quarters
24	Single Officers' Quarters	1935	Overall form, original materials and detailing	High	Single Officers' Quarters

Asset No.	Former Use	Date	Key Aspects Not To Be Compromised	Significance	Precinct
25	Substation	1941	N/A	Low	Outside Precincts
27	Single Officers' Quarters	1939	Overall form, original materials and detailing	High	Single Officers' Quarters
28	Single Officers' Quarters	1935	Overall form, original materials and detailing	High	Single Officers' Quarters
29	Single Officers' Quarters	1928	Overall form, original materials and detailing	High	Single Officers' Quarters
30	Water Towers	c1918 / 1923	Prominent location, overall form of functional structures	Moderate	Single Officers' Quarters
33	Officers' Mess	1937	External form of 1937 extent, plus north and south wings, including face brickwork, rendered detailing, terracotta tiled roof, multi pane double hung windows, internal detailing including joinery, glazing details, insignia / carpet.	Exceptional	Outside Precincts
34	Garage	c1940s	Original form	Moderate	Outside Precincts
38	Assembly Hall/Cinema	1923	Overall form, and materials, relationship with Building 46	Exceptional	Mechanics' Precinct
41, 42	Mechanics' Quarters	1928, 1939	See note under Future Opportunities	Moderate	Mechanics' Precinct
46	Mechanics' Quarters	1939	Retain overall form and materials, relationship with 38, 71 and 72 if feasible.	High	Mechanics' Precinct
70	Guard House	1929	Overall form, verandah detailing, original elements including double hung windows and weatherboard cladding	Moderate	Entry Precinct
71	Airmen's Garage	1929	N/A	Low	Outside Precincts
72	Barrack Office and Store	1915 and 1917	Overall form, original materials and detailing	High	Outside Precincts
74	State School	1917	Overall form and fabric	Moderate	Outside Precincts
81	Substation	1919	Overall form; the current use to be retained if possible	Moderate	Entry Precinct
82	Switch Room	1919	Overall form and fabric	Moderate	North Tarmac
83	Sewerage Pump House	1941	Overall form and fabric	Moderate	North Tarmac
86	Flagpole	1922 relocate d 1932	Current location adjacent Building 87 should be retained	High	Parade Ground

Asset No.	Former Use	Date	Key Aspects Not To Be Compromised	Significance	Precinct
87	Base Squadron HQ / Flying Training School HQ	1929	Overall form and timber materials and detailing, including south entrance porch and double hung timber windows	Exceptional	Parade Ground
88	Parade Ground	c1920	Current extent of Parade Ground, timber post and chain fence, perimeter cypress plantings	Exceptional	Parade Ground
90	Motor Transport Garage	1922	Overall form and materials	High	South Tarmac
91	Aeronautics / Language School	1922	Overall form and materials, relationship with 92, 93, 96	High	South Tarmac
92	Air Navigation / Language School	1936	Overall form and materials, relationship with 91, 93, 96	High	South Tarmac
93	Air Navigation / Language School	1939	Overall form and materials, relationship with 91, 92, 96	High	South Tarmac
94	AFC Memorial	1938	Current location, material and detail carvings and inscriptions	High	Parade Ground
95	Seaplane Hangar	1914, 1921	Overall form and materials, relationship with 108 (jetty)	Exceptional	South Tarmac
96	Wireless / Language School	1939	Overall form and materials, relationship with 91, 92, 93	High	South Tarmac
100	Seaplane Squadron HQ	1938	Materials and detailing of domestic scale building, relationship with 108	High	South Tarmac
101	Seaplane Hangar	1927	Materials and detailing	High	South Tarmac
102	Toilet Block	Recent	N/A	Intrusive	South Tarmac
104	Battleplane Hangar	1917	Original location, form and materials	Exceptional	South Tarmac
108	Seaplane Jetty	1916	Existing and historic configuration, construction materials and method, relationship with 100	Exceptional	South Tarmac
120	Substation No. 3	c1934	N/A	Low	South Tarmac
121	Gunnery Stop Butt	1935	Overall form of building	Moderate	South Tarmac
122	Hazardous / Inflammable Store	1939	Overall form of building	Moderate	South Tarmac
125	P1 Hut – temporary WWII structure	c1940	Overall form and fabric	Moderate	Outside Precincts
155	P1 Hut – temporary WWII structure	c1940	Overall form and materials, relationship with 156 and 158	Moderate	Outside Precincts
156	P1 Hut – temporary WWII structure	c1940	Overall form and materials, relationship with 155 and 158	Moderate	Outside Precincts
158	P1 Hut – temporary WWII structure	c1940	Overall form and materials, relationship with 155 and 156	Moderate	Outside Precincts
161	Armament School, Former School of Instructors	1940	Central masonry core, symmetry of north and south single storey wings	Moderate	Outside Precincts

Asset No.	Former Use	Date	Key Aspects Not To Be Compromised	Significance	Precinct	
168	WW2 P1 Hut	c1940	Overall form, layout in radial pattern	Moderate	North Tarmac	
169	WW2 P1 Hut	c1940	Overall form, layout in radial pattern	Moderate	North Tarmac	
170	WW2 P1 Hut	c1940	Overall form, layout in radial pattern	Moderate	North Tarmac	
176	WW2 P1 Hut	c1940	Overall form, layout in radial pattern	Moderate	North Tarmac	
177	Electrical Supply	Recent	N/A	Low	North Tarmac	
178-187	Bellman Hangars	c1940	Overall form including door tracks, braced doors, relationship with other hangars and radial pattern layout.	High	North Tarmac	
188	WW2 P1 Hut	1940	Overall form, layout in radial pattern	Moderate	North Tarmac	
190	WW2 P1 Hut	1940	Overall form, layout in radial pattern	Moderate	North Tarmac	
193	Toilet Block	c1950	N/A	Low	North Tarmac	
194	North Tarmac Store	Recent	N/A	Intrusive	North Tarmac	
195	Museum Entry	c1980	N/A	Low	North Tarmac	
197	Stores	Recent	N/A	Low	North Tarmac	
200	Stores	Recent	N/A	Low	North Tarmac	
201	Stores	Recent	N/A	Low	North Tarmac	
202	RAAF Museum Admin training	Museum /Flight	Recent	N/A	Low	North Tarmac
203	WWII Hut	c1940	N/A	Low	South Tarmac	
204	Museum Misc.	Store,	Recent	N/A	Low	North Tarmac
209	Toilet Block	Recent	N/A	Intrusive	South Tarmac	
210	Hangar	1914	Early construction date, overall form and materials	Exceptional	South Tarmac	
211-214	Bellman Hangars	c1940	See notes above	Moderate	South Tarmac	
217	Trap Release Shed	c1960	N/A	Low	South Tarmac	
218	Toilet Block	Recent	N/A	Intrusive	South Tarmac	
221	Store	1941	Overall form of building	Moderate	South Tarmac	
224	Stop Butt	c1940	Overall form of building	Moderate	South Tarmac	

Asset No.	Former Use	Date	Key Aspects Not To Be Compromised	Significance	Precinct
228	Trainee Sleeping Quarters	c1941	Form, corrugated metal cladding, relationship to others in group	As a collection of four, the group is of High significance	Merz Road World War Two Huts
243	RAAF Classroom	1956	Overall form of building	Moderate	South Tarmac
273	Laundry	Unkown	Overall planning of the precinct, relationship of the buildings and open space, external form of buildings	Moderate	RAAF Academy
274	Storage Shed	Unkown	Overall planning of the precinct, relationship of the buildings and open space, external form of buildings	Moderate	RAAF Academy
277	Trainee Sleeping Quarters	c1941	Form, corrugated metal cladding, relationship to others in group Note: asbestos roof may be replaced with corrugated galvanised sheet metal.	As a collection of four, the group is of High significance	Merz Road World War Two Huts
331	Control Tower	Recent	N/A	Low	North Tarmac
332	Airfield lighting switch room	Unkown	N/A	Low	North Tarmac
455	Trainee Sleeping Quarters	c1941	Form, corrugated metal cladding, relationship to others in group	As a collection of four, the group is of High significance	Merz Road World War Two Huts
456	Trainee Sleeping Quarters	c1941	Form, corrugated metal cladding, relationship to others in group	As a collection of four, the group is of High significance	Merz Road World War Two Huts
485	Point Cook Flying Club	c1940	Form and detailing of P1 Hut	Moderate	South Tarmac
488	Single Officers' Quarters	1914	Overall form, materials and detailing, relationship to Building 18	Exceptional	Single Officers' Quarters
932	Sentry boxes	1937-1938	Retain and conserve in current location	Moderate	Entry Precinct
M000	2 Dalzell Road	1927	Overall form, materials and detailing of all buildings including weatherboard cladding, timber balustrade details, double hung timber windows, and intact internal elements; relationship between the buildings, in particular 1 – 8 Cole Street.	High	Staff Residences

Asset No.	Former Use	Date	Key Aspects Not To Be Compromised	Significance	Precinct
M001	3 Dalzell Road	1937	Overall form, materials and detailing of all buildings including weatherboard cladding, timber balustrade details, double hung timber windows, and intact internal elements; relationship between the buildings, in particular 1 – 8 Cole Street.	High	Staff Residences
M002	4 Dalzell Road	1937	Overall form, materials and detailing of all buildings including weatherboard cladding, timber balustrade details, double hung timber windows, and intact internal elements; relationship between the buildings, in particular 1 – 8 Cole Street.	High	Staff Residences
M003	5 Dalzell Road	1940	Overall form, materials and detailing of all buildings including weatherboard cladding, timber balustrade details, double hung timber windows, and intact internal elements; relationship between the buildings, in particular 1 – 8 Cole Street.	High	Staff Residences
M004	1 Cole Street	1915	Overall form, materials and detailing of all buildings including weatherboard cladding, timber balustrade details, double hung timber windows, and intact internal elements; relationship between the buildings, in particular 1 – 8 Cole Street.	High	Staff Residences
M005	2 Cole Street	1915	Overall form, materials and detailing of all buildings including weatherboard cladding, timber balustrade details, double hung timber windows, and intact internal elements; relationship between the buildings, in particular 1 – 8 Cole Street.	High	Staff Residences
M006	3 Cole Street	1915	Overall form, materials and detailing of all buildings including weatherboard cladding, timber balustrade details, double hung timber windows, and intact internal elements; relationship between the buildings, in particular 1 – 8 Cole Street.	High	Staff Residences

Asset No.	Former Use	Date	Key Aspects Not To Be Compromised	Significance	Precinct
M007	4 Cole Street	1928	Overall form, materials and detailing of all buildings including weatherboard cladding, timber balustrade details, double hung timber windows, and intact internal elements; relationship between the buildings, in particular 1 – 8 Cole Street.	High	Staff Residences
M008	5 Cole Street	1928	Overall form, materials and detailing of all buildings including weatherboard cladding, timber balustrade details, double hung timber windows, and intact internal elements; relationship between the buildings, in particular 1 – 8 Cole Street.	High	Staff Residences
M009	6 Cole Street	1928	Overall form, materials and detailing of all buildings including weatherboard cladding, timber balustrade details, double hung timber windows, and intact internal elements; relationship between the buildings, in particular 1 – 8 Cole Street.	High	Staff Residences
M010	7 Cole Street	1915	Overall form, materials and detailing of all buildings including weatherboard cladding, timber balustrade details, double hung timber windows, and intact internal elements; relationship between the buildings, in particular 1 – 8 Cole Street.	High	Staff Residences
M011	8 Cole Street	1916	Overall form, materials and detailing of all buildings including weatherboard cladding, timber balustrade details, double hung timber windows, and intact internal elements; relationship between the buildings, in particular 1 – 8 Cole Street.	High	Staff Residences
M026	Caretaker Cottage	1914	Overall form, original materials and detailing	High	Outside Precincts

Asset No.	Former Use	Date	Key Aspects Not To Be Compromised	Significance	Precinct
M027/028	1 Dalzell Road Commandant's Residence	1937	Overall form, materials and detailing of all buildings including weatherboard cladding, timber balustrade details, double hung timber windows, and intact internal elements; relationship between the buildings, in particular 1 – 8 Cole Street.	High	Staff Residences
	Airstrip	c1950 (layout)	Use should be retained; upgrades for safety and operational considerations appropriate	High	Outside Precincts
	Horizon Tank			Not Assessed	Outside Precincts
	Landscape Elements	Various	Retain Cyprus planting. Retain and enhance planting along roads and around precincts. Views and vista's should be respected. Retain clear distinction between built areas and surrounding scrub.	High	Various
	Rifle Range		N/A	Low	Outside Precincts
	Museum Collection			Exceptional	Various

BUILDINGS AND ELEMENTS OUTSIDE PRECINCTS

There are several buildings and elements of individual heritage value outside the identified Precincts. These are summarised in the table below. Further information is provided in *Section 3*.

Buildings Outside Precincts

Asset No.	Current Use	Significance	Refer To
33	Officers' Mess	Exceptional	Section 3.3.1
34	Garage	Moderate	Section 3.3.2
161	Vacant	Moderate	Section 3.3.3
25	Substation No. 2	Low	Section 3.3.4
71	Airmen's Garage	Low	Section 3.3.5
72	Former Barracks Office and Store	High	Section 3.3.6
74	State School No 4159	Moderate	Section 3.3.7
M026	Caretaker's Cottage	High	Section 3.3.8
125	P1 Type Hut – Vacant	Moderate	Section 3.3.9
155	P1 Type Hut – Vacant	Moderate	Section 3.3.10
156	P1 Type Hut – Vacant	Moderate	Section 3.3.10
158	P1 Type Hut – Vacant	Moderate	Section 3.3.10

Site Elements Outside Precincts

Current Use	Significance	Refer To
Rifle Range	Low	Section 3.4.1
Airstrip	High	Section 3.4.2
Horizon Tank	None	Section 3.4.3
Landscape Elements	High	Section 3.4.4

Legend
BUILDINGS WITHIN RAAF WILLIAMS, POINT COOK

Heritage Ranking

- Exceptional
- High
- Moderate
- Low
- Intrusive

Legend

BUILDINGS WITHIN RAAF WILLIAMS, POINT COOK

- | | | | | | |
|--|-------------------------------------|--|----------------------|-------------------------------------|----------------------------------|
| 1 Cole Street | 18 Officers / Sergeants Mess | 81 ELECTRICAL SUBSTATION No. 1 | 129 Shed | 193 Toilet Block | 274 Storage Shed |
| 1 Dalzell Road (Lukis House) | 20 Storage Shed | 82 Switch Room | 155 WW2 P1 Type Huts | 194 North Tarmac Store | 277 Trainee Quarters |
| 2 Cole Street | 21 Linen Store | 83 Sewage Pump House | 156 WW2 P1 Type Huts | 195 Store | 331 Control Tower |
| 2 Dalzell Road | 22 Servants Quarters | 86 Flagpole | 158 WW2 P1 Type Huts | 197 Store | 332 Airfield Lighting Switchroom |
| 3 Cole Street | 23 Single Quarters | 87 Base Squadron HQ/ Flying Training School HQ | 161 Amament School | 200 Stores | 455 Trainee Quarters |
| 3 Dalzell Road | 24 Single Quarters | 88 Parade Ground | 168 WW2 P1 Hut | 201 Safety Office | 456 Trainee Quarters |
| 3 OTS Headquarters | 25 ELEC. POWERHOUSE/SUBSTATION No.2 | 90 Motor Transport Garage | 169 WW2 P1 Hut | 202 RMIT FLIGHT TRG/ HQ RAAF MUSEUM | 485 POINT COOK FLYING CLUB |
| 4 RAAF College | 27 Single Quarters | 91 Aeronautics / Language School | 170 WW2 P1 Hut | 203 WWII Hut | 488 Single Quarters |
| 4 Cole Street | 28 Single Quarters | 92 Air Navigation / Language School | 176 WW2 P1 Hut | 204 Museum Store | 932 Sentry Boxes |
| 4 Dalzell Road | 29 Single Quarters | 93 Air Navigation / Language School | 177 MUSEUM LIBRARY | 209 Toilet Block | M026 caretaker's Cottage |
| 5 Chapel | 30 Water Tower | 94 AFC Memorial | 178 Bellman Hangars | 210 Hangar | |
| 5 Cole Street | 33 Officers' Mess | 95 MUSEUM STORAGE | 179 Bellman Hangars | 211 Bellman Hangars | |
| 5 Dalzell Road | 35 Equipment Storage Shed | 96 Wireless / Language School | 180 Bellman Hangars | 212 Bellman Hangars | |
| 6 RAAF College School of Post Graduate Studies | 38 Major Henry Petre Auditorium | 100 Seaplane Squadron HQ | 181 Bellman Hangars | 213 Bellman Hangars | |
| 6 Cole Street | 41 Mechanics Quarters | 102 Toilet Block | 182 Bellman Hangars | 214 Bellman Hangars | |
| 7 AAFC Offices and Lecture Rooms | 42 Mechanics Quarters | 101 Seaplane Hanger | 183 Bellman Hangars | 217 Trap Release Shed | |
| 7 Cole Street | 44 Garden Shed | 102 Toilet Block | 184 Bellman Hangars | 218 Toilet Block | |
| 8 Flammable Liquid Store | 46 Mechanics Quarters | 104 Battleplane Hanger | 185 Bellman Hangars | 221Store | |
| 8 Cole Street | 70 Guard House | 108 Seaplane Jetty | 186 Bellman Hangars | 224 Stop Butt | |
| 9 RAAF College Headquarters | 71 Airman's Garage | 120 Substation No.3 | 187 Bellman Hangars | 228 Trainee Quarters | |
| 10 RAAF College | 72 Barracks Office and Store | 121 LP GAS BOTTLE STORAGE | 188 WW2 P1 Hut | 259 Fire Alarm Storage | |
| 11 Cadets Accommodation | 74 State School | 122 Hazardous Store | 190 WW2 P1 Hut | 273 Laundry | |
| 12 Cadets Laundry | | 125 WW2 P1 Type Hut | | | |



Client: Department of Defence	Figure 1.1 - Heritage Ranking
Drawing No: 0166843 Point Cook HMP_G001_R1.mxd	0166843 Point Cook HMP
Date: 26/11/2012 Drawing A3	
Drawn By: JC Reviewed By: SJ	
<small>This figure may be based on third party data or data which has not been verified by ERM and it may not be to scale. Unless expressly agreed otherwise, this figure is intended as a guide only and ERM does not warrant its accuracy.</small>	
Environmental Resources Management Australia Pty Ltd Adelaide, Brisbane, Canberra, Hunter Valley, Melbourne, Perth, Port Macquarie, Sydney	



The Department of Defence (Defence) and Royal Australian Air Force (RAAF) will continue to use and operate RAAF Williams Point Cook (Point Cook). The Base is the oldest operating Air Base in the world, with the first flight taking off in 1914. This brings many challenges arising from the need to protect the important heritage values of the site, to use and maintain aging infrastructure, and to ensure sustainable use, while also meeting Defence's operational requirements moving into the 21st century. The preparation of this report demonstrates Defence's commitment to Point Cook, as it enables the values of the site to be considered and protected as the use of the site continues to evolve to meet capability requirements.

This Heritage Management Plan (HMP) for RAAF Williams Point Cook has been prepared by Environmental Resources Management Australia Pty Ltd (ERM) for Defence. This HMP is a revision of the report prepared by Woodhead International in September 2005 to assist Defence with managing the site in accordance with the Commonwealth Heritage List (CHL) requirements under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). The HMP has been revised in light of the decision by the (former) Minister for the Environment and Water Resources (now the Sustainability, Environment, Water, Population and Communities) – SEWPAC, to include Point Cook on the National Heritage List (NHL). The site was formally included on the NHL on 31 October 2007. The NHL citation and CHL citations for the site are provided at *Annex A*.

The NHL was established as a register of places of outstanding importance to Australia and Australians through 2004 amendments to the EPBC Act. The NHL includes places of an exceptional level of significance that represent and embody values that are important to us as a nation, including social, aesthetic, and historical values. The nomination of Point Cook to the National Heritage List reinforces and confirms the place's importance to the nation. Within this report the National Heritage values of the place are described and confirmed against the criteria set out in the EPBC Regulations, and practical management tools are provided to protect and promote these values.

A summary of this HMP's compliance with Schedules 5A and, 7A (National and Commonwealth HMP requirements), and 5B and 7B (National and Commonwealth Heritage Management Principles) of the EPBC Regulations is provided at *Annex B*. The Management Principles and Management Plan requirements for National and Commonwealth Heritage List Places are provided at *Annexes C* and *D*, respectively.

1.1

PURPOSE OF THE HERITAGE MANAGEMENT PLAN

All properties included on the Commonwealth and/or National Heritage Lists require a management plan prepared in accordance with the requirements of the EPBC Act. Point Cook has been identified as a significant heritage place in Australia, through its inclusion on the CHL in 2004 and the NHL in 2007, both for the military and for the wider community. The values embodied in the Point Cook site are identified and discussed in *Annex E*.

The guidance provided in this HMP addresses both the CHL and NHL values of Point Cook. An emphasis is placed on the NHL values, which are very similar to the CHL values, due to the importance of the NHL under the EPBC Act.

This HMP is intended to assist Base personnel, site managers, planners and contractors at both the National and regional (site) level within Defence to protect, manage and promote these heritage values, informed by a physical and historical assessment of the place. The Plan has been written in accordance with the National Heritage Management Principles set out in the EPBC Regulations, which are provided in *Annex C*. It has also been guided by the requirements for a Management Plan for a National Heritage Place set out in the EPBC Regulations, which are provided in *Annex D*.

The 2012 update to the HMP has been prepared to include current maintenance and condition information, along with additional details in response to the public comments received by Defence when the 2008 HMP was publically notified in accordance with the EPBC Act.

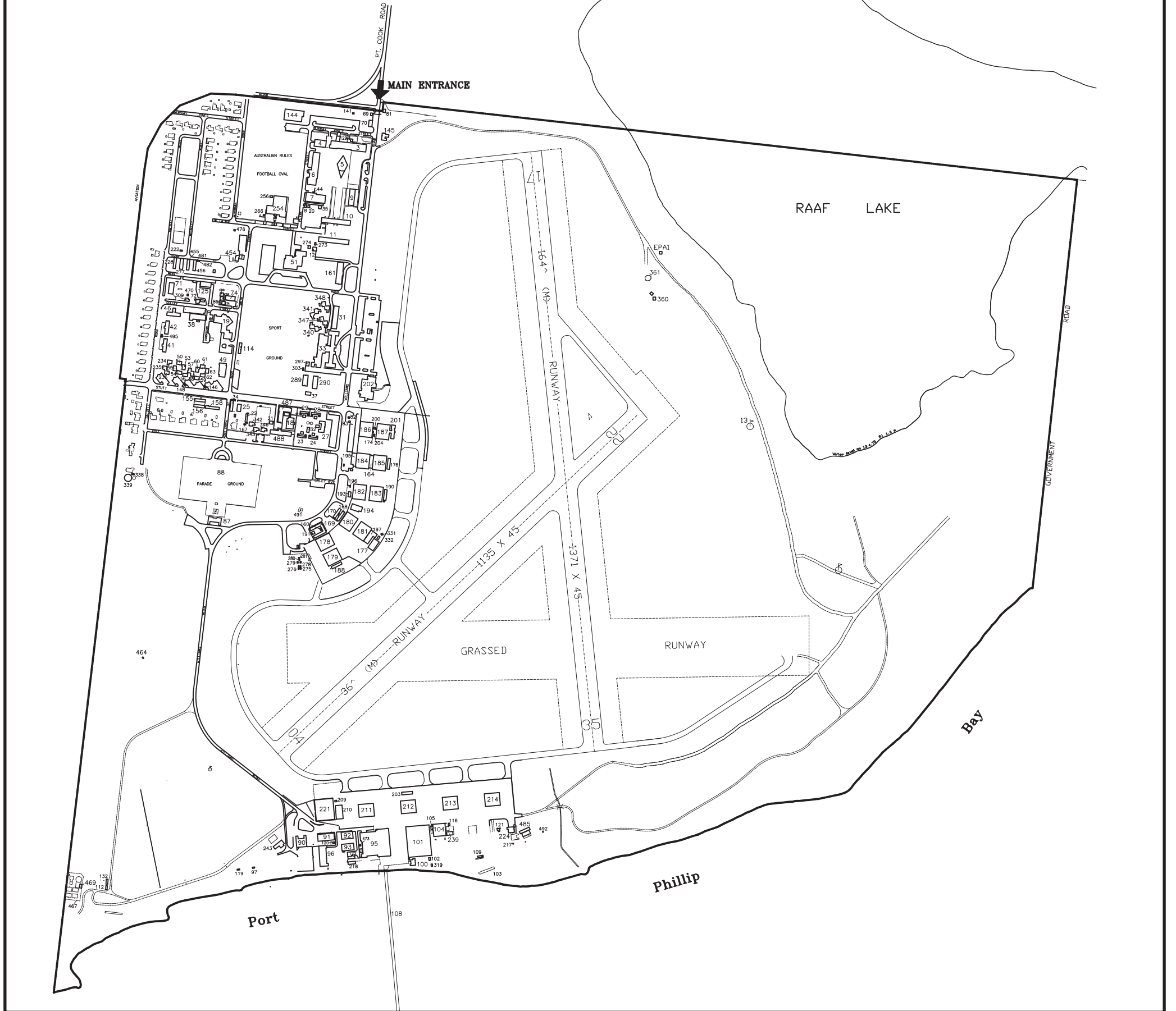
1.2

LOCATION

RAAF Williams Point Cook is located approximately 25 kilometres south west of Melbourne, south of the Princes Highway (Geelong Road) on the shores of Port Phillip Bay. The Point Cook site is part of RAAF Williams, the other part being Laverton Base, located a few kilometres to the north. The site comprises approximately 340.97 hectares of land, including the airstrip, associated buffer zones and half of the lake known as RAAF Lake. The site is located adjacent to the Point Cook Coastal Park, and is accessed from Point Cook Road.

BUILDINGS WITHIN RAAF WILLIAMS, POINT COOK.

- | | | | |
|--|---|--|-----------------------------------|
| 3. OTS HEADQUARTERS | 100. VACANT | 200. OIL STORAGE SHED | 303. LP GAS TANK |
| 4. VACANT | 101. RAAF MUSEUM/MTMS | 201. SAFETY EQUIPMENT/TEA ROOM/OFFICE | 309. AAF |
| 5. RAAF CHAPEL OF THE HOLY TRINITY | 102. TOILET BLOCK | 202. RMIT FLIGHT TRAINING/HQ RAAF MUSEUM | 319. OIL STORE |
| 6. SCH OF POSTGRADUATE STUDIES/OTS | 103. 23M RANGE STOP BUTTS | 203. RAAF PCK FLYING CLUB | 331. CONTROL TOWER |
| 7. VACANT | 104. BIVOUAC STORE | 204. OIL STORAGE SHED | 332. AIRFIELD LIGHTING SWITCHROOM |
| 8. FLAMMABLE LIQUID STORE | 105. MT REFUELLING OFFICE | 209. TOILET BLOCK | 338. WATER STORAGE PUMP HOUSE |
| 9. RAAF COL HEADQUARTERS | 108. JETTY & BOAT DOCK | 210,211,212,213. MUSEUM STORAGE | 339. WATER STORAGE TANK |
| 10. DEFENCE LIBRARY SERVICE | 109. 23M RANGE STORE & SHELTER | 214. AERO CLUB | 340,341. OFFICERS ACCOMMODATION |
| 11. CADETS SLEEPING QUARTERS | 112. STORE | 217. TRAP SHED No.2 | 342,343,346. SNCO'S ACCOMMODATION |
| 12. CADETS LAUNDRY | 114. SPORTS CHANGE ROOM | 218. TOILET BLOCK | 347. OFFICERS ACCOMMODATION |
| 18. ANTE-ROOM | 116. STORAGE SHED | 219. EQUIPMENT COMPOUND | 348. OFFICERS ACCOMMODATION |
| 19. FRONTLINE STORE | 120. ELECTRICAL SUB-STATION No. 3 | 221. MUSEUM STORAGE | 360. GENERATOR SHED |
| 20. STORAGE SHED | 121. LP GAS BOTTLE STORAGE - VACANT | 222. TOILET BLOCK | 361. NBD COMPOUND |
| 21. SNCO'S LAUNDRY | 122. HAZARDOUS STORE | 224. CYLINDER STORE - VACANT | |
| 22. SNCO'S ACCOMMODATION | 125. STORE | 228. CHILD CARE CENTRE | |
| 23,24. ACCOMMODATION | 129. DRIVEWAY CARPORT | 234. AIRMEN'S ACCOMMODATION | |
| 25. ELECT. POWER HOUSE & SUB-STATION No.2 | 132. MASK TRAINING FACILITY (MTF) | 235,236. O/R'S ACCOMMODATION | |
| 27. ACCOMMODATION | 144. HQ TRAINING COMMAND | 243. GOLF CLUB HOUSE | |
| 28,29. SGT'S ACCOMMODATION | 145. SECURITY CONTROL BUILDING | 254. PHYSICAL FITNESS/MEDICAL CENTRE | |
| 31. OFFICERS ACCOMMODATION | 146,148. MOTOR BIKE SHELTER | 256. 6 HOSP STORAGE SHED | |
| 32. LAUNDRY | 155. SCOUT HUT | 266. STORAGE SHED | |
| 33. OFFICERS MESS | 156. VACANT | 273. LAUNDRY | |
| 34. LOCK UP GARAGE | 158. VACANT | 274. STORAGE SHED | |
| 35. EQUIPMENT STORAGE SHED | 161. STRATEGIC LAND USE PLAN PROJECT OFFICE (SKM) | 275,276. A/G FUEL TANK (AVGAS) | |
| 36. PARADE GROUND | 164. RAAF MUSEUM DISPLAY AREA | 277. RAAFVA THRIFT SHOP | |
| 37. BEDDING STORE | 167. GARDENER SHED | 278. AVGAS PUMP & FILTER SHELTER | |
| 38. ASSEMBLY HALL/CINEMA | 168. WHEEL BAY | 280. FIRE SYSTEM FOAM TANK & SHELTER | |
| 41,42. O/R QUARTERS | 169. DEFENCE SECTION | 281. FIRE SYSTEM WATER TANK | |
| 44. GARDEN SHED | 170. VACANT | 289,290. OFFICERS ACCOMMODATION | |
| 46,49,50. O/R QUARTERS | 171. WATER TANK | 297. OFFICERS LAUNDRY | |
| 51. OFFICERS MESS ANNEXE | 174. COMPRESSOR SHED | | |
| 53-63. O/R QUARTERS | 176. MUSEUM EQUIP. STORAGE | | |
| 69. BUS SHELTER | 177. MUSEUM LIBRARY | | |
| 70. DEFECRIT/CHUBB SECURITY | 178. MUSEUM HANGAR | | |
| 71. LOCK UP GARAGE | 179. MUSEUM STORAGE AREA | | |
| 72. CAMP STORE | 180. BELLMAN HANGAR MUSEUM | | |
| 74. STATE SCHOOL No. 4159 | 181. AIRCRAFT STORAGE | | |
| 81. ELECTRICAL SUB-STATION No. 1 | 182. MUSEUM PAINT SHOP | | |
| 82. MAIN SWITCH ROOM | 183. FLYING AIRCRAFT STORAGE | | |
| 83. SEWERAGE PUMPING STATION | 184,185. AIRCRAFT DISPLAY | | |
| 87. HQ 4WING AUST AIR FORCE CADETS (AFC) | 186. ENGINE WORKSHOP | | |
| 88. AUST FLYING CORPS MEMORIAL PARADE GROUND | 187. AIRCRAFT MAINTENANCE | | |
| 89. PRIMARY SCHOOL | 188. AAF FLYING OPERATIONS/AOS | | |
| 90. MUSEUM STORAGE | 190. MUSEUM | | |
| 91. VACANT | 191. TRANSPORT-TANKER POOL | | |
| 92,93. VACANT | 193. TOILET BLOCK | | |
| 95. HOBBY HUT/GYM/FACS CARPENTER | 194. BATTERY WORKSHOP | | |
| 96. VACANT | 195. AIRCRAFT DISPLAY | | |
| | 196. PAINT STORE | | |
| | 197. SPECIAL STORAGE - MUSEUM | | |



Notes:
 Amendments:
 Buildings Removed/Deleted -
 Bldgs 453 (Merz Rd), 458 & 459 (Swan St) - 30/03/07

Client:	Department of Defence
Project:	RAAF Williams Point Cook Heritage Management Plan
Drawing No:	0065948s_02
Date:	28/08/2007
Drawn by:	GC
Source:	Department of Defence
Scale:	Refer to Scale Bar

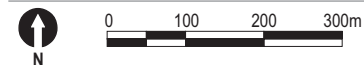


Figure 1.2
 Point Cook Site Plan

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 Building C, 33 Saunders St, Pyrmont, NSW 2009
 Telephone +61 2 8584 8888





Legend
 Site Boundaries

Figure 1.3

Site Location

Client:	Department of Defence	
Project:	RAAF Williams Point Cook Heritage Management Plan	
Drawing No:	0065948s_03	
Date:	03/01/2008	Drawing size: A4
Drawn by:	GC	Reviewed by: SJ
Source:	SKM	
Scale:	Refer to Scale Bar	

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 Building C, 33 Saunders St, Pyrmont, NSW 2009
 Telephone +61 2 8584 8888



2 *HERITAGE MANAGEMENT ISSUES AND REQUIREMENTS*

2.1 *BACKGROUND*

This section sets out the current heritage management issues and risks at Point Cook, along with recommendations to provide guidance for a range of Defence managers and contractors to ensure the National and Commonwealth heritage values of Point Cook are factored into the ongoing planning, care, management and use of the Base. This section also provides heritage guidance for potential future uses and changes currently under consideration by Defence.

Future use options are provided in light of discussions and a stakeholder consultation workshop held during May and June 2007 and the Australian Government's announcement in October 2007 to continue to operate Point Cook as a Working Heritage Base. The future use options seek to maintain and enhance the values of the place as far as possible within the range of changes envisaged by Defence.

2.2 *STAKEHOLDER CONSULTATION MESSAGES*

The key messages from the stakeholder consultation and workshop for the strategic management of Point Cook were:

- develop a proactive community engagement procedure;
- easy to follow heritage principles based management processes are needed to provide confidence about compliance and reputation protection;
- an agreed process for consistently managing lessees and their potential heritage and environmental impacts is needed; and
- the revised HMP needs to provide strategic guidance on protecting heritage values while implementing future change.

2.3 *POINT COOK COMMUNITY CONSULTATION*

Since the preparation of the 2008 HMP, DS-VT has established the Point Cook Community Consultation Forum. The forum is held on site at Point Cook on a quarterly basis, and all community members are welcome to attend and participate. The Forum is facilitated by the Defence Regional Director for DS-VT and the agenda covers a broad range of topics including environment and heritage matters. Notices about each meeting are provided at the main entry gate to Point Cook. Online information about the Forum is available via: www.defence.gov.au/id/pccf.htm.

A range of community members and representatives attend the Forum meetings, including retired RAAF personnel, people who live near the site, local politicians and members of the Wyndham City Council.

2.4 *POTENTIAL PRESSURES ON NATIONAL HERITAGE VALUES*

The following summary of potential risks to the National Heritage Values of Point Cook is based on the information included in the 2005 HMP along with updates from the consultation process. Policies to assist in managing these risks are provided in *Section 3*. Detailed maintenance guidelines and protocols are provided in *Section 4*.

2.4.1 *Maintenance*

The primary risk to the heritage values at Point Cook is through disuse, leading to lack of maintenance and repairs, consequently resulting in deterioration of building fabric. Unused buildings quickly deteriorate, and the location of the buildings at Point Cook in a marine environment, particularly those at the South Tarmac, will speed up the process of decline. Several buildings display signs of deterioration common to buildings that have been locked up and left vacant, including:

- blocked, missing or corroded gutters and rainwater goods;
- insect and bird infestation;
- timber decay due to water damage; and
- flaking or deteriorated paint.

The risk to buildings and elements of the site through disuse potentially results in buildings that are unsafe for use, unfit for purpose, and unattractive as restoration projects, often resulting in demolition as the most viable solution.

Detailed maintenance guidelines are provided in *Section 4* and the separate RAAF Williams Point Cook Heritage Handbook.

2.4.2 *Compatible Use*

The Point Cook site is to be retained in Commonwealth (Defence) ownership, maintaining a consistency of ownership of the site appropriate to the significance of the place. There is potential, however, for a number of different uses for various precincts on the Base. A risk to the values of the place may arise as a consequence of allowing potentially incompatible uses of various sites. Incompatible uses would include those that require major planning or building alterations detrimental to the values of the place, for example the removal of a large number of internal walls in the former Officers' Barracks, resulting in the original function no longer being legible.

Alternate uses for portions of the site may assist in the ongoing preservation of buildings and areas, through continued use. This in itself may however pose a threat to the heritage values of the place, through gradual divisions being created and changes to the overall Base planning being made to facilitate the new uses. The location and type of fences, landscaping and other means of defining spaces must be considered carefully to maintain consistency with regard to the original planning concept established at the Base.

2.4.3 *Occupational Health and Safety*

Many buildings at Point Cook date back fifty or more years, and in some cases closer to a hundred years. Current building codes and standards are more stringent than before, and although exemptions are available for heritage buildings in some circumstances, for example in relation to disabled access, many aspects will need upgrading, replacing or modifying in some manner. Asbestos in buildings is one such issue that must be addressed as a matter of priority; some buildings at Point Cook contain asbestos and the process of identifying, removing and replacing is time consuming and costly. Defence have a policy in place to remove all asbestos from buildings.

The condition of a number of buildings, in particular some of the hangars at the South Tarmac, poses a safety issue, with loose cladding, corroded steel sheets allowing water ingress, and potential structural problems.

Other aspects that may need upgrading to some extent include lighting levels, heating and cooling provisions, and security.

2.4.4 *Security*

The location of Point Cook at the time of its establishment was ideally suited for the intended function; far enough from Melbourne to provide a level of security through distance, and close enough for relatively easy access into the city. As Melbourne to the north east and to a lesser extent Geelong to the south west have expanded, Point Cook has changed from a relatively remote site to being close to new residential suburbs to the north of the site. The increased proximity of residential and commercial areas has resulted in potential increased security risks for the site.

In addition, recent global events have led to increased security levels across the Defence estate. Many Defence establishments have museums on site that now have more restricted access, like the RAAF Museum at Point Cook. Access is available, but visitors must be signed in, and at times of heightened security restrictions access may not be available at all. Defined use precincts or zones in future planning of the Base are likely to assist with overcoming security access restraints for the public.

Context

Defence has more than 700 owned or leased properties, containing more than 25,000 built assets and around 2.7 million hectares of land under its environmental stewardship. Management of the Defence Estate is therefore a complex task of balancing operational needs and environmental (including heritage) impacts involving many stakeholders, both within Defence and externally.

Defence has established a comprehensive program of environmental and heritage management plans and processes to help manage its Estate, consistent with its obligations under a range of Commonwealth Acts, including the EPBC Act. It has also established a process for impact assessment that aims to ensure that the effect of its activities on the environment and heritage are appropriately considered and managed.

The Defence Environmental Strategic Plan outlines how Defence will achieve its mission to 'defend Australia and its national interests' while managing the environment in a sustainable way. The strategy includes environmental policy objectives, principles and objectives that aim to assist with achieving environmental best practice in sustainable environment and heritage management.

The Defence Environmental Management System (EMS) provides a single source of Defence Estate data and is used to capture various streams of information, including heritage matters. The Defence EMS links the various regional Estate centres directly with the central office and provides an interface with other Defence corporate systems. The Defence EMS provides for managing potential and existing environmental and heritage risks, and facilitates planning, management, checking, reporting and review of environmental management to ensure continual improvement.

Discussion

Under the EPBC Act and Regulations, the Commonwealth must take measures to protect and manage the identified Commonwealth and National heritage values of places under its ownership or control. Often this task is difficult to manage as other priorities take precedence, or funding is too little or unavailable. In particular at Point Cook, problems potentially arise through unused buildings requiring maintenance, an expense difficult to justify when the building is unoccupied.

Whilst allocation of, and changes to, funding are generally outside the control of Base managers and planners, a detailed, prioritised schedule of required works can assist in ensuring that critical works are attended to as soon as practicable, and that maintenance and upgrade works can begin to be balanced with other development requirements. Defence has implemented the

Infrastructure Appraisal process at Point Cook and has programmed a range of maintenance and repairs works accordingly. Heritage asset details of this program have been added to *Annex E*.

This HMP is a key component of the Defence EMS Framework.

2.4.6 *Defence Building Policies*

The Defence Green Building Policy and minimum standards for working and Living-In-Accommodation (LIA) also establish a range of requirements for existing and proposed new buildings to be used by Defence. These requirements can involve changes to heritage fabric or result in extensive upgrade works that are economically unviable when compared to purpose built facilities. Flexibility in the exploration of re-use options is needed to balance retention of heritage values along with provided facilities to the required standard.

2.5 *CURRENT MANAGEMENT REQUIREMENTS AND GOALS*

This section outlines the current heritage management requirements and aims for Point Cook and includes recommendations to assist with ensuring appropriate consideration and protection of the National Heritage Values of the site. The implementation of these recommendations can be achieved through the Action Plan provided in *Section 5*.

Reference should also be made to the Defence Heritage Toolkit as an accessible series of Fact Sheets for various user groups at the Base, which provide guidance on several issues including strategic and master planning, capital works, redevelopment and making changes, and property disposals.

2.5.1 *Current Use Situation*

Point Cook has served as a primary training and operational base for the Royal Australian Air Force from its formation as the Central Flying School in 1913, until relatively recent changes to aircraft technology, and a shift in focus to the defence of Australia's northern areas, led to its gradual demise. In 1987, RAAF Tindal opened south of Darwin, providing a modern facility for the Force, strategically located in Australia's north. Point Cook closed as a pilot training facility in 1992, and pilots are now trained at RAAF Pearce in Western Australia. Navigation and air traffic control are conducted at East Sale, and Officer training is largely undertaken at the Australian Defence Force Academy (ADFA) in Canberra.

Defence still occupy a number of buildings at Point Cook, however it is understood that most operational functions will undergo a number of changes in the future.

Defence Support – Victoria-Tasmania DS-VT has overall responsibility for the land and asset management requirements at Point Cook, with the RAAF as

the key client on Base along with the RAAF Museum. DS-VT manages the access control procedures, maintenance of the landscape, built assets and airstrip as well as the environmental and heritage considerations and issues at the Base.

At present Point Cook supports Units and capabilities including but not limited to:

- RAAF Museum displays, restoration and storage facilities;
- Air Force Cadet activities;
- Flying training, operations;
- Commercial Licensees;
- Small Arms Range Training;
- Airfield Defence Guard Activities; and
- Other RAAF units.

The RAAF Museum currently attracts approximately 100,000 visitors to the Base each year, and is experiencing space issues to meet the collection conservation, display and storage demands.

A review of the future use and strategic management of Point Cook has been completed by Defence and the Minister. Details of how the site will be used and managed are still in the planning process.

In addition to the Community Consultative Forum, the establishment of a Point Cook Heritage Advisory Committee that meets quarterly would assist with the management of ongoing heritage issues at this significant site. The Committee could comprise professionals from appropriate agencies would provide additional support to Defence in managing the National and Commonwealth Heritage Values of Point Cook. Membership of the Committee could include the RAAF Museum Curator, the National Trust of Australia (Vic) conservation officer, Heritage Victoria heritage architect, DHBC, regional RAAF and civilian Defence representative/s and SEWPaC.

Recommendations

1. Communicate updates on the planning process with all Point Cook Defence stakeholders via the Point Cook Community Consultative Forum.
2. Consider the establishment of a Heritage Advisory Committee that would meet on a quarterly basis.

2.5.2

Current Maintenance Situation

The maintenance of the assets and landscape at Point Cook is managed by DS-VT and administered by the Garrison Support Service (GSS) and the Comprehensive Maintenance Service (CMS). GSS and CMS provide the on-ground management for:

- security control;
- canteen operation of the one combined facility for Officers and Airmen (Mess);
- fixed Plant and Equipment (FP&E);
- grounds and building maintenance;
- minor urgent works;
- construction and demolition (where approved);
- weed management and prevention; and
- feral animal management and prevention (rabbits and hares).

Due to the current low occupancy level across the Base, the maintenance regime is primarily reactive. Until recently, it has been difficult to secure regular maintenance funds because the Base has had no direct role in ADF capability for several years. This has resulted in a spike in reactive maintenance funding as some assets continue to decline without preventive maintenance. Maintenance works has included some urgent repairs such as roofing repairs and minor work on the Officers' Mess.

The in-ground infrastructure for water and sewer services is also a critical consideration in the future management of the Base due to their age and capacity to accommodate an increased load.

Defence has recently undertaken an Infrastructure Appraisal at Point Cook to identify works required and seek funding over 2011-2016. The Asbestos Identification and Remediation Program has commenced at Point Cook. This is a continuing process of removing asbestos containing materials from Defence property in-line with Defence's commitment to remove asbestos materials from the Estate. The Program provides for, and incorporates the re-roofing and re-cladding of many large buildings at Point Cook. Any structural deficiencies are to be addressed under this program.

The National Heritage Management Principles (Schedule 5B of the EPBC Regulations) require a proactive approach to the conservation of places with National Heritage values (refer to *Annex C*). This requires a preventive cyclical maintenance regime to ensure all heritage assets are appropriately maintained.

Recommendations

3. Ensure the IA 2011-2016 'maintenance fund' for Point Cook is implemented in accordance with its National and Commonwealth heritage values.

2.6 FUTURE USE CONSIDERATIONS

This section outlines the future use options currently under consideration for Point Cook by Defence, and includes recommendations to assist with ensuring appropriate consideration and protection of the National and Commonwealth Heritage Values of the site. The implementation of these recommendations can be achieved through the Action Plan provided in *Section 5*.

2.6.1 Reactivation of RAAF Williams Point Cook

With the decision to retain Point Cook in Defence ownership, the aim is to 're-blue' the Base with a range of RAAF uses, functions and support. The Government has established the vision for RAAF Base Williams Point Cook as a 'Working Heritage Base'. This concept envisages Point Cook as capable of conducting operations while preserving and displaying Air Force and Australian aviation history. The planning for the implementation of the Working Heritage Base concept is underway.

The implementation of the Working Heritage Base concept will include a variety of changes to the function and maintenance of heritage assets. The changes currently considered as part of the Working Heritage Base planning are described below. These changes are subject to change as the Working Heritage Base concept is further developed and implemented. A key challenge for the ongoing management of Point Cook is to achieve an appropriate balance between supporting operational requirements, security requirements, protection of National and Commonwealth heritage values and providing public access to parts of the Base. As an operational facility supporting ADF capability, public access will not be feasible for the entire Base. Indeed, full public access has not been possible in the past for these reasons. Public access and engagement will continue to be possible through the RAAF Museum and its events as well as the Consultative Forum.

Possible changes currently under consideration by Defence include:

- Relocation of several ADF functions to Point Cook;
- Fencing to improve security;
- Replacement of site infrastructure and services (underground services) which are now deficient due to age;
- Development of a display hangar for the RAAF Museum; and

- Repairs to the Officers Mess Annex and existing LIA to allow Point Cook to continue to support Reserve and Cadet Units.

Another important consideration is that a number of the buildings do not meet the required standards for operational use, including aspects like air conditioning, wet areas, and overall condition. In 2012 the vacant 1980s era married quarters buildings and other assets with no heritage values (or intrusive buildings in heritage terms) were removed in order to reduce the maintenance load of assets that were not suited for re-use. The assets removed were:

- 0932/A0049: Intrusive accommodation block;
- 0932/A0050: Residence: Intrusive building;
- 0932/A0053 : Residence: Intrusive building;
- 0932/A0054 : Residence: Intrusive building;
- 0932/A0055 : Residence: Intrusive building;
- 0932/A0056 : Residence: Intrusive building;
- 0932/A0057 : Residence: Intrusive building;
- 0932/A0058 : Residence: Intrusive building;
- 0932/A0059 : Residence: Intrusive building;
- 0932/A0060 : Residence: Intrusive building;
- 0932/A0061 : Residence: Intrusive building;
- 0932/A0062 : Residence: Intrusive building;
- 0932/A0063 : Residence: Intrusive building;
- 0932/A0487: SGT's Mess Kitchen: intrusive building;
- 0932/A0538: MQ residence - M111; 1 Stutt St (no heritage value); and
- 0932/A0454: Old service station (no heritage value).

In addition to the above, thirty-three married quarters with no heritage values were also removed at Point Cook at the north-west corner of the base. These asset numbers included: MQ63, MQ64, MQ65, MQ86, MQ87, MQ88, MQ89, MQ90, MQ91, MQ92, MQ93, MQ94, MQ95, MQ96, MQ97, MQ98, MQ99, MQ100, MQ102, MQ103, MQ105, MQ106, MQ107, MQ108, MQ109, MQ112, MQ113, MQ114, MQ115, MQ116, MQ117, MQ118 and MQ119. Building 51, which has no heritage value, was also removed.

Constraints on uses other than Defence-related are also imposed by the necessary security levels and requirements that apply to Point Cook, as an operational Defence facility, albeit in a limited capacity. Operational requirements generally dictate that upgrades to electrical, plumbing and data cabling services will need to be undertaken, as well as potential upgrades to fittings, furnishings and the like. Refurbishment to this extent is generally not undertaken in favour of new purpose-built facilities, as it is not perceived (which is generally confirmed) to be cost effective.

Proposals involving short or long term lease of parts of the site will also require various upgrades to services and infrastructure, and will need to balance the expectations of any lessee with regard to accommodation standards and facilities, and the heritage values of the place and its components.

The continued and potentially expanded presence of the RAAF Museum at Point Cook plays a critical role in the protection and enhancement of the heritage values of the place. The RAAF Museum is subject to Defence planning and impact assessment requirements, and any infrastructure changes proposed for Museum accommodation, storage and display need to ensure consistency with the heritage values of individual buildings, Precincts and the site as a whole.

The ongoing presence of the RAAF Museum and its collection is crucial to the interpretation and understanding of the values of the site, particularly in light of the removal of most operational Defence functions. The potential expansion of the Museum into other areas of the site would be highly supportable subject to details of the proposal, although it is understood that this is highly dependent on the Museum itself and its future plans.

The continued use of Point Cook as a Working Heritage Base presents a range of opportunities to reactivate a range of assets as the Base is progressively repopulated. The continued Defence presence will play a key role in the ongoing maintenance and protection of this nationally significant site.

The proximity of Point Cook to both RAAF Williams (Laverton) and the City of Melbourne also lends itself to consideration for administrative or directive functions. The Parade Ground also lends itself to continued use for ceremonial activities. The development of other 'heritage precincts' may also be considered as a means of promoting Point Cook's unique heritage. In conjunction with the existing RAAF Museum, a portion of the site, for example the Staff Residences Precinct, could house collections of a different nature and be a complementary yet separate drawcard to the site.

The level of significance of the Point Cook site is reflected in its continued association with military aviation activities. The ideal future for the place in terms of maintaining this association is for a continued Defence presence at the site, over as much of the site as possible.

Recommendations

4. Ensure early consideration of National Heritage Values in planning future uses to enable maximum compatibility with heritage values wherever feasible.
5. Ensure planning for Point Cook aligns with the identified heritage values provided in this HMP for each Precinct. This will assist with future decision making through the Defence Infrastructure Asset Development process. Consider facilitating public access where feasible in the context of security and operational priorities as part of the planning process.
6. Confirm which future use options will be implemented and conduct a compatibility test against the heritage values in the Precincts potentially affected as part of the Defence Infrastructure Asset Development process.
7. Agree future space requirements for the RAAF Museum and seek funding commitments to implement within five years.

2.6.2

Potential Educational Uses

Point Cook is a large site with a number of distinct precincts, existing accommodation facilities, and a prime location close to the city of Melbourne and the growing western suburbs between the CBD and Geelong. The site could provide excellent facilities for a higher education campus, although major building upgrades would be required to meet current BCA and access provisions.

The current use of Building 202 for RMIT courses is indicative of another way of using buildings or precincts at the site on a smaller scale. Potentially, distinct precincts such as the RAAF College would be well suited to re-use as a satellite campus for existing institutions. A number of the more industrial buildings at Point Cook may lend themselves to use for trade school functions or industry use offering large clear span areas. Building upgrades to meet BCA, and access provisions and approved structural integrity standards would be required. This nature of re-use is appropriate also from the viewpoint of retaining heritage values, reflecting the previous use of many of the hangars and buildings for the training of mechanics and other Air Force technicians.

Recommendations

8. Explore options that feasibly continue the tradition of Point Cook as an Air Force training facility, or that allow this tradition to be demonstrated, celebrated and accessible.
9. Align future uses with existing facilities in a manner that requires the least intervention into historic building fabric possible.

2.7

SUMMARY

The table below provides a summary of the recommendations made in this section of the HMP. The implementation of these recommendations will be guided by the conservation policies provided in *Section 3*, the maintenance guidelines and protocols in *Section 4* and the Action Plan provided at *Section 6*.

Table 2.1 Summary of Recommendations

Recommendation	Conservation Policy Reference	Action Plan Reference
1. Communicate updates on the planning process with all Point Cook Defence stakeholders via the Point Cook Consultative Forum.	Policy 4	Table 6.3: Action Plan for DS-VT
2. Consider the establishment of a Heritage Advisory Committee	Policy 10	Table 6.3: Action Plan for DS-VT
3. Ensure the IA 2011-2016 'maintenance fund' for Point Cook is implemented in accordance with its National and Commonwealth heritage values.	Policy 4	Table 6.1: Action Plan for DHBC
4. Ensure early consideration of National Heritage Values in planning future uses to enable maximum compatibility with heritage values wherever feasible.	Policies 1, 2, 6-8	Table 6.3: Action Plan for DS-VT
5. Ensure planning for Point Cook aligns with the identified heritage values provided in this HMP for each Precinct. This will assist with future decision making through the Defence Infrastructure Asset Development process. Consider facilitating public where feasible in the context of security and operational priorities as part of the planning process.	Policies 1, 2, 6-8, plus Precinct specific policies in <i>Section 3.2.</i>	Table 6.3: Action Plan for DS-VT
6. Confirm which future use options will be implemented and conduct a compatibility test against the heritage values in the Precincts potentially affected as part of the Defence Infrastructure Asset Development process	Policies 6-8, plus Precinct specific policies in <i>Section 3.2.</i>	Table 6.3: Action Plan for DS-VT
7. Agree future space requirements for the RAAF Museum and seek funding commitments to implement within five years.	Policies 6-8, plus Precinct specific policies in <i>Section 3.2.</i>	
8. Explore options that feasibly continue the tradition of Point Cook as an Air Force training facility, or that allow this tradition to be demonstrated, celebrated and accessible	Policies 6-8, plus Precinct specific policies in <i>Section 3.2.</i>	Table 6.3: Action Plan for DS-VT
9. Align future uses with existing facilities in a manner that requires the least intervention into historic building fabric possible	Policies 6-8, plus Precinct specific policies in <i>Section 3.2.</i>	Table 6.3: Action Plan for DS-VT

CONSERVATION POLICIES

These conservation policies have been developed to assist users and managers in the protection, enhancement and promotion of the identified heritage values at Point Cook. The policies have been prepared to provide practical guidance as well as to align with the requirements for Management Plans for National and Commonwealth Heritage places under the EPBC Regulations (see *Annex D*). Whole of site policies are provided along with Precinct Specific policies. Design guidelines for each precinct are also included to assist with future site planning.

3.1

WHOLE OF SITE POLICIES

As Point Cook is listed in its entirety as a place with outstanding historic heritage values to the nation, the site as a whole requires careful consideration. A number of higher order policies have therefore been developed to guide the holistic management of Point Cook that are aimed at protecting the overall heritage values of the site and prevent cumulative impacts.

3.1.1

Management and Conservation Processes

Policy 1: Understand the Heritage Values of Point Cook

Refer to the Statement of Significance for an understanding of the values of Point Cook as a whole. See *Annex E, Section E.9*.

Refer to the detailed information contained in the NHL and CHL citations. See *Annex A* and *Annex E, Section E.4.2*.

Policy 2: Consider the heritage values of Point Cook at the start of the site planning process

To ensure compliance when planning or Master planning the reactivation of various parts of Point Cook, it is important that the heritage attributes of the site are acknowledged and incorporated wherever possible. The key steps to follow when considering changes to Point Cook are outlined in *Table 3.1* below.

Table 3.1 Steps to Managing Changes to Point Cook

	Step	How Do I Do This?
1.	Check level of significance of item or Precinct	Start at Tables in the Executive Summary. Also check Annex E of this HMP if detailed information is required.
2.	Refer to ranking information	Check Tables E.12 and E.13 in Annex E of this HMP
3.	Check whole of site policies for further guidance	Refer to Section 3.1 of this HMP
4.	Check Precinct specific policies for detailed guidance	Refer to Section 3.2 of this HMP and consult 'Heritage Handbook' for detailed information on building maintenance and materials selection
5.	Consult with the DS-VT REO and SEM	Call or email using the Defence Personnel Directory
6.	Determine with DS-VT REO whether an ECC will be required	Arrange a meeting to discuss the proposal
7.	If the DS-VT REO and/or SEM advises that an impact is likely, consult with DHBC in Canberra to determine if an EPBC referral is required	The DS-VT REO/or SEM can facilitate this
8.	To assist in identifying potential impacts, prepare a Heritage Impact Assessment	Refer to the Defence Heritage Toolkit Seek guidance through the Defence Heritage Advisory Service

3.1.2 Access and Security Arrangements

Policy 3: Manage Point Cook in accordance with the latest Defence security requirements

Continue to provide ease of access to the RAAF Museum, which allows excellent opportunity for the broader community to access and enjoy the heritage values of Point Cook and the proud traditions and history of the RAAF.

Explore opportunities to balance security requirements with measures to place assets outside the security perimeter, such as the State school facilities.

3.1.3 Stakeholder and Community Consultation and Indigenous Protocols

Policy 4: Continue to engage with key stakeholders and the community through the Point Cook Community Consultative Forum, and ensure consultation with Indigenous stakeholders is undertaken where necessary

As part of the Infrastructure Asset Development process for the planning for Point Cook, inform stakeholders and the community about the planned changes and how the heritage values of the site are being incorporated and protected through the existing Forum. Ensure information is regularly provided to external groups such as Heritage Victoria, the local council and the National Trust of Australia (Victoria).

Indigenous Consultation Guidelines

This Section presents recommended procedures for consultation with Indigenous stakeholders.

The information in this Section has been informed by the Australian Heritage Commission's *Ask First: A Guide to Respecting Indigenous Heritage Places and Values* guideline (2002). Defence is currently in the process of developing a National Indigenous Stakeholder Consultation Policy and Guideline to assist with the Indigenous consultation process, and should be referred to once finalised as needed in the future management of Point Cook.

Registered Aboriginal Party

The Wurundjeri Aboriginal Tribe Land and Compensation Council (Wurundjeri) are the Registered Aboriginal Party (RAP) for the Melbourne area, including Point Cook.

The territory of the Wurundjeri lies within the inner city of Melbourne and extends north of the Great Dividing Ranges, east to Mt Baw Baw, south to Mordialloc Creek and west to Werribee River.

Consultation Procedure

The following recommends a process to follow to involve Indigenous people in site project works that involve ground disturbance in undeveloped areas within the RAAF Base Williams Point Cook boundary:

1. Identify the relevant Indigenous groups with rights and interests in a place (this does not only mean Traditional Owners of a place). The National Native Title Tribunal, Aboriginal Land Councils, Native Title representative bodies, and Government Agencies such as Aboriginal Affairs Victoria and the Victorian Department of Planning and Community Development can provide advice on how to identify Indigenous people with interests in a place.
2. Negotiate a time and location to meet with the relevant groups to discuss the project. The Indigenous groups should be provided with comprehensive information regarding the project, including potential issues, impacts, mapping and designs, in order to determine their desire to be involved with the project.
3. The meeting should include agreement on the level of Indigenous involvement required with the project, establish any potential issues with sensitive information and how this should be dealt with, and clarify resources required including travel to meetings and surveys and payment options.
4. Identify places or sites of Indigenous heritage values. This may involve background research of historical documents, examination of results of

other surveys, site database searches and site survey. This should involve consultation with and participation by the identified Indigenous groups, to ascertain information about places of known value to communities and places of potential heritage value.

5. Engage Indigenous people in ongoing management of places, whether or not specific sites / places of Indigenous heritage value have been identified. If places are identified, negotiations should occur between the Indigenous groups and project managers to determine the most appropriate method of conservation and management, in accordance with traditional customs. Where places are not identified, consultation should still occur with Indigenous groups to determine the potential for cultural heritage material to be identified during future site works, and to decide on an appropriate way to manage these discoveries. This may include monitoring of works by Indigenous representatives, or implementation of a chance finds procedure (see below).

Indigenous Chance Finds Procedure

Indigenous cultural heritage material is not often easily identifiable on the ground surface, and objects may be identified sub-surface during site works. To minimise risks to the heritage values of Indigenous heritage places, chance finds procedures are often devised, which set out a recommended procedure to follow in the event of uncovering places of potential cultural heritage value during site works. A general chance finds procedure is presented below, which should be adapted to suit individual projects.

If a potential artefact/ object of Indigenous heritage importance is identified during site works:

1. Stop work.
2. Do not move the object.
3. Note the object's coordinates (if possible using GPS), make a record of its location and make an estimate of the extent of the find.
4. Take photographs of the object in situ (where it was found, or as close to it, if the object has been disturbed as a result of works) where possible.
5. Report the find to the site manager/project manager, who will notify the REO, who will then contact the relevant Indigenous groups to organise a site inspection and assessment of the chance find. A suitably qualified archaeologist may also be contacted to aid in the identification of artefacts. This may include electronic communication with photograph.
6. Work must not continue in the immediate vicinity of the find until the find has been assessed.

7. If the find is determined to be of no heritage value, work continues. If the find is of potential value, refer to Step 8.
8. Consult with the relevant Indigenous group to determine the most appropriate management option. Establish mitigation protocols, and decide whether work can resume in the location.
9. If continuing work is considered suitable, record the place in accordance with the protocols established in Step 8.
10. If continuing work is considered unsuitable, consultation should occur between project managers and Indigenous groups to determine an appropriate method of progression.

3.1.4 *Protocols for Management of Sensitive Information*

Policy 5: Ensure standard Defence protocols are followed for managing commercial in confidence and security aspects about the site.

Current Defence document protection mechanisms (hard copy and electronic) and external communication protocols can effectively manage this issue.

3.1.5 *Planning and Management of Works, Development, Adaptive Reuse and Divestment*

The following policies relate to the ongoing development and use of the Point Cook site, both in relation to new buildings or developments, and general works to existing assets. More detailed maintenance recommendations and general maintenance Dos and Don'ts are provided in *Section 4*. Further details of maintenance requirements are also contained in Heritage Handbook

Policy 6: Seek compatible uses for Point Cook buildings and Precincts

Compatible uses for the Point Cook site and its significant component precincts, are typically those that do not require extensive redevelopment or major alterations to building stock to accommodate new functions. For example, re-use of college facilities for office space would require limited changes and would therefore be considered compatible. However all possible options should be considered. As identified in *Section 3.3.2* educational use would potentially be an appropriate option for parts of the site. As stated in *Section 2*, incompatible uses would include those that require major planning or building alterations detrimental to the values of the place, for example the removal of a large number of internal walls in the former Officers' Barracks, resulting in the original function no longer being legible.

The retention of the place in single ownership is preferable to ensure a cohesive long-term approach to future use options. The preparation of a Masterplan for the site would assist in defining these options. This does not preclude portions of the site being leased to or managed by other organisations under the umbrella of Defence ownership.

Policy 7: Respect the setting and fabric of Point Cook

The setting of Point Cook is an important aspect of its significance. The formality of the Base planning, interspersed with and surrounded by low lying grassland and scrub, as well as its siting adjacent to the shore of Port Phillip Bay in a windswept and exposed location, lend an air of isolation and remoteness to Point Cook, despite its proximity to Melbourne and rapidly developing nearby suburbs.

As far as practical, the isolated setting of the Northern area and the South Tarmac Area should be retained. This is particularly important in the case of the South Tarmac as it remains a highly significant precinct, visually and physically distinct from the rest of the Base.

New development should respect the feeling of remoteness created by self-contained precincts, generally inwardly focused and surrounded by unmaintained scrub or visually open expanses of grassland. Consideration should also be given to the proximity of some areas to the air strip and consequently issues of fire safety and airfield safety must be addressed.

The significant fabric at Point Cook extends from buildings to other site elements and structures, landscaping in each heritage precinct, and views across the site, particularly the vistas from the South Tarmac Precinct and the Parade Ground Precinct, and the physical manifestations of the underlying planning scheme employed at the site. Key elements of this significant fabric include the hangars, jetty and landscape elements at the South Tarmac precinct, the axial planning throughout the site reinforced by lineal cypress plantings, and World War Two era developments such as the Bellman Hangars at the North Tarmac.

In accordance with the significance rankings used in *Annex E (see Section E.6)* buildings and elements of an Exceptional or High Level of Significance should be retained unless exceptional circumstances dictate that retention is not an option. Every effort should be made to also retain buildings and elements of a Moderate level of Significance. The greater amount of fabric kept at the site, the more easily and effectively the significance of the place can be managed, understood and enhanced.

Policy 8: New development at Point Cook should be sympathetic to the overall planning and layout of the Base, a key aspect of its significance

New development should be consistent with the existing building pattern and road network. Reference to the 1918 Master plan should also be made so that its surviving aspects are retained. New development should also be consistent with the low building scale and current setbacks.

New development adjacent to buildings of Exceptional, High or Moderate levels of significance should be reflective of the prevailing architectural character of the buildings; however new buildings should be readily

identifiable as such, and should not mimic or copy historical features of existing buildings.

Precinct specific recommendations are provided in the *Section 3.2*.

3.1.6 *Managing Unforeseen Discoveries*

Policy 9: Ensure unforeseen discoveries and disturbances are reported and further investigation is undertaken where deemed necessary

Unforeseen archaeological discoveries are possible at RAAF Base Williams. Archaeological finds may present themselves in the course of new developments, new building work, or excavation for service maintenance and replacement. It is unlikely that significant artefacts will be present within the main built up areas of the site, however the potential does exist for finds to be made, particularly in the less developed areas around the Base perimeter.

It is also possible that refurbishment and alterations to assets on the Base may reveal previously un-recorded earlier fabric, which may have some heritage value.

In the event of an unforeseen discovery, the find should be reported immediately to the SEM and/or REO DS-VT, and any works ceased immediately. Depending on the nature of the find, other authorities may need to be consulted, including indigenous and archaeological professionals.

3.1.7 *Seeking Heritage Advice*

Policy 10: Obtain heritage advice where required through the REO DS-VT and DHBC, or the Point Cook Heritage Advisory Committee (if established)

In circumstances where advice on heritage issues at Point Cook needs to be sought, enquiries should be directed in the first instance to the REO DS-VT.

Further consultation may be undertaken with DHBC in Canberra, depending on the nature of the enquiry. DHBC manages the Defence Heritage Advisory Service with the heritage members of the Defence Environment and Heritage Panel. The Service is available for small research, preliminary impacts analysis and site conservation advice.

If the Point Cook Heritage Advisory Committee is established, heritage issues can be considered and advice provided on more complex matters.

3.1.8 *Monitoring and Reporting on Condition of National and Commonwealth Heritage Values*

Policy 11: Regularly monitor and report on the condition of the National and Commonwealth Heritage values of Point Cook

The heritage values identified in this HMP are required to be regularly inspected to ensure that their condition, both in the physical sense of fabric

condition, and in a less tangible sense of how well the values can be understood and interpreted.

The Defence Infrastructure Appraisal (IA) process involves a regular and detailed inspection regime, which includes condition evaluation and incorporation into a costed maintenance works program. The IA reports are developed by DS-VT on an annual basis and provide an overview of updated infrastructure condition information.

Follow up reporting on the outcomes of the 2011-2016 programmed IA maintenance work will be provided by DS-VT to DHBC on an annual basis. More information on the current IA maintenance work program is provided in *Section 2.4, Section 4.2 and Annex E*.

3.1.9 *Recording Changes*

Policy 12: Ensure changes are documented and recorded

It is important that a record of the changes that occur at Point Cook is centrally managed by DS-VT. Data should continue to be entered into the Defence Estate Management System (DEMS) as work orders are raised and implemented.

Policy 13: Record major changes to Point Cook prior to the commencement of works

In the course of preparing buildings and precincts at Point Cook for new uses, alterations, upgrades, and in some cases demolition (partial or whole), will be required. Should this occur to buildings of identified heritage value, an archival record of the building or site element should be prepared prior to the commencement of works. This should comprise a set of archival quality photographs, and for buildings of an Exceptional or High level of significance a set of measured drawings. Archival documents should be retained on site, copy lodged with DHBC, in the Defence Library, and also kept in the Australian Archives, to provide adequate information for future reference. A soft copy should also be added to DEMS for the asset affected.

DHBC currently advises that the best practice guide to use is *Archival Recording of Heritage Places Guideline* (Department of Environment and Heritage Protection, QLD); February 2011 (The guide can be accessed via: www.ehp.qld.gov.au/heritage/heritage-in-qld/heritage-publications.html).

3.1.10 *Research, Training and Awareness*

Policy 14: Ensure personnel managing Point Cook are familiar with the heritage values of the site, the legislative requirements that apply and the management considerations outlined in this HMP

Identify gaps in existing site knowledge, such as archaeological potential, and conduct targeted research as needed to support all site management personnel

to appropriately manage the National and Commonwealth heritage values of the Base.

Develop a short information session to be incorporated in the site induction training for all new personnel including contractors at Point Cook. This can also be added to the annual OH&S training delivered to all Defence staff.

Continued ongoing consultation between Base personnel, the DS-VT REO and DHBC in regards to actions that may impact on the identified heritage values of Point Cook is an important factor in ensuring appropriate management.

3.1.11 *Heritage Interpretation*

Policy 15: Explore options to interpret and promote the heritage values of Point Cook within Defence security requirements

An understanding of the heritage values identified at Point Cook should be made accessible to both current and future users of the site, and to a wider audience, given the nature of its national significance as a unique component in Australian military history.

Opportunities for the interpretation of the heritage values of Point Cook are explored further in *Section 5*.

3.1.12 *HMP Implementation*

Policy 16: Ensure the HMP is implemented

Copies of this HMP should be provided to key estate planning and Base management personnel in DS-VT, and any contractors involved with the Point Cook site.

The Action Plan provided at *Section 5* provides a checklist for actions arising from the key recommendations and the conservation policies contained in this HMP. An annual review of progress against the Action Plan should be conducted by the SEM and REO DS-VT.

3.1.13 *HMP Review*

Policy 17: Regularly review the HMP to ensure it is up to date

In accordance with the EPBC Act the Heritage Management Plan must be reviewed at least every five years. The review should be conducted by DHBC in conjunction with the SEM and REO DS-VT. The review should assess the content of the plan and determine its effectiveness in protecting the heritage values of the place, and make recommendations for updating or re-writing the plan as required. The review should make use of any reporting mechanisms and assessment processes established, in determining the effectiveness of the document. The first review is required to be undertaken by mid-2012.

3.2 *PRECINCT AND BUILDING SPECIFIC POLICIES*

The following policies have been developed for specific precincts and buildings within the Point Cook site, where the special relationships between certain buildings are of particular importance, and should be treated within the specific parameters of that precinct.

3.2.1 *South Tarmac Precinct*

The South Tarmac Precinct provides an outstanding opportunity to convey the history and heritage of the RAAF, and more specifically the Point Cook site, through its intact and early collection of buildings. It contains a number of buildings and structures dating from within the first few years of Base development.








Risks to Heritage Values of the South Tarmac Precinct

The risks to the heritage values in the South Tarmac Precinct have been identified as:

- high cost of maintenance and essential repair works, given the nature of the buildings;
- old hangar designs mean replacement parts not available;
- corrosive environment adjacent Port Phillip Bay;
- buildings do not meet current standards (BCA, DESTR) and require substantial upgrades to meet current requirements; and
- difficulty in finding appropriate uses for some buildings without major replacement or alteration to the fabric of the buildings.



Legend

-  Site Boundaries
- Heritage Significance
-  Exceptional
-  High
-  Moderate
-  Low
-  None
-  Intrusive

Client:	Department of Defence	
Project:	RAAF Williams Point Cook Heritage Management Plan	
Drawing No:	0065948s_05	
Date:	04/10/2012	Drawing size: A4
Drawn by:	JC	Reviewed by: SJ
Source:	SKM	
Scale:	Refer to Scale Bar	



Figure 3.1

South Tarmac Seaplane Jetty Precinct

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General Guidelines for the South Tarmac Precinct

The buildings and elements that comprise the South Tarmac Precinct identified in *Annex E, Section E.6.1* as being of a High and Exceptional level of significance should be viewed as a collection of buildings, many of heritage significance in their own right, but together forming an intact and highly significant precinct. The South Tarmac Precinct embodies some of the key heritage values of the site, through intact building fabric, layout of the precinct, and limited alterations to the fabric and use of many buildings over time.

Proposed new uses for the South Tarmac Precinct should focus, where possible, on using a collection of buildings together, rather than utilising one building for one use, unrelated to adjacent buildings.

Existing buildings of Exceptional, High or Moderate significance should be retained in their present location. Relocation of buildings should only be considered where the move can be demonstrated to have a beneficial result on the heritage values of the place; for example, through moving the World War Two hut presently housing the Point Cook Flying Club to ensure its ongoing use.

The complex of buildings used originally as the Aeronautics School, and later as the Language School, should be retained in its current layout. Until a use is found for these buildings, general maintenance should be undertaken to prevent deterioration, as set out in *Section 4.2 - Timber Buildings* of this HMP and *Section 5.5* of the Heritage Handbook.

The Jetty should be inspected by an appropriately qualified engineer to establish stabilisation or repair works required to maintain the structure, and prevent further deterioration. A repair and restoration program should be established over the medium term (5 year) period to endeavour to bring the jetty back to a state of sufficient repair, whereby it may available for appropriate user group access.

Proposed new buildings should be designed to refer to the existing buildings in scale and form, and should be located within the existing planning layout established at the South Tarmac. Any proposal should be prepared in consultation with a qualified architect, experienced in working in heritage contexts.

The intrusive buildings, 102, 209 and 218, can be removed for operational purposes and the services contained within them housed in alternative buildings, if required.

The four Bellman hangars are considered to be of significance in the context of the Point Cook Base. This Precinct contains a highly intact collection of pre-World War One and World War One hangars. This is augmented by the presence of the Bellman Hangars at the North Tarmac. However, the condition and structural integrity of the South Tarmac Bellman Hangars is generally poor. Options to retain and re-use these assets need to be identified and tested for structural feasibility and cost effectiveness.

Priority for funding of any conservation works should be given to the following buildings:

- Buildings 91, 92, 93, 96 and 90 (former Aeronautics School and Transport Garage);
- Building 95 (Aeroplane Workshops);
- Asset 108 (Seaplane Jetty); and
- Building 210 (Hangar).

It is noted that the roof of Building 90 has been damaged since the 2008 HMP was prepared. Repairs for Building 90 are included in the current IA maintenance program (IA ref. Works Package 5392).

2012 Update: Repairs to Building 90 have been undertaken, which have retained its heritage values, including its overall form and materials.

It is also noted that Building 95 – Aeroplane Workshops – retains damage to its front wall that was the result of a crash of a Bristol Boxkite in 1915 during flight training. This damage is part of the historical significance of the building and needs to be protected.

Maintenance for all buildings of High and Moderate levels of significance should be undertaken in accordance with the guidelines provided in *Sections 4.3 Timber Buildings, 4.4 Hangars and 4.5 Masonry Buildings* and in compliance with the Heritage Handbook.

Table 3.2 Summary of South Tarmac Precinct Asset Guidelines

Asset No.	Former Use	Date	Key Aspects Not To Be Compromised	Significance
90	Motor Transport Garage	1922	Overall form and materials	High
91	Aeronautics / Language School	1922	Overall form and materials, relationship with 92, 93, 96	High
92	Air Navigation / Language School	1936	Overall form and materials, relationship with 91, 93, 96	High
93	Air Navigation / Language School	1939	Overall form and materials, relationship with 91, 92, 96	High
95	Aeroplane Workshops	1914, 1921	Overall form and materials, relationship with 108 (jetty); 1915 damage from Boxkite incident (see notes above)	Exceptional
96	Wireless / Language School	1939	Overall form and materials, relationship with 91, 92, 93	High

Asset No.	Former Use	Date	Key Aspects Not To Be Compromised	Significance
100	Seaplane Squadron HQ	1938	Materials and detailing of domestic scale building, relationship with 108	High
101	Seaplane Hangar	1927	Materials and detailing	High
104	Battleplane Hangar	1917	Original location, form and materials	Exceptional
108	Seaplane Jetty	1916	Existing and historic configuration, construction materials and method, relationship with 100	Exceptional
120	Substation No. 3	c1934	N/A	Low
121	Gunnery Stop Butt	1935	Overall form of building	Moderate
122	Hazardous / Inflammable Store	1939	Overall form of building	Moderate
203	WWII Hut	c1940	N/A	Low
210	Hangar	1914	Early construction date, overall form and materials	Exceptional
211-214	Bellman Hangars	c1940	See notes above	Moderate
217	Trap Release Shed	c1960	N/A	Low
218	Toilet Block	Recent	N/A	Intrusive
221	Store	1941	Overall form of building	Moderate
224	Stop Butt	c1940	Overall form of building	Moderate
243	RAAF College Classroom	1956	Overall form of building	Moderate
485	Point Cook Flying Club	c1940	Form and detailing of P1 Hut	Moderate



Photograph 3.1 Asset 90 – Warehouse (Photograph courtesy DS-VT)



Photograph 3.2 Asset 95 – Hangar (Photograph courtesy DS-VT)



Photograph 3.3 Asset 100 – Seaplane Squadron HQ (Photograph courtesy DS-VT)



Photograph 3.4 Asset 101 – Seaplane Hangar (Photograph courtesy DS-VT)



Photograph 3.5 Assets 101, 104 and 95 (Photograph courtesy DS-VT)



Photograph 3.6 Asset 108 – Seaplane Jetty (Photograph courtesy DS-VT)



Photograph 3.7 Asset 121 - Gunnery Stop Butt (Photograph courtesy DS-VT)



Photograph 3.8 Asset 122 - Hazardous / Inflammable Store (Photograph courtesy DS-VT)



Photograph 3.9 Bellman Hangars, Assets 211-214 (Photograph courtesy DS-VT)



Photograph 3.10 Asset 221 – Store (Photograph courtesy DS-VT)



Photograph 3.11 Asset 224 – Stop Butt (Photograph courtesy DS-VT)



Photograph 3.12 Asset 243 – Former RAAF College Classroom (Photograph courtesy DS-VT)

Future Opportunities for the South Tarmac Precinct

Future use of the precinct should focus on using a collection of buildings in unison, rather than each building independently. Potential uses could include continued plane storage and maintenance facilities; training and educational use; and office accommodation (particularly Buildings 91, 92, 93, and 96).

Interpretation of this precinct is a key method in conveying its importance in the history and development of the Royal Australian Air Force, and the role of

the Point Cook site in this development. The level of visitor access to this precinct is yet to be determined, and interpretation options to be considered need to be balanced with Defence security requirements. A range of options for interpretation in this Precinct include:

- interpretive signage at the precinct, showing the original state of the area through historic photographs, plans and the like; and
- incorporating historical material into displays within the RAAF Museum at Point Cook, to present additional information about the place to the public (assuming that the precinct itself may not be publicly accessible).

Design Guidelines for Development in the South Tarmac Precinct

Proposed new buildings should be designed to refer to the existing buildings in scale and form, and should be located within the existing planning layout established at the South Tarmac. Any proposal should be prepared in consultation with a qualified architect, experienced in working in a heritage context. Key design prompts to inform new designs include the following:

- simple overall form and massing, simple roof forms (for example a new roof form in a curved shape would compete with the predominantly pitched roof on existing buildings);
- use of a restrained palette of materials, colours and finishes, avoiding highly reflective or brightly coloured materials;
- limited use of masonry elements for new construction, to avoid dominating the existing character of lightweight steel and timber clad buildings; and
- siting of new buildings respecting the prevailing rectilinear, regimented layout in place (for example a building sited at 45° to the existing buildings would draw excessive attention to itself) and the visual relationship with the airfield and coastline.

3.2.2

North Tarmac Precinct

The North Tarmac Precinct contains the bulk of the collection of the RAAF Museum. The role of the museum is paramount in understanding the value of the site, and conveying those values to the general public and returning service personnel.

Risks to Heritage Values of the North Tarmac Precinct

The risks to the heritage values in the North Tarmac Precinct have been identified as:

- high cost of maintenance and essential repair works, given the nature of the buildings;
- old hangar designs mean replacement parts not available;
- corrosive environment adjacent Port Phillip Bay;
- buildings do not meet current standards (BCA and those administered by the Defence Directorate of Engineering Solutions and Technical Regulation - DESTTR) and require substantial upgrades to meet current day requirements;
- difficulty in finding appropriate uses for some buildings without major replacement or alteration to the fabric of the buildings; and
- lack of appropriate space for large displays (aircraft).

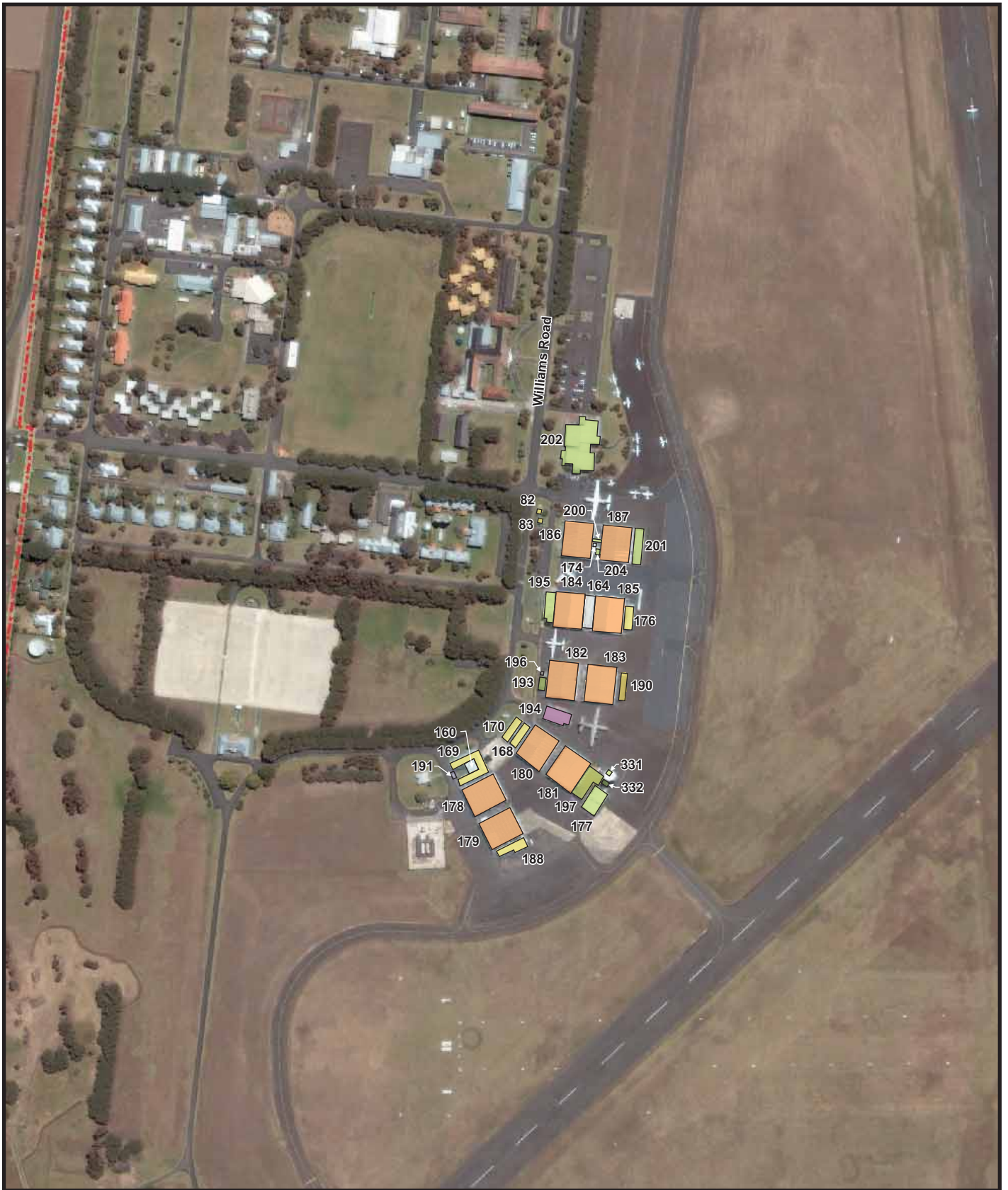
General Guidelines for the North Tarmac Precinct

The ongoing use of the North Tarmac Precinct as the home of the RAAF Museum should be considered as a critically important layer of the heritage value of the Precinct.

The circa World War Two planning layout at the North Tarmac Precinct should be retained, and any new buildings proposed to be located in this Precinct should be respectful of this layout. Expansion of the RAAF Museum facilities needs to be considered in light of this planning layout.

The intrusive Building 194, Battery Workshop, could be removed or relocated when practical to align with the prevailing planning layout.

Visual separation between this precinct and the concrete form of Building 202 should be considered in the form of additional landscaping.



Legend

Site Boundaries

Heritage Significance

- Exceptional
- High
- Moderate
- Low
- None
- Intrusive

Figure 3.2

North Tarmac Precinct

Client:	Department of Defence	
Project:	RAAF Williams Point Cook Heritage Management Plan	
Drawing No:	0065948s_06	
Date:	03/01/2008	Drawing size: A4
Drawn by:	GC	Reviewed by: SJ
Source:	SKM	
Scale:	Refer to Scale Bar	

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The continued use of the Control Tower (Building 331) and associated facilities for civil aviation activities is to be strongly encouraged, including the continued use and maintenance of the airstrip in association with RAAF Museum and civil aviation use.

The World War Two (P1) huts in the precinct should be retained. Should removal or relocation of these buildings be required to continue an appropriate use of the area or through excessively poor condition, investigations must be made to determine the status of all remaining World War Two Huts on the Base, to ensure a representative example is retained, used and maintained.

The ongoing use of a number of these smaller buildings as ancillary buildings for the RAAF Museum is highly appropriate, and should be continued and potentially expanded to include other buildings.

The collection of Bellman hangars should be retained, used and regularly maintained. Their relationship to each other should be respected, through retention of the open space between the hangars. New buildings should be located to align with the prevailing planning layout.

Priority for funding for conservation works should be given to the Bellman Hangars (Buildings 178 – 187).

Maintenance for all buildings of High and Moderate levels of significance should be undertaken in accordance with the guidelines and protocols provided in *Section 4* and in the Heritage Handbook.

Table 3.3 *Summary of North Tarmac Precinct Asset Guidelines*

Asset No.	Former Use	Date	Key Aspects Not To Be Compromised	Significance
82	Switch Room	1919	Overall form and fabric	Moderate
83	Sewerage Pump House	1941	Overall form and fabric	Moderate
168	WW2 P1 Hut	c1940	Overall form, layout in radial pattern	Moderate
169	WW2 P1 Hut	c1940	Overall form, layout in radial pattern	Moderate
170	WW2 P1 Hut	c1940	Overall form, layout in radial pattern	Moderate
176	WW2 P1 Hut	c1940	Overall form, layout in radial pattern	Moderate
177	Electrical Supply	Recent	N/A	Low
178-187	Bellman Hangars	c1940	Overall form including door tracks, braced doors, relationship with other hangars and radial pattern layout.	High
188	WW2 P1 Hut	1940	Overall form, layout in radial pattern	Moderate
190	WW2 P1 Hut	1940	Overall form, layout in radial pattern	Moderate

Asset No.	Former Use	Date	Key Aspects Not To Be Compromised	Significance
193	Toilet Block	c1950	N/A	Low
194	North Tarmac Store	Recent	N/A	Intrusive
195	Museum Entry	c1980	N/A	Low
197	Stores	Recent	N/A	Low
200	Stores	Recent	N/A	Low
201	Stores	Recent	N/A	Low
202	RAAF Museum Admin training /Flight	Recent	N/A	Low
204	Museum Store, Misc.	Recent	N/A	Low
331	Control Tower	Recent	N/A	Low
332	Airfield lighting switch room	Unknown	N/A	Low



Photograph 3.13 Left to right: Assets 183, 190 (in front), 185, 176 (in front) and 187 (Photograph courtesy DS-VT)



Photograph 3.14 Left to right: Assets 180, 181, 177, Control Tower, 183, 190, 185, 176 and 187 (Photograph courtesy DS-VT)



Photograph 3.15 Bloodhound Launcher Rocket (foreground) and Assets (left to right) 184, 182, 193 and 170 (Photograph courtesy DS-VT)

Future Opportunities for the North Tarmac Precinct

Opportunities exist to expand the museum into additional buildings. These should be pursued in consultation with the museum and Base staff, and consider the opportunities available at other precincts – specifically the adjacent buildings of the Single Officers' Quarters Precinct, and the hangars and associated buildings at the South Tarmac.

The ongoing operation of the museum is in itself an important part of the history and evolution of the site, and is the primary method of conveying a sense of the importance of the place to a wide audience. This should be a primary consideration in any decision making process about development in this Precinct.

Design Guidelines for Development in the North Tarmac Precinct

Proposed new buildings should be designed to refer to the existing buildings in scale and form, and should be located within the existing planning layout established at the North Tarmac. This layout is notable at the North Tarmac, as it departs from the typical rectilinear plan employed throughout other areas of the Base. Any proposal should be prepared in consultation with a qualified architect, experienced in working in a heritage context. Key design prompts to inform new designs include the following:

- new buildings should be located to align with the prevailing planning layout, and their relationship to existing buildings should be respected, through retention of the open space between the hangars;
- use of a restrained palette of materials, colours and finishes, avoiding highly reflective or brightly coloured materials, except for small areas requiring definition (for example the entry point to the museum may need defining); and

- limited use of masonry elements for new construction, to avoid dominating the existing character of lightweight steel and timber clad buildings (some scope for masonry use exists in this precinct).

3.2.3

Staff Residences Precinct

The Staff Residences Precinct contains a rare and intact group of RAAF staff housing spanning from 1914 to the late 1930s, of consistent design and construction. The Precinct is also representative of the segregation of rank within the RAAF through its connection with single men's quarters (Officers' Barracks Precinct) to the east.

Risks to Heritage Values of the Staff Residences Precinct

The risks to the heritage values in the Staff Residences Precinct have been identified as:

- disuse of the residences will lead to more rapid deterioration of fabric; and
- unsympathetic changes to the houses for upgrades to current Defence standards.

General Guidelines for the Staff Residences Precinct

The 13 houses within the Staff Residences Precinct should be retained and conserved, as they remain an extremely cohesive and intact group of residences, dating from 1914 to 1940.

The buildings should undergo routine maintenance as described in *Section 4.2 - Timber Buildings* of this HMP and *Section 5.5* of the Heritage Handbook, to ensure the building fabric is not subject to further deterioration.








An individual assessment of all 13 houses should be made prior to new tenants moving in or to alternative uses (e.g. working accommodation), to ensure the level of amenity provided meets current Defence standards, and where necessary further upgrades to wet areas and services are made. Following necessary maintenance and repairs, tenants should be sought for the residences or they should be established for an alternative use (e.g. working accommodation) as a matter of priority. Ideally tenants should be found within Defence, given the proximity of the housing to Laverton and Melbourne. The tenancy of residences is subject to Defence capability requirements at the time.

Recommendations contained within the April 2001, '*Williams RAAF Base, Point Cook, Victoria – Conservation and Management Plan for 11 Residences, Volume 2*' by Eric Martin and Associates provide detailed descriptions of required maintenance works for eleven of the houses in the precinct (3 and 5 Dalzell Road are not included). A January 2001 survey report prepared by Campbell-Wright includes the buildings on Dalzell Road. These reports should be reviewed to confirm the accuracy of the maintenance works scheduled, and

the extent to which any of the works have been undertaken, which is outside the scope of this whole of site HMP. A revised schedule for maintenance of these houses should be prepared based on any recent works undertaken.



Legend

-  Site Boundaries
- Heritage Significance
-  Exceptional
-  High
-  Moderate
-  Low
-  None
-  Intrusive

Client:	Department of Defence	
Project:	RAAF Williams Point Cook Heritage Management Plan	
Drawing No:	0065948s_07	
Date:	03/01/2008	Drawing size: A4
Drawn by:	GC	Reviewed by: SJ
Source:	SKM	
Scale:	Refer to Scale Bar	



Figure 3.3

Staff Officer's and NCO Residences Precinct

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Table 3.4 Summary of Staff Residences Precinct Asset Guidelines

Asset No.	Former Use	Date	Key Aspects Not To Be Compromised	Significance
M000	2 Dalzell Road	1927	Overall form, materials and detailing of all buildings including weatherboard cladding, timber balustrade details, double hung timber windows, and intact internal elements; relationship between the buildings, in particular 1 – 8 Cole Street.	High
M001	3 Dalzell Road	1937		High
M002	4 Dalzell Road	1937		High
M003	5 Dalzell Road	1940		High
M004	1 Cole Street	1915		High
M005	2 Cole Street	1915		High
M006	3 Cole Street	1915		High
M007	4 Cole Street	1928		High
M008	5 Cole Street	1928		High
M009	6 Cole Street	1928		High
M010	7 Cole Street	1915		High
M011	8 Cole Street	1916		High
M027/028	1 Dalzell Road (Lukis House)	1937		High



Photograph 3.16 Asset M027/28 - Lukis House (Photography by ERM 2007)

Future Opportunities for the Staff Residence Precinct

The 13 houses along Cole Street and Dalzell Road form a highly significant precinct of housing, displaying the changing requirements and prevailing fashions from the earliest residence (1914) into the early part of World War Two (1940). The retention of these houses and their continued occupation should be the primary consideration in any development proposals.

The housing should be considered for ongoing use by Defence personnel, for example those posted to RAAF Williams (Laverton); alternatively private use

of the residences would also be appropriate. Upgrades of service areas (kitchens and bathrooms) are possible to meet modern requirements, and will not detract from the significance of the residences.

Design Guidelines for Development in the Staff Residence Precinct

There are limited opportunities for new development within the Precinct; however adjacent land may present itself as an appropriate location for new development. Any proposal that will visually impact on the context of the precinct should be respectful of the consistent prevailing character.

Any development proposal should be prepared in consultation with a qualified architect, experienced in working in a heritage context. Key design prompts to inform new designs include the following:

- new buildings should be a maximum of one storey, or sufficiently removed from the precinct to not compete with the single storey character or the prominence of Lukis House on Dalzell Road;
- limited use of masonry elements for new construction, to avoid dominating the existing character of lightweight timber clad buildings;
- attempts should be made to reflect the scale and proportions of the existing residences, including the eaves height (where the roof meets the walls) and the roof pitch; and
- new buildings should be set back from the road to the same distance as the existing residences, and should present a similar size frontage to the street. The use of garages at the front of properties should be avoided wherever possible.

3.2.4

Single Officers' Quarters Precinct

The Single Officers' Quarters Precinct contains one of the earliest remaining buildings on the site and is representative of the Officers' accommodation styles and layout within the RAAF in the early years.

Risks to Heritage Values to the Single Officers' Quarters Precinct

The risks to the heritage values in the Officers' Barracks Precinct have been identified as:

- the cost of bringing the buildings, given their current unused and dilapidated condition, may be prohibitive to undertaking works to all buildings;
- major internal refurbishment works may be required for the Barracks buildings and Building 488 to bring them to a sufficient level of amenity. This represents two fold risks in that works of this nature may become cost prohibitive, and potentially are to the detriment of significant fabric within the buildings; and
- the two use options identified above may not be desirable from a Museum perspective, nor from an operational view whilst the site remains in Defence use. A lack of alternative uses will result in ongoing deterioration.

General Guidelines for the Single Officers' Quarters Precinct

The c1980 Kitchen and Mess Annex (Building 487) could be removed if required and/or when practical and the site returned to a landscaped area or redeveloped in a more sensitive manner. If redevelopment is sought, it should be planned to have regard to the inward looking nature of the Barracks precinct and the predominant construction materials, being weatherboard cladding and corrugated sheet metal roofing.

2012 Update: Building 487 was demolished by Defence and the site is now grassed.

The Accommodation blocks (Buildings 342, 343 and 346) are not appropriate contributions to the immediate area, architecturally or in regard to planning layout. These buildings may be removed, or visually excluded from the precinct through landscaping.

The Mess Building (Building 18) should be retained and conserved as a focal point within the precinct.

The five accommodation barracks buildings (Buildings 23, 24, 27, 28 and 29) should be retained and upgraded to provide an enhanced level of amenity. Appropriate future uses include accommodation and administrative facilities.



Legend

- Site Boundaries
- Heritage Significance
- Exceptional
- High
- Moderate
- Low
- None
- Intrusive

Figure 3.4
Single Officers' Quarters Precinct

Client:	Department of Defence	
Project:	RAAF Williams Point Cook Heritage Management Plan	
Drawing No:	0166843m_HMPNHL_08	
Date:	04/10/2012	Drawing size: A4
Drawn by:	JC	Reviewed by: JM
Source:	SKM	
Scale:	Refer to Scale Bar	



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Priority for maintenance works should be given to the following buildings:

- 18: Officers' Mess;
- 23: Single Officers' Quarters (1918);
- 488: Single Officers' Quarters (1914); and
- 29: Single Officers' Quarters (1928).

The recording and removal of the Water Towers should be considered if they are unable to be reused for their original purpose, or deteriorated to a condition beyond economic repair and are assessed by a structural engineer as being unsafe to retain.

Table 3.5 *Summary of Single Officers' Quarters Precinct Asset Guidelines*

Asset No.	Former Use	Date	Key Aspects Not To Be Compromised	Significance
18	Officers' Sergeants' Mess	/ 1918	Overall form, materials including weatherboard cladding, timber windows, original internal elements and relationship to buildings 21 - 29	Exceptional
21	Linen Store	1918	Overall form and external materials	High
22	Servant's Quarters	1918	Overall form and materials, note: relocation possible	Moderate
23	Single Officers' Quarters	1918	Overall form, original materials and detailing	High
24	Single Officers' Quarters	1935	Overall form, original materials and detailing	High
27	Single Officers' Quarters	1939	Overall form, original materials and detailing	High
28	Single Officers' Quarters	1935	Overall form, original materials and detailing	High
29	Single Officers' Quarters	1928	Overall form, original materials and detailing	High
30	Water Towers	c1918/ 1923	Prominent location, overall form of functional structures	Moderate
488	Single Officers' Quarters	1914	Overall form, materials and detailing, relationship to Building 18	Exceptional



Photograph 3.17 Asset 18 – Officers’/Sergeant’s Mess (Photograph courtesy DS-VT)



Photograph 3.18 Asset 24 – Single Officers’ Quarters (Photograph courtesy DS-VT)



Photograph 3.19 Assets 24, 27 and Water Towers – Single Officers’ Precinct (Photograph courtesy DS-VT)



Photograph 3.20 Asset 488 – Single Officers’ Living in Accommodation (Photograph courtesy DS-VT)

Future Opportunities for the Single Officers’ Quarters Precinct

The location of this precinct to both the Museum complex and the Staff Residences Precinct creates two potential options for the Barracks buildings, in terms of future use:

Accommodation

The five early barracks buildings and Building 488 would lend themselves to conversion into short term accommodation facilities, potentially in conjunction with the housing available within the other Married Quarters areas. Building 18, the Mess, could continue its early role as a focus of social activities within this group.

Museum Use

The buildings within this Precinct could be utilised in connection with the Museum, housing displays and collections of historical material. The location of the Precinct would provide for easy connections between this area and the North Tarmac precinct where the bulk of the Museum collection is housed.

It is noted that the condition of a number of building elements, particularly rainwater goods, is extremely poor. Scope for a representative group of the Barracks buildings to be retained, rather than all five, should be considered in any planning for this precinct.

Maintenance for all buildings of Exceptional, High and Moderate levels of significance should be undertaken in accordance with the guidelines provided in *Section 4*.

Design Guidelines for Development in the Single Officers' Quarters Precinct

Any proposal that will visually impact on the context of the precinct should be respectful of the consistent prevailing character. Any development proposal should be prepared in consultation with a qualified architect, experienced in working in a heritage context. Key design prompts to inform new designs include the following:

- if redevelopment is sought, it should be planned to have regard to the inward looking nature of the Barracks precinct;
- limited use of masonry elements for new construction, to avoid dominating the existing character of lightweight timber clad buildings; and
- the one and two storey scale of the precinct should be respected, with new development not exceeding the two storey height of the barracks blocks.

3.2.5

Mechanics' Precinct

The Mechanics' Precinct was originally highly indicative of the importance of airmen through the extent of the Precinct. Architecturally and planning-wise this Precinct contains an important group of buildings; however the significance of these buildings has been diminished through demolition and major alterations.

Risks to Heritage Values of the Mechanics' Precinct

The risks to the heritage values in the Mechanics' Precinct have been identified as:

- an understanding of the value of the Mechanics' Precinct is important in the context of the significance of the Point Cook site as a whole. The risk is that this can be difficult to convey with limited building stock remaining; and
- inappropriate development in the context of the site as a whole (i.e. in vacant sites) may be proposed in the Mechanics' Precinct.

General Guidelines for the Mechanics' Precinct

The remnant buildings within the former Mechanics' Precinct retain some significance through their early construction date, consistency of materials, planning and historical associations with an important aspect of the role of Point Cook. However, it is considered that the significance of the Precinct has been irretrievably diminished through the demolition of the majority of buildings and the re-cladding in aluminium of two of the remaining Accommodation Blocks (Buildings 41 and 42). Whilst Buildings 41 and 42 could be reclad, and do provide an understanding of the former layout of the precinct, their retention is not considered essential, particularly if an appropriate development proposal for the area is found. It is recommended that retention of these buildings, whilst preferred, is not critical to the significance of the Base, and redevelopment of this area may be considered.


The retention of the remaining intact Accommodation Block (Building 46) is desirable within any new development, particularly given its relationship to the nearby Assembly Hall/Cinema (Building 38), Airmens' Garage (Building 71) and Barracks Store (Building 72). Its condition and non-BCA compliance could preclude its economically viable re-use. If it is not possible to retain and re-use this building due to the extent of replacement materials and cost implications, it should be archivally recorded prior to any works taking place. Refer to Policy 13 and the Defence Heritage Toolkit for further guidance on the preparation of Archival records (see *Section 3.1.9*).



Legend

 Site Boundaries

Heritage Significance

 Exceptional

 High

 Moderate

 Low

 None

 Intrusive

Client:	Department of Defence	
Project:	RAAF Williams Point Cook Heritage Management Plan	
Drawing No:	0065948s_09	
Date:	04/10/2012	Drawing size: A4
Drawn by:	JC	Reviewed by: SJ
Source:	SKM	
Scale:	Refer to Scale Bar	



Figure 3.5

Mechanic's Quarters Precinct

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The location of the Garage and Store at the edge of the parcel of land bounded by Culley Street, Ross Smith Avenue, Stutt Street and Dalzell Road would allow redevelopment of a large part of this precinct whilst still retaining several important buildings in the area.

The Assembly Hall/Cinema (Building 38) should be retained as an extremely important component of the Point Cook Air Base. The building would lend itself to a number of functions including several uses that have already been applied to the building, including as a gym and cinema / auditorium.

Historic photographs, drawings and the like should be collated for the Mechanics' Precinct and used in an interpretive display either at the RAAF Museum, or within any redevelopment of this part of the site, where appropriate.

Any available funding for maintenance and upgrade works should be directed to the following buildings:

- 1923 Assembly Hall/Cinema (Building 38); and
- 1939 Mechanics' Quarters (Building 46).

Table 3.6 *Summary of Mechanics' Precinct Asset Guidelines*

Asset No	Former Use	Date	Key Aspects not to be Compromised	Significance
38	Major Henry Petre Auditorium	1923	Overall form, and materials, relationship with Building 46	Exceptional
41, 42	Mechanics' Quarters	1928, 1939	See note under Future Opportunities	Moderate
46	Mechanics' Quarters	1939	Retain overall form and materials, relationship with 38, 71 and 72 if feasible.	High



Photograph 3.21 Asset 38 – Major Henry Petre Auditorium (Photography by ERM 2007)



Photograph 3.22 Asset 41 – Mechanics' Quarters (Photograph courtesy DS-VT)

Future Opportunities

Redevelopment opportunities exist within the Mechanics' Precinct given that the integrity of the precinct is low. Any redevelopment proposal should focus on retention of the Cinema/Assembly Hall (Building 38) and the Mechanics' Quarters (Building 46).

Removal or replacement of Building 19 should be considered as part of any redevelopment plans; likewise the removal of the Accommodation blocks 53 to 63 and 234 to 236 would be appropriate.

2012 Update: Building 19 was removed in 2011. Blocks 53-63 and 234-236 were removed in 2010. Building 49 has also been removed.

Any redevelopment proposal for the Precinct should consider using interpretation to assist in an understanding of the historical significance of the remaining buildings.

Design Control Guidelines for the Mechanics' Precinct

Redevelopment of this precinct should respect the original inward looking nature of planning established, as far as possible. The retention of the Assembly Hall/Cinema and Building 46 should be worked into any design proposal, and these buildings should also inform the scale and basic orientation of new buildings.

3.2.6 RAAF Academy Precinct

The RAAF Academy Precinct is representative of the continued use of early planning principles at the Base, and is the last major development at the site before a gradual decline in use.

Risks to Heritage Values of the RAAF Academy Precinct

The risks to the heritage values in the RAAF Academy Precinct have been identified as:

- the more modern appearance of the buildings may result in the incorrect perception that the precinct is not of any heritage value;
- that no use can be found for the buildings after they have been vacated by the Officer Training School; and
- the cost of upgrading internal facilities to a modern standard may be considered prohibitive.

General Guidelines for the RAAF Academy Precinct

A future use compatible with the nature of the buildings should be sought, ideally of an educational nature. The buildings within the RAAF Academy Precinct should be considered for use as a collection of buildings rather than individually to provide for a continued relationship between the buildings.

Refurbishment of the facilities as required to house a new use should be allowed, including upgrade of services including plumbing, electrical and data cabling as required.

New buildings within the precinct should be sited and designed with respect for the planning scheme already in place and the predominant materials used. The Precinct has some integrity as a later development within the Point Cook site, respectful of the prevailing earlier planning scheme and displaying some level of architectural merit.



Legend

Site Boundaries

Heritage Significance

- Exceptional
- High
- Moderate
- Low
- None
- Intrusive

Figure 3.6

RAAF Academy Precinct

Client:	Department of Defence	
Project:	RAAF Williams Point Cook Heritage Management Plan	
Drawing No:	0065948s_10	
Date:	04/01/2008	Drawing size: A4
Drawn by:	GC	Reviewed by: SJ
Source:	SKM	
Scale:	Refer to Scale Bar	

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Table 3.7 Summary of RAAF Academy Precinct Asset Guidelines

Asset No.	Former Use	Date	Key Aspects Not To Be Compromised	Significance
3	OTS Headquarters	1962	Overall planning of the precinct, relationship of the buildings and open space, external form of buildings	Moderate
4	RAAF College	1967		Moderate
5	Chapel	1960s		Moderate
6	RAAF College – School of Post Graduate Studies	1960s		Moderate
7	AAFC Offices and Lecture Rooms	1960s		Moderate
9	RAAF College Headquarters	1960s		Moderate
10	RAAF College	1960s		Moderate
11	Cadets’ Accommodation	1960s		Moderate
12	Cadets’ Laundry	1960s		Moderate
273	Laundry	Unknown		Moderate
274	Storage Shed	Unknown		Moderate



Photograph 3.23 Asset 5 – RAAF Chapel (Photograph courtesy DS-VT)



Photograph 3.24 Asset 10 – RAAF College (Photograph courtesy DS-VT)

Future Opportunities for the RAAF Academy Precinct

The building constructed for the RAAF Academy in the 1960s would lend themselves to re-use for a number of purposes, particularly of an educational nature. Internal alterations and upgrade are acceptable to provide an appropriate level of facilities for a new use.

Design Control Guidelines for the RAAF Academy Precinct

Redevelopment of this precinct should respect the prevailing planning layout of buildings located generally within a rectilinear framework. Any proposal should engage the services of a qualified architect, experienced in working in a heritage context.

New buildings should reflect the prevailing use of masonry, with some scope for lightweight infill panels, and should respond to the predominantly two storey scale of the precinct.

The Chapel should retain its prominence as the central element in the precinct, both for its location in the centre of the precinct and for its architectural qualities.

3.2.7

Parade Ground Precinct

The Parade Ground Precinct is the central ceremonial focus of the site. It is strategically located between administrative and housing functions and technical areas, and retains important site elements, landscaping and the historical use of the main building as Base Squadron HQ (Building 87).

Risks to Heritage Values of the Parade Ground Precinct

The risks to the heritage values in the Parade Ground Precinct have been identified as:

- that a use for Building 87 may be difficult to find, depending on the future use of the Base as a whole; and
- large numbers of the cypress perimeter plantings may begin to die as they reach maturity, particularly if no up keep is provided to them.

General Guidelines for the Parade Ground Precinct

The Parade Ground, Building 87, the flagpole and the Australian Flying Corps (AFC) Memorial, along with the perimeter plantings of cypress, should be retained as items of a high and exceptional level of significance. The Parade Ground should be retained as open space and its perimeter fencing and planting maintained.

Cypress trees symbolise mourning and sacrifice. The choice of this species for parade grounds and memorials is symbolic and important to the traditions of the ADF. Diseased, dead or dangerous Cypress trees should be replaced with like species planted adjacent, and removed when unsafe or dead.

The Precinct should be retained for formal ceremonial use, ideally for the RAAF or associated Defence users. In respect of the Parade Ground as sacred ground, in the tradition of the Forces, use of the Parade Ground should be limited to drill, parades and appropriate commemorations.

Building 87 should be retained and conserved, and a compatible use sought. Such a use would ideally retain a tangible link with the Parade Ground.

The AFC Memorial should be conserved as required by a qualified stone mason.



Legend

Site Boundaries

Heritage Significance

- Exceptional
- High
- Moderate
- Low
- None
- Intrusive

Client:	Department of Defence	
Project:	RAAF Williams Point Cook Heritage Management Plan	
Drawing No:	0065948s_11	
Date:	04/01/2008	Drawing size: A4
Drawn by:	GC	Reviewed by: SJ
Source:	SKM	
Scale:	Refer to Scale Bar	



Figure 3.7

Parade Ground Precinct

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Table 3.8 Summary of Parade Ground Precinct Asset Guidelines

Asset No.	Former Use	Date	Key Aspects Not To Be Compromised	Significance
87	Base Squadron HQ / Flying Training School HQ	1929	Overall form and timber materials and detailing, including south entrance porch and double hung timber windows	Exceptional
88	Parade Ground	c1920	Current extent of Parade Ground, timber post and chain fence, perimeter cypress plantings	Exceptional
86	Flagpole	1922 relocated 1932	Current location adjacent Building 87 should be retained	High
94	AFC Memorial	1938	Current location, material and detail carvings and inscriptions	High



Photograph 3.25 Assets 88 and 94 – Parade Ground and WW1 Memorial (Photograph courtesy DS-VT)

Future Opportunities for the Parade Ground Precinct

The Parade Ground Precinct should be retained in its current layout as a place of high significance and the ceremonial heart of the Base. Should continued Defence use not be feasible, the Parade Ground should be maintained as open space available for public (or selected user group) use. The precinct presents some opportunities for interpretation in conjunction with the Museum at the Base, particularly in the vicinity of the AFC Memorial quadrant.

Design Control Guidelines for the Parade Ground Precinct

The Parade Ground Precinct does not readily lend itself to redevelopment or as a location for new buildings. Any proposal to construct new buildings that may have a visual impact on the setting of the Parade Ground should be carefully considered, and the visual impacts minimised as far as possible.

3.2.8 Merz Road World War Two Huts Precinct

The Merz Road World War Two Huts Precinct is one of few remaining collections of P1 type huts, representative of the massive influx of infrastructure required in World War Two in Australia. This Precinct retains original interrelationships between buildings, original form and some early fabric.

Risks to Heritage Values of the Merz Road World War Two Precinct

The risks to the heritage values in the Merz Road World War Two Huts Precinct have been identified as:

- The size and modular nature of the buildings may result in limitations on their future use, particularly if expansion of any of the existing functions is required; and
- The buildings may be considered substandard due to their age and appearance and may be vacated by their current users.

General Guidelines for the Merz Road World War Two Huts Precinct

The four remaining World War Two Huts located between Merz Road, Swan Street and Dalzell Road should be retained and conserved in their current location, and their relationship to each other should be maintained.

The key feature of significance for these buildings is their relationship to each other and their formal planning, a remnant of the planning used when hundreds of these buildings were erected at Point Cook within a short space of time. This aspect should be retained and enhanced where possible.

The existing use of the four buildings is appropriate as would be a similar use linked to educational activities.

Replacement of asbestos with appropriate cement sheet alternatives, or corrugated sheet metal for roofing, is appropriate.

Adaptation of window openings may be appropriate, if required to ensure the continued use of the buildings. Archival recording the original windows should be undertaken prior to change.

Retention of the form of each building and the corrugated sheet metal cladding is required.



Legend

Site Boundaries

Heritage Significance

- Exceptional
- High
- Moderate
- Low
- None
- Intrusive

Client:	Department of Defence	
Project:	RAAF Williams Point Cook Heritage Management Plan	
Drawing No:	0065948s_12	
Date:	04/10/2012	Drawing size: A4
Drawn by:	JC	Reviewed by: SJ
Source:	SKM	
Scale:	Refer to Scale Bar	



Figure 3.8

Merz Road WWII Huts Precinct

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Table 3.9 Summary of Merz Road World War Two Huts Precinct Asset Guidelines

Asset No.	Former Use		Date	Key Aspects Not To Be Compromised	Significance
228	Trainee Quarters	Sleeping	c1941	Form, corrugated metal cladding, relationship to others in group	High
277	Trainee Quarters	Sleeping	c1941	Form, corrugated metal cladding, relationship to others in group Note: asbestos roof may be replaced with corrugated galvanised sheet metal.	High
455	Trainee Quarters	Sleeping	c1941	Form, corrugated metal cladding, relationship to others in group	High
456	Trainee Quarters	Sleeping	c1941	Form, corrugated metal cladding, relationship to others in group	High

As a collection of four, the group is of High significance.

Future Opportunities for the Merz Road World War Two Huts Precinct

The continued use of the group of World War Two 'P1' Huts for their current uses (kindergarten, child care centre) is highly appropriate, particularly given their proximity to the School (Building 74). Opportunities exist to find a compatible use for building 277, which is currently vacant. This may require the replacement of the existing asbestos roof with corrugated sheet metal, a task which has already been undertaken to the other three buildings.

Design Control Guidelines for the Merz Road World War Two Huts Precinct

Any new development in the vicinity of the four remaining P1 Huts along Merz Road should respect their integrity as a group, and be located in positions that do not visually intrude on or dominate over the group.

2012 Update: The Kindergarten and childcare center have been relocated into the community and no longer operate from Point Cook. These buildings have been demolished.

3.2.9

Entry Precinct

The Entry Precinct is important as the 'face' of Point Cook and contains 1930s developments including the sentry boxes and gates which demonstrate the attitude of officials to the growing stature and permanence of the Air Force.

Risks to the Heritage Values

The risk to the heritage values of the Entry Precinct has been identified as a change to the main entry point to the Base that could cause these assets to become redundant.

General Guidelines for the Entry Precinct

The Sentry Boxes should be retained and conserved in their current location. An assessment of the original gates (since removed but still remain on site) should be made to determine whether they can be refurbished and established in their original location. Alternatively, investigations into the construction of a pair of gates, based on the design of the original gates should be made and the reconstruction of these gates considered as a potential project. Early photographs exist, showing the gates in detail.

Building 70, the Guard House (Garrison Security), should be retained in its present location and should retain its current function as long as is practical. New appropriate functions for the building should reflect its important location at the entry to the site (for example, an information centre would be a possible use should the site be used for publicly accessible functions). There is potential for this building to have some link with the RAAF Museum as part of its potential expansion.

2012 Update: Improvements and maintenance of Building 70 was undertaken in 2011. These changes included repainting and repairs of the building externally. Particular care was taken to maintain the original bars on the cell windows of Building 70. Cypress plantings within the Entry Precinct should be retained, and dead or diseased trees within the group replaced with like species as required.

The substation (Building 81) at the Entry Precinct should be retained.

Table 3.10 *Summary of Entry Precinct Asset Guidelines*

Asset No.	Former Use	Date	Key Aspects Not To Be Compromised	Significance
70	Guard House	1929	Overall form, verandah detailing, original elements including double hung windows and weatherboard cladding	Moderate
81	Substation	1919	Overall form; the current use to be retained if possible	Moderate
932	Sentry Boxes	1937-38	Form and face brick material use; reinstatement of gates is appropriate	Moderate



Figure 3.9

Entry Precinct

Legend

Site Boundaries

Heritage Significance

Exceptional

High

Moderate

Low

None

Intrusive

Client:	Department of Defence	
Project:	RAAF Williams Point Cook Heritage Management Plan	
Drawing No:	0065948s_13	
Date:	04/10/2012	Drawing size: A4
Drawn by:	JC	Reviewed by: SJ
Source:	SKM	
Scale:	Refer to Scale Bar	



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Future Opportunities

The Entry Precinct should continue to serve its current function. The Guard House (Building 70) could continue its current function or adopt a compatible function, for example an information centre should the site be used for publicly accessible functions, or in conjunction with the Museum.

An opportunity to reinstate the iron gates removed from the Sentry box gate posts exists and should be further explored.

Design Control Guidelines for the Entry Precinct

Potential exists in the Entry Precinct for the development of a new entry structure that may be combined with a proposal to form a new entry to the RAAF Museum. A new building in this location would act as a focal point for visitors and could provide an excellent facility for the provision of additional information about the place and its significance to Australian military history.

The design of such a facility would have some scope for contemporary expression, whilst still reflecting the character of the Base. Any proposal should be developed in conjunction with a qualified architect experienced in working in a heritage context.

3.3 BUILDINGS OUTSIDE PRECINCTS

The following policies are for heritage buildings outside Precincts. These are shown on *Figure 3.10*.

3.3.1 Building 33 – Officers’ Mess

Building 33, the Officers’ Mess, is of exceptional heritage significance.

Risks to Heritage Values to the Officers’ Mess

The risk to the heritage values of the Officers’ Mess has been identified as the existing size and layout of the accommodation rooms may not meet current Defence standards and requirements for personnel.

General Guidelines for Building 33

The Officers’ Mess building should be retained and conserved as a highly significant component of the Point Cook site.

The intact original internal elements of the building, including joinery and internal columns, should be retained as far as practical, and internal alterations made in keeping with a view to retaining the legibility of the planning layout, for example retaining the large functional spaces to the rear of the building, and smaller accommodation rooms in each of the north and south wings.

The two storey sections of the Mess at the north and south ends of the buildings are not considered to be of as high a level of significance as the central 1937 core of the building. Redevelopment proposals involving the demolition or alteration of these wings could be considered if the proposal maintains the highly significant elements of the building and provides for ongoing use.

The northernmost two storey wing, linked to the rest of the building by a glazed corridor, is not part of the significant building fabric and may be demolished or altered if required.

Key elements of the external fabric that should not be compromised include:

- face brickwork;
- rendered porch and window surrounds, including rendered badge detail and insignia;
- terrazzo floor to entry porch;
- terracotta tiled roof;
- decorative glazed and timber framed doors; and
- multi-pane timber windows.

Key internal elements to be retained include:

- decorative glazed and timber framed doors;
- general form of internal layout, comprising larger communal areas in the centre and private wings; and
- RAAF insignia carpet (to be replaced to match existing as required).

The landscape layout and semicircular approach driveway should be retained and the landscaping further developed to emphasise the formal entry to the building.



Legend

Site Boundaries

Heritage Significance

- Exceptional
- High
- Moderate
- Low
- None
- Intrusive

Client:	Department of Defence	
Project:	RAAF Williams Point Cook Heritage Management Plan	
Drawing No:	0065948s_14	
Date:	04/10/2012	Drawing size: A4
Drawn by:	JC	Reviewed by: SJ
Source:	SKM	
Scale:	Refer to Scale Bar	



Figure 3.10

Locations of Buildings Outside Precincts

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Table 3.11 *Guideline for Building 33 - Officer's Mess*

Asset No.	Former Use	Date	Key Aspects Not To Be Compromised	Significance
33	Officers' Mess	1937	External form of 1937 extent, including face brickwork, rendered detailing, terracotta tiled roof, multi pane double hung windows, internal detailing including joinery, glazing details, insignia / carpet.	Exceptional



Photograph 3.26 *Asset 33 – Officers' Mess (Photograph courtesy DS-VT)*

Future Opportunities for the Officers' Mess

The Officers' Mess should continue to be used for its current accommodation and function uses whilst these are necessary for Defence presence.

Should Defence no longer require the building for these purposes, it would lend itself well to continued short term accommodation and function activities.

An opportunity exists to remove the northern most two storey extension (Building 31) from Building 33. Appropriate redevelopment of Building 31 should be considered.

3.3.2 *Building 34*

Building 34 is of moderate heritage significance.

Risks to Heritage Values of Building 34

The risk to the heritage values of Building 34 is inappropriate redevelopment of the site.

General Guidelines for Building 34

It is an unassuming, utilitarian building constructed in weatherboard and corrugated sheet metal, complementing the fabric of the Mechanics' Precinct and other adjacent buildings. The building contributes to the World War Two

era heritage values of Point Cook. This building should continue to be appropriately used and retained..

Table 3.12 *Guideline for Building 34*

Asset No.	Former Use	Date	Key Aspects Not To Be Compromised	Significance
34	Garage	c1940s	Original form	Moderate



Photograph 3.27 *Asset 34 (Photograph courtesy DS-VT)*

Future Opportunities for Building 34

Building 34 is suitable for storage and display for the RAAF Museum.

3.3.3 *Building 161*

Building 161 is of moderate heritage significance.

Risks to Heritage Values of Building 161

The risks to the heritage values of Building 161 are:

- inappropriate redevelopment of the site; and
- if the building is to be retained, the cost of refurbishment and replacement of asbestos cladding may be prohibitive.

General Guidelines for Building 161

The retention of this building is preferred but not considered essential in terms of the overall values of Point Cook. Appropriately designed and sited redevelopment may be considered for this site.

If the building is to be retained, consideration should be given to reinstatement of timber framed windows in the north wing, in keeping with those on the south wing.

Table 3.13 *Guideline for Building 161*

Asset No.	Former Use	Date	Key Aspects Not To Be Compromised	Significance
161	Armament School, former School of Instruction	1940	Central masonry core, symmetry of north and south single storey wings	Moderate



Photograph 3.28 *Asset 161 (Photograph courtesy DS-VT)*

Future Opportunities for Building 161

In the event that an appropriately designed and located replacement building is considered for this site, the existing semi-circular roadway approaching the building should be retained.

If the building is to be retained, internal alterations are acceptable to provide a more modern level of amenity and fit-out. Consideration should be given to reinstating the timber framed casement windows to the north wing, to match the original windows in the south wing.

3.3.4 *Building 25, Substation No. 2*

Building 25 is of low heritage significance.

Risks to Heritage Values of Building 25

The risk to the heritage values of Substation No 2 is inappropriate redevelopment of the site, particularly given its proximity to the Officers' Barracks Precinct and the Staff Residences Precinct.

General Guidelines for Building 25

The substation should be retained whilst it continues to adequately serve its required purpose.

The retention of this building is not considered essential. Appropriately designed and sited redevelopment may be considered for this site.

Future redevelopment of the site should respect the scale and materials of the adjacent houses in the Cole Street Precinct.

Future Opportunities for Building 25

The sub-station should be retained whilst it continues to adequately serve its purpose. Should the building no longer be required, it may either be adapted for a new purpose or the site may be redeveloped in a manner that is consistent with the heritage values of Point Cook as a whole.

3.3.5 *Building 71, Airmen's Garage*

Building 71 is of low heritage significance.

Risks to Heritage Values of Building 71

The risk to the heritage value of the Airmen's Garage is inappropriate redevelopment of the site if the building is not retained.

General Guidelines for Building 71

Building 71 should be retained if it can be utilised in association with the former Mechanics' Precinct area.

Any proposed redevelopment of the site should be respectful of the prevailing scale and form of the surrounding significant buildings.

Future Opportunities for Building 71

The former Airmen's Garage has strong historical links to the adjacent Mechanics' Precinct, and should ideally be retained and used in conjunction with any redevelopment of the precinct.

However, the relationship between this building and the remaining Mechanics' Quarters may be problematic due to their separation by Culley Street. Removal of this building is acceptable, but redevelopment of the site should be respectful of the scale and form of adjacent buildings, particularly Building 72 (former Barracks Store) and Building 46.

3.3.6 *Building 72, Former Barracks Store and Office*

Building 72 is of high heritage significance.

Risks to Heritage Values of Building 72

The risks to the former Barracks Store and Office have been identified as:

- the condition of the former Barracks Store and Office is relatively poor. Costs to return the building to an acceptable standard may be prohibitive given the small size of the building;
- as noted above, the building is quite small and may not present many options for re-use due to this factor, unless it is considered for use in conjunction with other facilities. This would require the building to be relocated; and
- the building appears run down and not of architectural merit – there is a risk that its heritage value may be overlooked and the building considered not worthy of retention.

General Guidelines for Building 72

The former Barracks Store and Office should be retained and conserved as one of the earliest remaining buildings on the site. Works to prevent further deterioration, such as replacement of gutters and downpipes, should be undertaken as a matter of priority.

The relocation of the building is not desirable but may be considered as a means of retaining the structure, should redevelopment of this and adjacent sites be required for the continued use of the place.

Table 3.14 *Guideline for Building 72*

Asset No.	Former Use	Date	Key Aspects Not To Be Compromised	Significance
72	Former Barracks Office and Store	1915/17	External form, weatherboard cladding, double hung windows, early functional signage	High



Photograph 3.29 *Asset 72 (Photograph courtesy DS-VT)*

Future Opportunities for Building 72

The former Barracks Store and Office is one of the oldest buildings remaining at Point Cook, and should be retained and conserved. Relocation of the building is not a preferred option but may be considered as a means of retaining the building, should redevelopment of its current site be required. The building was originally located at the South Tarmac Precinct, so potential exists for it to be relocated to this area.

3.3.7 *Building 74, State School No. 4159*

Building 74 is of moderate heritage significance.

Risks to Heritage Values of Building 74

The risks to Building 74 have been identified as follows:

- if the school is no longer a required presence at the site, it will require maintenance while a new use is found; and
- changes to legislation regarding standards for school facilities may change, requiring significant upgrades to be undertaken for this use to continue. It is understood that there are already a number of issues in relation to building standards at the school that require addressing.

General Guidelines for Building 74

The retention of the school building and its ongoing function is highly desirable. The creation of a small educational precinct, comprising Building 74 and the nearby Merz Road World War Two Huts (currently housing a Child Care centre and kindergarten) would be an appropriate component of a residential area in this part of the site, or a separately fenced precinct to allow easier access for students and parents.

Table 3.15 *Guideline for Building 74*

Asset No.	Former Use	Date	Key Aspects Not To Be Compromised	Significance
74	State School No. 4159	1923	Form and original detailing including balustrade detail, and weatherboard cladding	Moderate

Future Opportunities for Building 74

The continued use of the building as a school is highly appropriate and should be encouraged to continue. The location of the school close to the Merz Road collection of World War Two huts, including the kindergarten and child care centre, lends itself to the formation of a more formally defined education precinct, which would be appropriate if any residential redevelopments are planned for this part of the site. Re-use for compatible activities such as classroom based training or administration is also possible provided intervention into original fabric is avoided or minimised.

2012 Update: The Kindergarten and childcare center have been relocated into the community and no longer operate from Point Cook. These buildings have been demolished.

3.3.8 *Building M026, Caretaker's Cottage*

Building M026 is of high heritage significance.

Risks to Heritage Values of Building M026

The risks to the heritage values of the Caretaker's Cottage:

- relocation of the building is potentially damaging to the heritage values of the structure, and the method of relocation must be carefully considered to avoid irreversible damage to the fabric; and
- relocating is also potentially damaging to the heritage values of the place in that the building is removed from its historic and spatial context (e.g. landscaping, relationship with surrounding buildings). Although the building has already been moved once, consideration should be given to the context into which the building is being placed.

General Guidelines for Building M026

As one of the earliest (and possibly the oldest) residences at Point Cook, the former Caretaker's Cottage should be retained and maintained.

The building may be upgraded as required with regard to services such as plumbing and electrical wiring, to ensure a suitable level of amenity is provided for any future users.

Relocation of the building is not encouraged. However, relocation to its original corner site should be considered as an option if this is assessed by Defence as the only feasible option that allows the building to be retained and reused.

The original form and materials of the building, including details such as the timber balustrade and timber windows and outbuilding, should be retained and conserved.

Table 3.16 *Guideline for Building M026*

Asset No.	Former Use	Date	Key Aspects Not To Be Compromised	Significance
M026	Caretaker's Cottage	1914	Form, materials including weatherboard cladding, double hung timber windows, balustrade detail, internal lining boards and joinery, outhouse	High



Photograph 3.30 Asset M026 – Caretaker’s Cottage (Photograph courtesy DS-VT)

Future Opportunities for Building M026

The Caretaker’s Cottage is one of the earliest (and possibly the oldest) residences at Point Cook, and should be conserved and retained as a highly significant building on the site. Discussion has been had in regards to relocating the house to an area of land adjacent the RAAF Museum complex, for use as a museum property.

3.3.9 Building 125 P1 Hut

Building 125 is of moderate heritage significance.

Risks to Heritage Values of Building 125

The risks to the heritage values of Building 125 include:

- the condition of the building requires substantial upgrade and maintenance works to provide an acceptable modern level of amenity for any ongoing or new use; and
- the restrictive nature of the building due to its size may limit the available new uses possible.

General Guidelines for Building 125

Building 125 should be retained as an important remnant example of a once common building type. Relocation offsite or demolition is possible provided a representative example is retained and re-used on site.

Retention of the building should focus on the overall form and materials being retained. Asbestos cement sheet may be replaced with corrugated galvanized sheet or fibre cement boards, as appropriate to the application.

Should removal of Building 125 be unavoidable, it should be confirmed before any works commence that the Merz Road collection of World War Two huts are retained as examples of this important and increasingly rare building type.

Table 3.17 Guideline for Building 125

Asset No.	Former Use	Date	Key Aspects Not To Be Compromised	Significance
125	World War Two P1 Type Hut	c1940	Overall form, corrugated cladding, relationship to others in group	Moderate

Future Opportunities for Building 125

Building 125 is an important remnant of a once common but now relatively rare building type. Its ongoing adaptation and use is becoming more important as other examples of the PI Hut, both at Point Cook and other bases are gradually being removed. Demolition may be acceptable, provided evidence exists that other examples remain elsewhere.

3.3.10 *Buildings 155, 156, 158*

Buildings 155, 156 and 158 are of moderate heritage significance.

Risks to Heritage Values of Buildings 155, 156 and 158

The risks to the heritage values of the three World War Two huts include:

- the asbestos roof of Building 156 will need to be replaced prior to the building being used;
- the condition of the buildings requires substantial upgrade and maintenance works to provide an acceptable modern level of amenity for any ongoing or new use; and
- the restrictive nature of the buildings due to their size may limit the available new uses possible.

General Guidelines for Buildings 155, 156 And 158

This group of three World War Two huts should be retained as an important remnant example of a once common building type and planning layout.

Relocation or demolition of any or all of the three buildings may be considered, provided that a remnant example of this type of building is retained elsewhere on the site.

Retention of the buildings should focus on the overall form and materials being retained. Asbestos cement sheet may be replaced with corrugated galvanized sheet or fibre cement boards, as appropriate to the application.

Should removal of these three buildings be unavoidable, it should be confirmed before any works commence that the Merz Road collection of World War Two huts are retained as examples of this important and increasingly rare building type.

Table 3.18 *Guideline for Buildings 155, 156 and 158*

Asset No.	Former Use	Date	Key Aspects Not To Be Compromised	Significance
155, 156, 158	World War Two P1 Type Huts	c1940	Overall form, corrugated cladding, relationship to others in group	Moderate

Future Opportunities for Buildings 155, 156 and 158

The collection of P1 type huts at the corner of Stutt Street and Ross Smith Street are an important remnant of a once common but now relatively rare building type. Their ongoing adaptation and use is becoming more important as other examples of the PI Hut, both at Point Cook and other bases are gradually being removed. Demolition of one or the entire group of three may be acceptable, provided evidence exists that other examples remain elsewhere.

3.4 *ELEMENTS OUTSIDE PRECINCTS*

There are several site elements located outside the Precincts with heritage values. The following conservation policies provide guidance for these elements, which are shown on *Figure 3.11*.

3.4.1 *Rifle Range*

The Rifle Range is of low heritage significance.

Risks to Heritage Values of the Rifle Range

The risks to the heritage values of the Rifle Range have been identified as follows:

- inappropriate redevelopment of the site, should the Rifle Range no longer be required; and
- development of this area may potentially restrict the use of the adjacent airstrip – any proposal must take into account the clear zone required by aircraft to use the airstrip.

General Guidelines for the Rifle Range

The continued use of the Rifle Range is not considered essential to the promotion and enhancement of the heritage values at Point Cook. If the Range can be used for its intended purpose this is considered an appropriate ongoing use.

Should the Range no longer be required and its future use be considered unlikely, the preference is to retain it as evidence of a historic activity. Consideration of alternate uses of the Rifle Range will need to address the context of the adjacent airstrip, which may limit certain uses.

Future Opportunities for the Rifle Range

The ongoing use of the Rifle Range is considered appropriate, however, should there no longer be a need for this use, and the area may be redeveloped. Any development of this area of the site must be respectful of the underlying planning layout established in the early phase of development at Point Cook, and of the prevailing scale of buildings, largely one and two storey buildings.

A zone of non-built up land should be retained between the North and South Tarmac areas, sufficient to preserve the visual isolation of the South Tarmac Precinct.

Consideration of alternate uses of the Rifle Range will need to address the context of the adjacent airstrip, which may limit certain uses.



Legend

- Site Boundaries
- Heritage Significance
- Exceptional
- High
- Moderate
- Low
- None
- Intrusive

Client:	Department of Defence	
Project:	RAAF Williams Point Cook Heritage Management Plan	
Drawing No:	0065948s_15	
Date:	04/10/2008	Drawing size: A4
Drawn by:	JC	Reviewed by: SJ
Source:	SKM	
Scale:	Refer to Scale Bar	

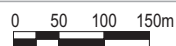


Figure 3.11

Locations of Elements Outside Precincts

Environmental Resources Management Australia Pty Ltd
 Building C, 33 Saunders St, Pyrmont, NSW 2009
 Telephone +61 2 8584 8888



3.4.2

Airstrip

The Airstrip is of high heritage significance.

Risks to Heritage Values of the Airstrip

The risks to the heritage values of the Airstrip have been identified as follows:

- the runways may require upgrades to maintain safety and operational standards. This may potentially result in a change to the runway orientations. Whilst the retention of the current layout is desirable, the continued operational capability of the airstrip should take precedence; and
- adjacent residential developments may increase pressure to cease using the airstrip due to noise and safety concerns.

General Guidelines for the Airstrip

The continued use of the Airstrip by the RAAF and Army, whether in conjunction with the RAAF Museum or through civil aviation user groups, is highly desirable.

Upgrades to the sealed runways required to maintain safety and operational standards should be undertaken as necessary. The retention of the current layout is desirable, however the continued use of an airstrip is considered to be of greater value than the current layout, should a new runway layout be required.

It is understood that continued or future use of the airstrip is dependent, amongst other reasons, on the structural strength of the runway being adequate to support loads imposed by various types of aircraft. Should future developments allow for the potential return of training units to Point Cook, an assessment of the environmental, social (noise and amenity) and physical impact of major runway upgrade works should be conducted.

Table 3.19 *Guideline for the Airstrip*

Asset No.	Former Use	Date	Key Aspects Not To Be Compromised	Significance
-	Airstrip	c1950 (layout)	Use should be retained; upgrades for safety and operational considerations appropriate	Moderate

Future Opportunities for the Airstrip

Limited opportunities for change in relation to the airstrip exist. Ongoing use for both Defence and civil aviation groups is highly appropriate, and should be a key consideration for any redevelopment proposals of adjacent areas.

3.4.3

Horizon Tank

The Horizon Tank is of no contributory significance to the heritage values of the RAAF Williams (Point Cook).

General Guidelines for the Horizon Tank

The Horizon Tank may be of value in its own right. An assessment of the heritage value of the tank could be undertaken.

An appropriate arrangement would be for the horizon tank to be accessed from the Point Cook Coastal Park as one of the publicly accessible features, with interpretative signage installed to explain the use of the tank.

3.4.4

Landscape Elements

The Landscape Elements at Point Cook have high heritage value.

General Guidelines for the Landscape Elements

Existing cypress plantings should be retained. The plantings along roads and around precincts serve to define the axial planning of the Base and should be reinforced.

Views and vistas across the site, particularly across the Parade Ground Precinct and from the South Tarmac Precinct towards the Airstrip should be respected.

Missing, dead or diseased plantings to axial roads and perimeters should be replaced with like species as required.

The clear distinction between built areas and the surrounding scrub landscapes should be maintained.

Mature Cypress trees still line Cole Street, Stutt Street, one side of Williams Road, Merz Road and encircle both the Parade ground and the sports ground. These trees are protected by Heritage Victoria.

Future Opportunities for the Landscape Elements

The possible upgrading of the formal forecourt landscape to Building 33 (Officers' Mess) should be investigated.

A more defined sense of entry at the main gate, through plantings either side of the road axis and consolidated signage should be considered. If the site is to be used for a number of uses, signage will play an important part in managing traffic routes, access to different precincts and the like.

The following maintenance guidelines are provided for broad categories of building types at Point Cook. Tasks should be undertaken as described in the timing schedule, where possible. By undertaking tasks to particular material or building types concurrently, economies of scale may be achieved.

The most effective way to prevent costly and extensive repair works becoming required is to undertake periodic inspections of all building elements, implement a regime of preventative maintenance works, and perform specific maintenance tasks as they become required. Should major works be required to repair damaged heritage building fabric, a qualified Conservation Architect should be engaged to advise on appropriate methods and materials for repair. General Maintenance Protocols are also provided in *Section 5.6*. These should be referred to when planning maintenance to ensure the heritage values of the asset are not adversely affected.

General maintenance protocols for and specific guidelines for the maintenance of individual heritage assets and precincts are provided within the Heritage Handbook. The Heritage Handbook is to be used as an additional resource for contractors involved in maintenance activities at Point Cook,

4.1 **PRIORITY WORKS**

The 2005 HMP and subsequent condition reports identified a range of priority maintenance works that continue to be relevant in the care of the heritage assets across Point Cook. These are listed in *Table 4.1* below.

Table 4.1 *Summary of Urgent Works*

Works required	Building elements affected
Replacement of corroded metal	Galvanised steel roofing, wall cladding Galvanised/painted gutters Flashings Downpipes Window frames Door tracks to hangars
Replacement of rotten/missing timber elements	Weatherboard wall cladding Eaves and fascias Wall framing (when accessible) Window frames Doors and door frames Floor boards and floor framing
Replacement/covering of glazing	Broken window panes Broken glazed door elements
Replacement of damaged acrylic sheet or similar	Acrylic sheets to hangar buildings
Replacement of terracotta tiles	Broken roof tiles

4.2

FIVE-YEAR MAINTENANCE PLAN

In response to the maintenance recommendations of the HMP, and in recognition of the site's National Heritage Values, an extensive Infrastructure Appraisal Maintenance Plan (IAMP) has been prepared in 2011 by DS-SV for implementation over a five-year period (2011/2012 to 2015/2016). The IAMP proposed works have been estimated at an approximate total of \$3,000,000, and include as a priority the maintenance and enhancement of the heritage values of Point Cook through targeted maintenance works on assets with identified heritage values, as per the HMP.

The following general maintenance actions have been identified as highest priority, and have been funded and are planned for delivery over the next three years:

- Guardhouse Refurbishment, including restumping, painting, replacement of floor coverings, window repairs and electrical works;
- Airfield Hardstand Repairs;
- Fire Systems and Fire Safety Works and Repairs;
- Electrical Repairs to Cabling and Security Systems;
- Electrical and Security Panel Repairs;
- Range Stop Butt Cleaning and Rebuild, including removal of ammunition, provision of new sand and targets; and
- Repairs to Roofs, Gutters and Downpipes.

The implementation of the Working Heritage Base concept, which is currently in the planning stages, will also address infrastructure improvements for Point Cook.

4.3

TIMBER BUILDINGS

Timber buildings are often perceived to be high maintenance and expensive to look after. With regular and adequate maintenance these buildings should remain serviceable and suitable for a number of uses.

Table 4.2 Guidelines for the Maintenance of Timber Buildings at Point Cook

Element	Type	Action	Timing
Roof	Galvanised Steel	Replace corroded sheets	Within 12 months
		Monitor for loose fixings	Six monthly
	Asbestos Cement Sheet	Remove in accordance with Defence policy on asbestos, replace with galvanised sheet metal	As required
Gutters	Galvanised / Painted Steel	Keep clear of debris, clean	Six monthly
		Replace corroded sections	Urgently
		Repaint to match adjacent	If desired
Flashings	Galvanised Steel	Replace corroded sections	Within 12 months
		Refix Base fixings/ brackets	As required
	Lead	Resolder broken joints	As required
	Refix loose fixings	As required	
	Apply fish oil treatment as preservative	Annually	
Downpipes	Galvanised steel	Replace corroded sections	Within 12 months
		Ensure watertight connection to gutters	As required
		Discharge direct to stormwater	Where possible
Downpipes	PVC	Replace with galvanised steel	Where possible
		Ensure watertight connection with gutters	As required
Eaves & Fascias	Timber	Replace rotten/ missing sections	Within 12 months
		Repaint exposed timbers using a paint that includes a 15 year guarantee	15 yearly
Wall Cladding	Weatherboard	Replace rotten/termite damaged sections	Within 12 months
		Repaint using a paint that includes a 15 year guarantee	15 yearly
	Galvanised Steel	Treat corroded sections with rust inhibitor	Within 12 months
		Where excessive, replace corroded sections	As required
		Repaint where previously painted using a paint that includes a 15 year	15 yearly

Element	Type	Action	Timing
Wall Framing (including sub floor)	Timber	guarantee Where cladding / flooring is to be removed/ replaced, an inspection of the condition of framing should be made; repair as required	When possible
Windows	Timber frames	Oil/adjust mechanisms to ensure opening windows function	5 yearly
	Steel Frames	Repaint using a paint that includes a 15 year guarantee	15 yearly
		Treat corrosion with rust inhibitor	Within 12 months
	Aluminium Frames	Repaint if previously painted using paint that includes a 15 year guarantee Consider replacing with timber if original can be determined	15 yearly As required
		Treat corrosion with rust inhibitor	Within 12 months
		Glazing	Repaint if previously painted using a paint that includes a 15 year guarantee Replace damaged/missing putty
Doors	Timber Frames and Door Leaves	Repaint using a paint that includes a 15 year guarantee	15 yearly
	Glazing	Replace damaged/ missing putty	As required
		Replace broken/missing glazing to match existing	Within 12 months

4.4

HANGARS

There are a number of building elements requiring works or maintenance that are specific to the hangar building type, due to their utilitarian nature and large spans—for example, the door tracks embedded in the ground and cantilevered beyond side walls.

A Preliminary Report (refer to the references at *Section 6*) on the structural and overall integrity of the Bellman Hangars was prepared in April 2005. This report found that a number of hangars were in poor condition, requiring immediate structural repairs.

Assuming retention of the Bellman hangars and other hangars at the Base, the following maintenance guidelines are provided.

Table 4.3 Guidelines for the Maintenance of Hangars at Point Cook

Element	Type	Action	Timing
Roof	Galvanised Steel	Replace corroded sheets	Urgently
		Monitor for loose fixings	Six monthly
	Acrylic Sheet or similar	Replaced cracked/ broken sheets	Urgently
	Asbestos Cement Sheet	Remove in accordance with Defence policy on asbestos, replace with galvanised sheet metal	As required
Gutters	Galvanised Steel	Replace corroded sections	Urgently
		Repaint (if desired) using a paint that includes a 15 year guarantee	15 yearly
Downpipes	Galvanised steel	Replace corroded sections	Urgently
		Ensure watertight connection to stormwater where available	Urgently
		Repaint (if desired) using a paint that includes a 15 year guarantee	15 yearly
	PVC	Replace with galvanised metal	When possible
Wall Cladding	Galvanised Steel	Replace corroded sections	Urgently
		Treat with rust inhibitor if required	As required
		Refix loose fixings	As required
	Asbestos Cement Sheet	Remove in accordance with Defence policy on asbestos; replace with galvanised steel or cement sheet or Colorbond	As required

Element	Type	Action	Timing
	Weatherboard	Remove rotten/damaged sections, replace to match existing	Urgently
		Repaint using a paint that includes a 15 year guarantee	15 yearly
	Acrylic Sheet	Replace cracked / damaged sections	Urgently
Wall Framing	Steel	Treat corroded sections with rust inhibitor	Urgently
		Repaint using a paint that includes a 15 year guarantee	15 yearly (South Tarmac) 15 yearly (North Tarmac)
	Timber	Replace rotten sections to match existing	Urgently
		Repaint using a paint that includes a 15 year guarantee	15 yearly (South Tarmac) 15 yearly (North Tarmac)
Doors	Corrugated/Flat Sheet Steel	Treated corroded areas with rust inhibitor	Urgently
		Replace excessively corroded areas to match existing	Urgently
	Timber	Replace rotten sections to match existing	Urgently
		Repaint using a paint that includes a 15 year guarantee	15 yearly (South Tarmac) 15 yearly (North Tarmac)
Door Tracks	Steel	Treat corroded areas with rust inhibitor	Urgently
		Replace as required	As required
Windows	Timber Frames	Replace rotten/damaged sections to match existing	Urgently
		Repaint using a paint that includes a 15 year guarantee	15 yearly
	Steel/Aluminium Frames	Treat corroded areas with rust inhibitor	Urgently
		Repaint if previously painted using a paint that includes a 15 year guarantee	15 yearly

4.5 MASONRY BUILDINGS

A number of masonry buildings require maintenance to elements specific to their type of construction, including the Officers' Mess (Building 33) and the RAAF Academy buildings. The following guidelines are provided.

Table 4.4 Guidelines for the Maintenance of Masonry Buildings at Point Cook

Element	Type	Action	Timing
Roof	Galvanised Steel	Replace corroded sections	Urgently
		Treat minor corrosion areas with rust inhibitor	Urgently
		Refix loose fixings	As required
	Asbestos Cement Sheet	Remove in accordance with Defence policy on asbestos; replace with galvanised steel	As required
	Terracotta Tile	Replace broken tiles to match existing	Urgently
Repaint ridges and hips		As required	
Gutters	Galvanised Steel	Replace corroded sections	Urgently
		Treat minor corrosion with rust inhibitor	Urgently
Downpipes	Galvanised Steel	Replace corroded sections	Urgently
		Treat minor corrosion with rust inhibitor	Urgently
		Ensure direct connection to stormwater	Where possible
Fascias/Eaves	Timber	Replace rotten sections	Urgently
		Repaint using a paint that includes a 15 year guarantee	15 yearly
Walls	Face Brick	Repoint fretted/missing mortar	As required
		Replace drummy render	As required. Note: should only be undertaken by a qualified tradesperson
	Concrete	Repaint previously painted render using a paint that includes a 15 year guarantee	15 yearly
		Repaint previously painted concrete using a paint that includes a 15 year guarantee	15 yearly
Windows	Timber Frame	Replace rotten areas to match existing	Urgently
		Repaint using a paint that includes a 15	15 yearly

Element	Type	Action	Timing
		year guarantee	
	Steel/Aluminium Frame	Treat corroded areas with rust inhibitor	Urgently
		Repaint if previously painted using a paint that includes a 15 year guarantee	15 yearly
		Consider replacing with timber if non original	Where possible
	Glazing	Replace broken/missing putty	Urgently
Doors	Timber	Replace rotten sections to match existing	Urgently
		Repaint using a paint that includes a 15 year guarantee	15 yearly
	Glazed	Replace broken/cracked glazing	Urgently
		Replace broken/damaged putty	As required
Flooring	Concrete	Keep clean and free of debris, leaf litter, etc	As required
	Terrazzo	Keep clean and free from debris	As required
		Polish	
	Timber	Replace rotten sections	Urgently
		Monitor (particularly under carpets etc) for damp, termites, etc	Annually
	Carpet (* Insignia carpet to Officers' Mess)	Clean Replace to match existing	As required to maintain / At end of life

4.6 *OTHER SITE ELEMENTS*

4.6.1 *Australian Flying Corps Memorial*

The Memorial is in good condition. Cleaning should not be undertaken unless absolutely necessary, and sandblasting and the use of harsh chemicals will cause irreparable damage, and should be avoided. Any repair works should be carried out by a qualified stonemason, experienced in conservation work.

4.6.2 *Jetty*

The seaplane jetty is in poor condition. The structure should be inspected by a qualified engineer, experienced in timber conservation, and a detailed schedule of repair and strengthening works prepared. The current condition

of the jetty is believed to be such that maintenance works are not warranted until a full condition assessment can be completed.

4.6.3 *Horizon Tank*

The Horizon Tank is in fair condition. It is not considered necessary to undertake any maintenance to the tank until a new use, or new management framework is found. It is considered appropriate for the tank and its immediate surrounds to be incorporated into the proposed Point Cook Coastal Park in the future and opened to public access, with interpretative material available to describe the history and function of the tank. As an interim measure the perimeter fence should be retained and kept secure to avoid unwanted access to the tank.

An independent heritage assessment of the tank would be advisable to establish any heritage value associated with the structure.

4.7 *GENERAL MAINTENANCE DOS AND DON'TS*

The following guidelines are provided as a preliminary reference for those involved in undertaking maintenance works to buildings at Point Cook. This should not be considered a complete list, nor does it attempt to provide advice on building works considered to be beyond the scope of maintenance.

Should maintenance inspections or building works identify major defects in building fabric, a qualified Conservation Architect should be engaged to advise on appropriate repair methods and materials.

It should be remembered that old buildings have defects, wear and tear, and damage from years of use. Items should not be repaired or replaced simply to make them look new; repairs and maintenance should be to prevent further deterioration.

4.7.1 *Need for an Environmental Clearance Certificate*

All contractors working on heritage buildings must have a current Contractors Environmental Management Plan (CEMP). The CEMP describes the environment and heritage management actions that the contractor has put in place to manage the risks associated with the work they are undertaking. For example; a plumbing contractor may include in their CEMP, standard mitigation measures to prevent irreversible damage to identified heritage fabrics. This might be listed within their CEMP as; no penetrations or alterations will be made to a structures identified heritage values without obtaining a Defence Environmental Clearance Certificate (ECC); or prior to works, all heritage values will be identified and protected from damage.

If the works being requested by Defence are such that the heritage risks are sufficiently mitigated by the actions outlined within a current CEMP, the contractor will be instructed in writing by Defence or its Contract

Management or Garrison Support Services to carry out the works in accordance with their CEMP. If the CEMP does not sufficiently mitigate the heritage risks, the contractor or the action authority will be required to complete an ECC.

An Environmental Clearance Certificate (ECC) should be completed by the action authority, in consultation with the Contract Management Services or Garrison Support Services Environment Manager, or the DS-VT Regional Environment Officer and/or Senior Environment Manager. This is to ensure the appropriate identification of environmental and heritage impacts that could occur, and the mitigation measures that apply to the proposed works. Upon completion of Section A and B by the action authority, the Regional Environment Officer or Senior Environment Manager will agree to the works, subject to any required conditions and sign the ECC. The Base Support Manager or ADF equivalent is then sent the ECC to ensure they are fully aware of the works and conditions, and they also sign. The final signature is from the contractor or action authority and this puts in place an agreement to work in accordance with the environmental clearance requirements contained within the ECC.

An ECC is required if:

1. The CEMP is deemed 'not adequate to manage the risk' by either the Defence Contract Management Service or Garrison Support Service Environment Managers or the Regional Environment Officer or Senior Environment Manager, or if there is no CEMP in place;
2. An Environmental Risk Identification process has been undertaken by the Defence Contract Management Service or Garrison Support Service Environment Manager and they or the Regional Environment Officer or Senior Environment Manager have deemed it necessary to complete an ECC; or
3. There is a need to assess the significance of the works on Commonwealth Heritage Listed values.

4.7.2 *Masonry*

ISSUE: Cleaning

Do:

- Consider whether cleaning is actually necessary.
- Ensure appropriate cleaning methods are used for the relevant type of stone.

Don't:

- Use harsh chemical cleaners or abrasive sand blasting.

4.7.3

Mortar

ISSUE: Replacing loose/missing mortar

Do:

- Use an appropriate lime based mortar for all re-pointing.
- Employ a qualified mason, experienced in traditional building techniques, to remove and replace mortar.

Don't:

- Use a cement rich mortar.
- Use power tools to remove mortar.

4.7.4

Galvanized Sheet Metal

ISSUE: Replacing damaged/missing fabric

Do:

- Replace with galvanised sheet metal to match existing profile.
- Ensure all fixings are intact and not loose.
- Scribe ridge cappings to the galvanised sheets.
- Ensure all flashings and cappings are galvanised and/or lead.

Don't:

- Use zincalume sheeting or products (unless undertaking complete re-roofing).
- Use silicone to block up holes.

ISSUE: Repainting

Do:

- Appropriately prepare the surface.
- Use appropriate paint types and approved colour schemes.
- Retain a sample of the earlier colour schemes / paint work.

Don't:

- Apply new coats without sufficient preparation.

- Apply acrylic paints over enamel paints.
- Apply paint to new roofing.

4.7.5 *Lead*

ISSUE: Replacing

Do:

- Use the same gauge of lead sheeting.
- Repeat original roof detailing / jointing methods (e.g. rolled batten joints).
- Incorporate appropriate OH&S measures when working with lead.
- Engage a qualified tradesperson, experienced in traditional building techniques.
- Apply fish oil as a protective coating.

Don't:

- Fix inappropriately; allow for expansion and contraction of the item.
- Handle without protective gear (e.g. gloves).

ISSUE: Painting

Do:

- Carry out work in an enclosed environment, incorporating adequate preparation.

Don't:

- Remove lead based paint in an unprotected environment.

4.7.6 *Cast & Wrought Iron*

ISSUE: Replacement

Do:

- Attempt to obtain a cast of the intact element(s).

Don't:

- Use an aluminium cast.

ISSUE: Painting & Cleaning

Do:

- Ensure adequate preparation is undertaken.
- Apply fish oil as a protective coating.

Don't:

- Clean with harsh chemicals or paint strippers.
- Sandblast.

4.7.7

Timber

ISSUE: Replacing damaged timber

Do:

- Replace only damaged sections and retain all sound timbers.
- Thoroughly prepare remaining timbers for splicing/introduction of new pieces.
- Use seasoned timber.

Don't:

- Use green timber.

ISSUE: Painting

Do:

- Appropriately prepare the surface.
- Retain a section of the previous colour schemes / paint work.

Don't:

- Allow too many previous paint layers to build up.

4.7.8

Internal Plaster

ISSUE: Patching & Repairs

Do:

- Remove drummy areas only if loose, and repair with an appropriately based plaster mix to match adjacent.

Don't:

- Use cement based plaster to patch gypsum based plaster.
- Cover walls with gyprock sheeting.
- Use 'no more gaps' types of sealant.

ISSUE: Painting

Do:

- Undertake appropriate preparation methods.

Don't:

- Use a paint that will prevent the wall from breathing (eg enamels).

4.7.9

Glazing

ISSUE: Replacement

Do:

- Match the original thickness and type of drawn glass.
- Use appropriate putty for bedding in glazing.

Don't:

- Use plate, float, tinted or laminated glass.
- Avoid conjectural stained glass recreation.

4.7.10

Paint

ISSUE: Removal, preparation and application

Do:

- Ensure adequate and appropriate preparation is carried out.
- Assure the selected paint colour scheme is approved by the DS-VT REO.

Don't:

- Apply paint to previously unpainted masonry surfaces.

4.7.11 *Fixings & Hardware*

ISSUE: Maintenance

Do:

- Maintain all fixings and hardware in a clean and operative condition.

Don't:

- Incorporate contemporary or incompatible materials to the existing heritage fabric.

4.7.12 *Rainwater Goods (See Also Galvanised Sheet Metal)*

ISSUE: Cleaning, maintenance and replacement

Do:

- Ensure all elements are clean, unblocked and well maintained.
- Ensure nearby vegetation is kept sufficiently pruned and trimmed.
- Replace elements only where necessary with products to match existing.
- Replace rainwater goods in profile to match original item.

Don't:

- Use zincalume or Colorbond finished rainwater goods (unless replacing all gutters and downpipes).

4.7.13 *Security*

ISSUE: Maintenance

Do:

- Monitor and maintain all security elements.
- Seek approval from a Heritage Advisor prior to installing security devices.
- Install security devices that are reversible and that will not adversely damage the existing heritage fabric.

Don't:

- Install security measures that are detrimental to original fabric.

4.7.14

Paving

ISSUE: Maintenance

Do:

- Maintain gradients away from the building.

Don't:

- Allow weeds and grasses to grow extensively around the building.
- Allow organic matter to build up around the base of the building.

Point Cook is a nationally significant heritage place, and its heritage values should be promoted and made accessible to both current and future users of the site, and to a wider audience.

At present, Point Cook is home to the RAAF Museum Point Cook, which not only features information on the history of Point Cook, but the RAAF more broadly. Given Defence's aim to operate Point Cook as 'a working heritage base', areas not restricted by security requirements present an option for on-site interpretation specifically focussed on the Base. These are discussed in *Section 5.1.1* and *Section 5.1.2*.

Woodhead International (Woodhead) were commissioned to prepare an Interpretive Strategy (IS) for Point Cook in 2009, and the information in this Chapter is generally a summary of the key recommendations of the Strategy, with some expansion of concepts and ideas. The Interpretive Strategy should be referred to for more in-depth information.

5.1***RAAF MUSEUM, POINT COOK***

The Museum is open 10am – 3pm, Tuesday to Friday and 10am – 5pm on weekends. Through the use of objects, stories and photographs a range of permanent and temporary displays present historical interpretation of a range of themes focussed on RAAF history, historic and current RAAF operations and Australia's aviation history more broadly. The RAAF Museum goes a long way in conveying the history and the stories associated with Point Cook, and has a heritage gallery dedicated to the Base. The Museum also offers visitors the opportunity to see aircraft up close, through their external aircraft displays and the live presentations of aircraft in action.

Woodhead (2009) recommends that responsibility for on-site interpretation (see *Section 5.1.2*) be included in the portfolio of the Museum. However, the Museum relies heavily on funding from the Friends of the RAAF Museum (FoRM) and associated Supporting Members, and also relies on the services of volunteers in all aspects of Museum operations. Increasing the portfolio of the Museum should not be undertaken without discussions with Museum staff regarding responsibilities (in particular funding) for maintenance and upkeep of interpretive elements.

Additional material in and around the Museum complex could assist in understanding some of the lesser known aspects of the place's contribution to Australia's defence. Museum displays specifically focussed on Point Cook should be reviewed in light of Defence's decision to maintain the base as a Working Heritage Base, and interpretive information should be updated where required.

5.2

ON-SITE INTERPRETATION

The highly regarded RAAF Museum is located at Point Cook and consequently members of the public frequent the base – around 100,000 visitors are estimated to visit the Museum each year (see HMP *Section 2.4.1*). Therefore, where site safety and security allows, interpretive media should be considered for siting in strategic locations around the base, to encourage appreciation of the place's National heritage significance.

5.2.1

Interpretive Themes and Topics

The Woodhead IS presents the following as key themes to structure the interpretation, which reflects the NHL criterion which Point Cook reaches:

- Historical Importance (continuous association with Australia's military aviation forces);
- Rarity (unusual or unique early buildings, and survival in groups);
- Representativeness (principal characteristics of early Australian air force bases);
- Social (ongoing association with the RAAF); and
- Historical Associations (associations with important historical figures connected to the RAAF; and important historical events associated with the Base).

The themes should ideally be structured around an overarching concept of "continuity", emphasising the significance of Point Cook's ongoing use by the RAAF since its establishment as the first military aviation base in Australia.

5.2.2

Media Opportunities

Face to face Interpretation

Volunteers at the RAAF Museum offer guided tours of the museum. A similar arrangement could be considered for an on-site interpretive program at Point Cook, to provide a more personal interpretive experience. This should be considered following consultation with the RAAF Museum, and identification of willing volunteers.

Panelling and Plaques

Free-standing panelling is the ideal media for an interpretive program at Point Cook. Woodhead (2009) recommend four key locations for siting of panelling, including the Entry Precinct, Officers' Mess (Building 33), Precinct featuring Residences (the Single Officers' Quarters and/or Staff Residences Precinct), the Parade Ground, and the Museum. This has potential further extension as an interpretation corridor, commencing at the entry gates or museum car

park, looping around Cole Street and Dalzell Road (South), the southern boundary of the Parade Ground and north along Williams Road. This corridor would be ideal for presentation of a series of panels which each interpret a significant period, event, building, precinct or person in the history of the base.

The significance of the Southern Tarmac Precinct should be interpreted in this corridor, given that public access to the area is likely to be restricted. Low scale free standing panelling should be installed in the southern area of the Parade Ground and facing the Precinct, and provide historical imagery and information about this place of exceptional significance.

The entrance to the site presents an ideal opportunity to provide visitors with an overview of the site, and promote its heritage significance. A panel could be sited near the carpark, offering an opportunity for visitors to orientate themselves with the site, and understand its significance.

Woodhead recommend affixing plaques to buildings identified as high or exception significance. Care should be taken when locating plaques, and avoid impacts on historic fabric where possible.

Information Communication Technologies and Interactive Media

Information Communication Technologies (ICT's) such as televisions, or audio presentations or interactive touch-screen media could be considered for installation inside buildings (see Woodhead *Section 3.4* for recommended buildings), to provide a more personal touch to oral histories. However, this should only be undertaken following careful determination of responsibilities for acquisition of the recording media, the recording process and for the maintenance and upkeep of the displays, which can be costly.

5.2.3 *Brochures and Flyers*

Supply of brochures should be considered as an interpretive opportunity. Brochures could include topics such as:

- General overview of the history of the Base;
- The history of the RAAF;
- Histories of specific precincts or buildings on the Base;
- Involvement of Point Cook in training personnel for conflict and peacetime operations; and
- The National Heritage values of the Base.

Brochures could be provided at the entrance or associated with an entry panel in the carpark, at the RAAF Museum, and inside buildings which feature interpretive media.

In conjunction with Defence's Heritage Strategy, special dates may be marked with open day style events, providing controlled public access through the use of guided tours that allow a full appreciation of the extent and nature of Point Cook's role in the creation and development of the Royal Australian Air Force. Potential dates that lend themselves to such an event include the centenary of the establishment of the Point Cook facility in 2013, the 100th anniversary of the first flight from Point Cook in 2014 and the formation of the RAAF in 2021, and important annual events such as Anzac Day commemorations.

Where special events occur at Point Cook, brochures (see *Section 5.2.3*) could be offered for distribution.

ACTION PLAN

This Action Plan has been developed to assist with the implementation of the HMP. It identifies actions arising from the management recommendations and conservation policies provided in *Sections 2* and *3*. The actions have been divided into the various areas within Defence that are responsible for a range of management issues at Point Cook. Progress against the Action Plan is to be reviewed every 12 months at a minimum.

6.1

DEFENCE HERITAGE & BIODIVERSITY CONSERVATION

The Defence Directorate of Heritage and Biodiversity Conservation (DHBC) is part of the Environment and Engineering (E&E) Branch in the Infrastructure Division in Canberra. DHBC is responsible for the oversight of the heritage and biodiversity management across the Defence Estate in close consultation with each Defence region. E&E determines whether an EPBC referral may be required in regards to heritage and biodiversity matters, along with providing advice and setting the Defence policy direction for heritage and biodiversity management. The actions of relevance to DHBC are provided below.

Table 6.1 Action Plan for DHBC

Task	Timing (Indicative)	Consultation With
Communicate heritage values of site and distribute HMP as appropriate - consider a Heritage Interpretation Plan once decisions on re-populating the Base are confirmed	Ongoing	DS-VT REO and SEM; RAAF personnel, RAAF Museum
Assist in review HMP (initiated by DS-VT), including public notification in accordance with S341X(3) of the EPBC Act	As required by EPBC Act - at least every 5 years	DS-VT, RAAF personnel, RAAF Museum and the community

6.2

ESTATE PLANNING

The Defence Directorate of Land Planning and Spatial Information (LPSI) is part of the Infrastructure Division in Canberra, and has been conducting a Strategic Review of Point Cook. The outcomes of the review are likely to be influenced by the guidelines in this HMP. The actions of relevance to LPSI are provided below.

Table 6.2 Action Plan for LPSI

Task	Timing (Indicative)	Consultation With
Explore options to continue Air Force training traditions at Point Cook	Current planning in progress	CO RAAF Williams, DS-VT personnel
Communicate the outcomes of the Defence planning process to all Point Cook Defence stakeholders	By end 2012	DS-VT REO, SEM and Base Services Manager, RAAF personnel, RAAF Museum, DHBC and DEPA
Ensure re-population planning conserves the National and Commonwealth heritage values in balance with supporting operational requirement	Current planning in progress	DS-VT REO, SEM and DHBC

6.3 DEFENCE SUPPORT- VICTORIA-TASMANIA

Defence Support- Victoria-Tasmania (DS-VT) is part of the National Operations Division of Defence. DS-VT has oversight of the management and operation of all Defence installations across the VT region. The actions of relevance to a range of DS-VT stakeholders are provided below.

Table 6.3 Action Plan for DS-VT

Task	Who in DS-VT	Timing (Indicative)	Consultation With
Ensure opportunities for updates and input to the implementation of the HMP are provided for the community and stakeholders through the Consultative Forum	Regional Director, supported by SEM/REO	Ongoing	DHBC, the community
Ensuring re-population planning for Point Cook aligns with the heritage values of each Precinct	Manager Regional Development & Planning,	Ongoing	DS-VT REO, SEM, Base Services Manager, DHBC, LPSI
Integrate maintenance tasks into budgets for site works as part of IA process	REO and Base Service Manager	Every 12 months	DHBC; Base facilities staff; contractors
Continue the regular maintenance regime to allow reporting on condition of the heritage values of individual assets as well as the site as a whole	REO and Base Services Manager	Ongoing	DS-VT SEM, DHBC
Develop protocol for recording maintenance and works and ensure its implementation	REO	By August 2013	Base Services Manager, SEM, and contractors
Develop heritage module for Site Induction and OH&S Training/Awareness	REO	By December 2013	SEM, DHBC, GSS
Align future uses that take advantage of existing building layouts wherever feasible	Base Services Management and Manager Regional Development & Planning	Ongoing	DS-VT REO, DHBC
Consider establishment of Heritage Advisory Committee	SEM	By August 2013	DS-VT Regional Manager, Base Services Manager, SEM, REO and DHBC, Director RAAF Museum
Confirm/agree future space requirements for the RAAF Museum Collection and develop plan to implement necessary works	Base Services Management and Manager Regional Development & Planning	By July 2013	RAAF Museum, DS-VT REO and SEM, DHBC
Assist with the review of the HMP	DS-VT REO and SEM	As required by EPBC Act - at least every 5 years	DHBC, RAAF
Distribute HMP information to contractors on site	REO	Ongoing	Base facilities staff; Contractors
Engage Structural Engineer to assess Seaplane Jetty condition	REO	Within 18 months	DHBC; RAAF personnel
Investigate potential uses for vacant buildings	Manager Regional Development & planning, REO & SEM	Ongoing	DHBC, DESP, RAAF Base personnel; RAAF Museum; (External parties potentially able to lease spaces)
Assist with the review of the implementation of HMP Action Plan	DS-VT REO and Base Services Manager	Every 12 months, possibly as part of budget cycle	DHBC, RAAF personnel and RAAF Museum
Prepare Heritage Interpretation Strategy once re-population	DS-VT REO and SEM	Within 12 months of	DHBC, RAAF Base personnel and RAAF Museum

Task	Who in DS-VT	Timing (Indicative)	Consultation With
planning completed and approved Review implementation of HMP Action Plan	DS-VT REO and SEM	completion Every 12 months as part of budget cycle	IA Team, Base Services Manager, RAAF personnel, RAAF Museum and DHBC.

6.4

*RAAF PERSONNEL**Table 6.4 Action Plan for RAAF*

Task	Timing (Indicative)	Consultation With
Refer to precinct specific policies in HMP prior to undertaking works	As required for proposed works	DS-VT REO
Investigate further opportunities for Museum expansion into vacant buildings	As required	DS-VT REO; DHBC
Refer to Maintenance guidelines and protocols in HMP prior to undertaking works	As required	DS-VT REO
Provide input to the review of the Action Plan implementation	Every 12 months	DS-VT REO; DHBC
Provide input into the review of the HMP	As required by EPBC Act - at least every 5 years	DS-VT REO; DHBC

REFERENCES

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Squadron Leader P.A. Allen **Point Cook: Birthplace of the Royal Australian Airforce** undated

Woodhead International **RAAF Williams Point Cook Heritage Management Plan**, prepared for the Department of Defence September 2005

Woodhead International **DRAFT RAAF Williams Point Cook Heritage Interpretation Strategy**, prepared for the Department of Defence March 2009

Websites

Australian Timber Buildings of the Second World War:
www.oak/arch.utas.edu.au/projects/retro/war/rwar.asp

www.raafmuseum.com.au

Annex A

National and Commonwealth Heritage List Citations



LEGEND

 Listed Place



Point Cook Air Base
 National Heritage List
 Place ID: 105671 File: 2/12/053/0006

Sources:
 RoadNet Comprehensive - Roads
 Australia - Cadlite (Cadastre for all Australia, DCDB)
 © 2007 MapData Sciences Pty Ltd, PSMA
 Produced by: Heritage Division
 Department of the Environment and Water Resources
 Canberra, GDA94 Zone 55, 19/2/2007
 © Commonwealth of Australia, 2007.

Point Cook Air Base, Aviation Rd, Point Cook, VIC, Australia

"Citation extracted directly from the Australian Heritage Database, August 2012".

Photographs	None
List	National Heritage List
Class	Historic
Legal Status	Listed place (31/10/2007)
Place ID	105671
Place File No	2/12/053/0006

SUMMARY STATEMENT OF SIGNIFICANCE

RAAF Base Point Cook was established in 1913 by the Federal Government as Australia's first military flying school- the Central Flying School. From this modest beginning Australia became the only British dominion to set up a flying corps of its own for service during World War One

RAAF Base Point Cook is important as the first military aviation base in Australia and as the birthplace of the RAAF in 1921. The RAAF, formed on the 31 March 1921, was the second professional air force in the world, established three years later than the British Royal Air Force. In these roles, over almost a ninety-year period from 1914, RAAF Base Point Cook had a special association with Australian military forces as the focus of training for the Australian air force, including training Australia's first military airmen in August 1914. The first circumnavigation of the Australian coastline also occurred from Point Cook in May 1924 by RAAF personnel Goble and McIntyre.

RAAF Base Point Cook is the only remaining World War One military airfield complex in Australia and features the oldest, most extensive complex of military aviation buildings in Australia. The master plan, designed in 1917, and implemented from 1918 under J. S. Murdoch, first Commonwealth Architect, was seminal in Australia and would influence the planning and development of later military aviation bases in Australia. Together, the planning, layout and built fabric comprise the only example of a military air base associated with all the major formative periods of development: pre World War One, World War One, Inter-war and World War Two. The base includes uncommon examples of building types specific to each of these periods. In particular the fabric of the base includes examples of the oldest hangars and workshops, military or civilian, in Australia. The Australian Flying Corps complex on the Southern Tarmac area, including the uncommon 1916 seaplane jetty, the water-plane hangar of 1914 and the later 1920s seaplane complex (which is recognised internationally as rare) form part of the air base. This makes RAAF Base

Point Cook perhaps the only remaining relatively intact early military airfield in the world.

RAAF Base Point Cook demonstrates the principal characteristics and development phases of military aviation bases in Australia from their earliest beginnings. The 1917 master plan for the base established the clear separation of functions required for military aviation. In particular the social hierarchy, way of life and organisation of the RAAF, was expressed in the range of accommodation types provided at Point Cook as well as in the function and location of the Central and Southern Tarmac areas.

RAAF Base Point Cook has a special association with RAAF veterans as the core training complex for the Australian Flying Corps and RAAF from 1914 until 1992. Candidates Richard Williams and Thomas Walter White, two of the four who graduated from the first training course, which began in August 1914, saw service in the Middle East during World War One in the Australian Flying Corps and are noted for their distinguished service and special association with RAAF Base Point Cook. Williams is known as the father of the RAAF for his efforts in promoting air power in Australia's defence. White, captured by the Turks in 1915 and escaping via Russia in 1918, continued his association with the military, writing *Sky Saga*, a Story of Empire Airmen in the Second World War, in 1943. In 1949, White was appointed Minister for Air and Civil Aviation in the Menzies Government

As the longest continuously operating military air base in Australia, RAAF Base Point Cook has been collectively identified by the RAAF for its cultural values. In 1952 action was taken by the RAAF to establish an aviation museum at Point Cook. The museum provides research and restoration facilities for historic aircraft and is involved in commemorative events such as VP Day. Many of these functions are fostered through the services of volunteer staff, including former RAAF engineers and flight crew

Official Values

Criterion A Events, Processes

The story of Point Cook, as the oldest military airbase in Australia, is an essential part of the story of the RAAF and the development of military and civil aviation in Australia.

RAAF Base Point Cook was established in 1913 by the Federal Government as Australia's first military flying school-the Central Flying School. From this modest beginning Australia became the only British dominion to set up a flying corps of its own for service during World War One, the first flying training course commencing on 17 August 1914. The corps became the Australian Flying Corps (AFC), seeing active service in Mesopotamia and on the Western Front in France. It was clear by the end of World War One that air power was an important military capability.

In January 1919 the Federal Government decided to form a separate air service. The RAAF, formed on the 31st of March 1921, was the second professional air force in the world, established three years later than the British Royal Air Force. The Prime Minister, Billy Hughes, saw the benefits of airpower in the defence of the coastline, supporting the creation of the RAAF

The first aerial circumnavigation of the Australian coastline was made from Point Cook in May 1924 by RAAF personnel Goble and McIntyre. Five years earlier, in 1919, the first north-south crossing of the continent had been achieved by a BE-2e and pilots from Point Cook, in the search for a suitable landing ground for Australian aviators Ross and Keith Smith. Connections with civilian aviation were reinforced in 1929 when Charles Kingsford-Smith took off from Point Cook in the Southern Cross, for the first non-stop, east-west crossing of the continent.

With the outbreak of war in September 1939, RAAF Base Point Cook became the focus of RAAF training in Australia, a role it maintained until the 1990s. RAAF Base Point Cook is recognised as the oldest military aviation base in Australia serving between 1914 and 1992. Aspects of the base, which illustrate its long service and origins, include the planning and layout of the base prior to World War One, during the Inter-war period and during World Wars One and Two, as well as individual buildings and suites of buildings.

Criterion B Rarity

RAAF Base Point Cook is the only remaining World War One military airfield complex in Australia and features the oldest, most extensive complex of military aviation buildings in Australia. The master plan, designed in 1917, and implemented from 1918 under J. S. Murdoch, first Commonwealth Architect, was seminal in Australia and would influence the planning and development of later military aviation bases in Australia. Together, the planning, layout and built fabric comprise the only example of a military air base associated with the major periods of development of the RAAF: pre World War One, World War One, Inter-war and World War Two.

The base includes uncommon examples of building types specific to each of these periods. In particular the fabric of the base includes examples of the oldest hangars (Bldgs 95, 104 and 210 erected 1914-1917) and workshops, military or civilian, in Australia. The Australian Flying Corps complex on the Southern Tarmac area, including the seaplane jetty (Bldg 108 erected 1916-1937), the water-plane hangar of 1914 and the later 1920s seaplane complex, is recognized internationally as rare and as a whole the Point Cook air base is perhaps the only remaining relatively intact early military airfield in the world. This rarity is reinforced by the survival of early examples of staff housing, such as the Dalzeill Street group of housing (Bldgs M004-006, M010 and M026 erected 1914-1915) and uncommon examples and groups of seminal, military aviation buildings of each of the major periods of development.

Uncommon buildings of the Inter-war period include the Aeronautics School (Bldg 92 erected 1922), Base Squadron Headquarters (Bldg 87 erected 1929) and the Officers Mess (Bldg 33 erected in 1937). In particular the School of Instruction (Bldg 161 erected in 1940) is one of only three surviving examples, which, in conjunction with the unusually large number of Bellman Hangars (Bldgs 211-214 and 178-187 erected 1940), reinforces its significance as the focus of World War Two RAAF training activities.

Criterion D Principal Characteristics of a Class of Places

RAAF Base Point Cook demonstrates the principal characteristics, including building types, planning and layout, which illustrate the development of military aviation bases in Australia during the pre-World War One, World War One, Inter-war and World War Two periods.

The 1917 master plan for the base established the clear separation of functions required for military aviation. The dominant functional zones included the Southern (hangars and workshops) and Central (accommodation) Tarmac areas and the runway areas formalized in 1943. The administration and training areas were typically located between the early accommodation areas and the hangars and workshops, with a clearly articulated layout based on major and minor planning axes. The plantings of windbreak trees in the 1920s, in particular Cupressus species, created a landscape with both functional and formal values, with characteristics reflected in other military and aviation bases such as RAAF Base Richmond. The parade ground at Point Cook, completed in 1930, would become a prominent feature of later RAAF bases, as would the rows of prefabricated Bellman Hangars, erected during World War Two, at the interface with the runway and apron areas. These functional zones, landscape elements and features would be characteristic of RAAF bases erected between 1924 and 1945, their relationship depending on site parameters and operational requirements, including runway layout and orientation.

The social hierarchy, way of life and organisation of the RAAF, are expressed in the location and range of accommodation types at Point Cook. These accommodation types would become characteristic of RAAF bases such as RAAF Base Richmond and had similarities with early accommodation at HMAS Cerberus and Duntroon College, the pre-WW1 Navy and Army equivalents to RAAF Base Point Cook. Of particular note are excellent representative examples of single-storey houses and two-storey weatherboard accommodation units (e.g. Bldgs 18, 23, 24, 27, 28, 29, 41, 42, 46, M011 and M001-002 erected from 1914-1939), in addition to examples of servant's quarters associated with the single officer's quarters erected in 1918 (Bldg 22).

At Point Cook, a range of building types demonstrate the role of the Commonwealth Architect's department in introducing high standards of design across sites associated with military activities. These generic standards continued into the post 1945 period (the National Service era which began in the 1950s), although little

detailed information about these structures at RAAF base Point Cook and elsewhere is available.

Buildings and structures of particular interest, and which characterise the major periods of development, include:

- Pre-World War One and World War One; 18, 21, 22, 23, 30, 72, 81, 82, 95, 104, 108, 210, 488, M011, M004-006, M010, M026.
- Inter-war; 24, 27, 28, 29, 33, 34, 38, 41, 42, 46, 70, 71, 74, 86, 87, 88, 90, 91, 92, 93, 94, 96, 100, 101, 121, M00, M001-003, M007-009, M0027-0028, sentry boxes; and
- World War Two; 161, 178-187, 211-214 and the concrete runways of 1943. P-type, timber hutments illustrate the need for a considerable work force during the wartime years 1939-1945. These include buildings Nos 73, 110, 122, 155, 156, 158, 163, 176, 188, 190, 203, 221, 225, 228, 241-243, 259, 261, 277, 327-329, 427, 453, 455, 457, 458, 459, 481, 482 and 485.

Criterion G Social Value

RAAF Base Point Cook was the birthplace of the RAAF in 1921. The place has a special association with Australian RAAF personnel and veterans and as the core training complex for the Australian Flying Corps and RAAF from 1914 until 1992. As the longest continuously operating military air base in Australia, RAAF Base Point Cook has been collectively identified by the RAAF for its cultural values. In 1952 action was taken by the RAAF to establish an aviation museum at Point Cook. The museum provides research and restoration facilities for historic aircraft and is involved in commemorative events such as VP Day. Many of these functions are fostered through the services of volunteer staff, including former RAAF engineers and flight crew.

Criterion H Significant People

RAAF Base Point Cook is important as a whole to RAAF personnel and ex-RAAF personnel as the first military aviation base in Australia and as the birthplace of the RAAF in 1921. In these roles, over almost an eighty-year period from 1914, RAAF Base Point Cook had a special association with Australian military forces as the focus of training for the Australian air force. Candidates Richard Williams and Thomas Walter White, two of the four who graduated from the first training course, which began in August 1914, saw service in the Middle East during World War One in the Australian Flying Corps and are noted for their distinguished service and special association with RAAF Base Point Cook. Williams is known as the father of the RAAF, formed in March 1921, for his efforts in promoting air power in Australia's defence. White, captured by the Turks in 1915 and escaping via Russia in 1918, continued his association with the military, writing *Sky Saga, a Story of Empire*

Airmen in the Second World War. In 1949, White was appointed Minister for Air and Civil Aviation in the Menzies Government.

The site references refer to features identified in: RAAF Williams-Point Cook and Laverton, an appraisal of heritage significance. This was prepared by Allom Lovell & Associates, for the Department of Defence, in 1992.

Description

Indigenous Sites

Three Aboriginal artefact scatters have been recorded in the nominated area (Aboriginal Affairs Victoria, 2004).

Planning and Layout

Point Cook Air Base is a level site running from Port Phillip Bay in the south to Point Cook Road in the north. The need to accommodate both seaplanes and land-based planes resulted in the hangars and maintenance areas being located initially near the shore. Officers quarters and single men's barracks and married staff quarters were located to the north at the approaches to the operational areas of the base at this time. This resulted in two built areas, the Southern and Central Tarmac areas, separated by open, grassed runway areas. The Central area developed to include accommodation, community and administrative and training facilities, but with Bellman hangars erected during World War Two (WW2). The Southern area included hangars, workshop areas and a jetty associated with seaplane activity.

By the 1920s the layout had taken on a more formal quality, reinforcing the early planning decisions. Principal roads were planned to connect at circular intersections, with planning dominated by a rectangular grid of roads, reinforced by landscape trees. The separation of functions and rectilinear road layout, characteristics of military bases across the services, was well established at Point Cook by the time that RAAF facilities were planned at Darwin, Amberley, Richmond and Pearce. Typically, the parade ground acted as a formal interface between the domestic/administrative and operational areas of the base. The planning and layout of Point Cook are reflected in the wider landscape by the main approach road, Aviation Road, and the Laverton-Point Cook Road, including Burma Road. The latter links the two parts of the base and is a reminder of WW2, as are the two groups of Bellman hangars and concrete runways completed in 1943. The layout of the base, as set out in the period 1914 to the mid-1920s, remains intact.

Expansion of the site appears to have derived from the Master Plan of c. 1917 by J. S. Murdoch's office under P. T. Owen, Director-General of Public Works. The planning and layout provide a good example of functional requirements interacting with a strict hierarchical social structure, which would inform the development of later bases, under the influence of British ideas. These ideas included the clear separation

of functions, and expression of the social and hierarchical organisation of the Air Force.

Areas of particular importance include the original accommodation area on Cole Street, the Officers Compound, Community Facilities and Accommodation, the Parade Ground and the main hangar areas to the south, the Southern Tarmac area, including the jetty. Windbreak and other plantings have contributed to the development of significant streetscapes in particular on early street alignments. Housing groups such as Cole Street (Buildings Nos M004-11, 488 and 23), designed in the 1920s, also reflect the prevailing Commonwealth approach to housing for officers as well as the evolution of streetscape values.

The base includes several phases of building and planting, which illustrate its planning, layout and development. All buildings are identified by the original function and allocated number.

Tree Plantings The windswept nature of Point Cook required windbreak plantings within the base. Four phases of planting can be identified.

- The early focus of the base at Stutt and Cole Streets incorporated earlier plantings of Sugar Gum (*E. cladocalyx*) by the Chirnsides family. One such planting along Cole Street was 3-4 rows deep.
- From c. 1921 *Cupressus macrocarpa* was planted extensively as a windbreak, building on its successful wider use by the Chirnsides. Extensive plantings were made along Williams Road, Ross Smith Road and Merz Road with the Parade Ground framed by plantings. Plantings also extend south from the Parade Ground. These were restricted to areas away from the coastline, but in the late 1920s were extended to the workshops and hangars.
- Plantings of *Cupressus macrocarpa* north of Merz Road, extending along Ross Smith Road, and the MacNamara Road alignment, were established in the 1940s.

In the 1960s and 1970s the use of native plantings reflected the wider use of native trees in the suburbs, although most of this is around the golf course and the former RAAF Academy Complex.

Buildings and Building Groups Pre World War One and World War One 1914-1918

- Building 95, the water-plane hangar, dates originally from 1914 (altered 1915, 1921) and is one of the two oldest aviation buildings in Australia. The oldest section is steel framed with corrugated galvanized iron cladding and there are weatherboard extensions built a few years later. The early roof is gabled, the later roof sawtooth in profile.

- Building 210, the aeroplane hangar, dates from 1914 and is the oldest RAAF aircraft hangar and one of the oldest structures at the Base. Twin gabled and clad with corrugated iron, it has been relocated.
- Building 488, the single officers' quarters, was built in 1914 and extended shortly after. One of Point Cook's earliest buildings, the structure is single-storey, in stud-framed weatherboard, with a corrugated galvanized iron roof.
- Building 104, the Battleplane hangar, was erected in 1917 and is one of two surviving World War One hangars in Australia. It has a steel and timber frame, is gabled and is clad with corrugated galvanized iron.
- Building 108 the seaplane jetty. Dating from 1916 and extended in 1927 and 1937, the jetty relates to the significant early use of seaplanes. It has timber piles, is now 415m in length and has a slipway and a landing.
- Building M011, married quarters, was erected in 1915-16. An early residential building, it is weatherboard, single-storey and features a broad hipped roof clad in corrugated galvanized iron. Like a number of others it has a verandah formed under the gabled roof. The incorporation of classical detailing into the verandah posts is typical of the refined nature of detailing at this time.
- Building 18, the former single officers' mess, dating from 1918 and later, was the focal point of the officers' precinct. It is a distinctive single storey weatherboard building with a gabled corrugated galvanized iron roof and was the first separate mess building erected for Air Force Officers in Australia.
- Building 23, Single Officers Quarters, is a two-storey, weatherboard structure erected in 1918, which set the pattern for new quarters erected in the Inter War years, and which now form a strong grouping. External staircases lead to first floor bedrooms. Other early associated timber structures include the Single Officers Laundry (Building No.21) and the Servants Quarters (Building No. 22).

Early Commonwealth Vernacular weatherboard buildings are well represented in the base and some are among the earliest examples of the style. They are generally modest, single or double storey, with low-pitched corrugated galvanized iron or tile roofs, with wide eaves and exposed rafters, multi-paned double hung sash windows and a verandah under the roof slope. Buildings M004-006, M010 and M026, married officers quarters, date from 1914-15 and with building 488 are the earliest surviving houses at the base. They are again weatherboard with hipped roofs clad with corrugated galvanized iron. The houses form part of an important streetscape group on Cole and Dalzeill Streets.

Other important early structures which relate to the seminal and social development of Point Cook include: Bldg 30, Water Towers 1918; Bldg 81, Substation No 1 1919;

Bldg 72, Barracks Store 1915-1917; Bldg 18, Single Officer's Mess; Bldg 21, Single Officers Laundry and Toilet 1918; and Bldg 22, Servant's Quarter.

Inter War:

Inter War buildings were erected in two phases, 1919-1924 and 1928-1939, reflecting post First World War consolidation and development in the build up to the Second World War.

- Building 86, the flagpole and saluting base, built about 1920, but now relocated. It is a ceremonial focus for the base.
- Building 91, the aeronautics school, was erected in 1922 (altered 1927) and was an early base building and directly connected with the Base's training role. It plays an important streetscape role and is single storey weatherboard, with a main corrugated galvanized iron gabled roof flanked by hipped projections.
- Building M00, Commanding Officer's Residence 1927. A large weatherboard residence, the design follows earlier precedents in the use of a central hipped, corrugated galvanized iron roof flanked by lower hipped roof projections. A timber framed verandah links the two projecting wings.
- Buildings 24, 27, 28 and 29, Single Officers Quarters, date from 1928, 1935 and 1939 (altered 1952). They are weatherboard, double-storey with hipped roofs, planned around a central common grassed area imparting a sense of community in conjunction with Building 23, erected in 1918.
- Buildings 41, 42 and 46, Airmen's Quarters, dating from 1928-1939, are the survivors of the airmen's precinct. They are two-storey buildings in weatherboard, with hipped, corrugated galvanized iron roofs, and are sited around a central common green similar to earlier units.
- Buildings M001-002, Squadron Leaders Residences 1937 and M003 Married Officers Residences 1939. They are large weatherboard houses with projecting front bays and hipped roofs, similar to earlier forms erected in 1914.
- Buildings M027-028, new Commanding Officer's residence/married quarters, date from 1937-38. The designs combine the Early Vernacular and Georgian Revival styles and reflect differences between ranks. A stud-framed, weatherboard two-storey self-detached house with a tiled, hipped-roof, reflecting the use of two storeys for other staff ranks.
- Sentry boxes in brick and stone wing walls, dating from 1937, were the first permanent entrance gates to the base.

- Building 87, Base Squadron Headquarters, built in 1929, was the first purpose built headquarters building constructed for the RAAF. It is axially sited relative to the parade ground and flagpole and is an impressive two-storey, weatherboard building with a transverse gabled main roof (and other hipped sections) clad with corrugated asbestos cement sheeting.
- Building 88, the Parade Ground, was formed in 1930 and was central to the Base's ceremonial life. It is surfaced in coarse sand and defined by a white post and chain fence.
- Building 90, erected 1922 in weatherboard as the new Motor Transport Garage.
- Building 92, the new school of aeronautics, was constructed in 1936. A weatherboard, single-storey structure with a corrugated galvanized iron, hipped roof, the building is an important element in the streetscape.
- Building 93, air navigation school, dates from 1939. The building is in weatherboard and has a hipped, corrugated, galvanized iron roof, and is an important element in the streetscapes of the South Tarmac area.
- Building 94, the War Memorial, was erected in stone in 1938 and commemorates Australian airmen who died in World War One.
- Building 96 is the wireless school, dating from 1939. Important in the South Tarmac streetscape, the building is single-storey, weatherboard and has a corrugated, galvanised iron clad, hipped roof.
- Building 100, the seaplane squadron headquarters, was erected in 1938 and is an integral part of the seaplane buildings in the South Tarmac area. It is single-storey weatherboard with a hipped corrugated galvanized iron roof.
- Building 101, a seaplane hangar, was erected in 1927 and extended in 1940. It is twin gabled and is clad with corrugated galvanized iron. This building is the only Inter-War hangar remaining at the base and a dominant element in the South Tarmac area.
- The Moderne Style is seen in the 1930s brick buildings at Point Cook. These are symmetrical buildings, restrained in their design. Building 33, the new Officers' Mess, was erected in 1937 (extended 1959) in this style. It represented the provision of improved facilities for the RAAF and has some Art Deco and Neo-Classical details. In red brick, with a tiled, hipped roof, the architectural treatment of the entrance was typical of the style.

Other important early structures built in the 1920s and 1930s, and which relate to the seminal and social development of Point Cook, include: Bldg 38-Airman's

Gymnasium 1923; Bldg 70-Guard House 1929; Bldg 71-Airman's Garage 1929; Bldg 74-Primary School 1923; M007-009 Married Quarters 1928; Bldg 34-Officers Garage 1934; and Bldg 121-Gunnery Stop Butt 1935.

World War II:

- Building 161, Armaments School and Bomb Aiming Training School, erected 1940. The building comprises a central two-storey brick structure in the Inter-War Stripped Classical style, flanked on both sides by stud-framed, hip-roofed, single-storey wings. This building was used as the RAAF Academy until the 1960s and is now the focus of the RAAF Museum.
- Buildings 211-214 and 178-187, prefabricated Bellman hangars erected in 1940, relate to development after the beginning of World War Two. They are steel framed, clad with corrugated galvanized iron, have low gable roofs and are characteristic of the rapid response to provide additional hangar and storage space using industrial prefabrication. Few of the approximately 130, manufactured (to a British design) by Lysaghts of Newcastle, remain in use elsewhere.
- Buildings erected during World War Two, which illustrate the need for a considerable work force during the wartime years, include: Nos 73, 110, 122, 155, 156, 158, 163, 176, 188, 190, 203, 221, 225, 228, 241-243, 259, 261, 277, 327-329, 427, 453, 455, 457, 458, 459, 481, 482 and 485. These are P-type, timber hutments.

Post World War II:

Post-World War Two buildings are mainly constructed in brick. There are also sheds of different materials, including weatherboard and fibro-cement. However, there is insufficient information to assess their significance

History

Indigenous:

Three Aboriginal sites containing artefacts have been recorded in the nominated area (AAV, 2004; Allom Lovell & Associates, 1992). Limited information about the nature and extent of these sites is available. One site contains a small number of artefacts, located beneath a sand hummock behind the foredunes adjacent to the boundary with Point Cook Coastal Park (Allom Lovell & Associates, 1992). There is other evidence of Aboriginal use of the Point Cook area, with three artefact scatters, including an extensive site around Point Cook homestead, recorded to the east of the nominated area in Point Cook Coastal Park (Geering et al, 1984). In this case, the assemblage suggests stone tool manufacture at this location, and the artefacts are

characteristics of the Australian Small Tool Tradition, dating to the last 6,000 years (Geering et al, 1984:22)

Historic:

Defence in general had been high on the agenda for those pursuing federation. The Defence Act 1903 constituted the legislative basis for the Australian Military System. The 1909 amendments to the Defence Act 1903 introduced a universal training scheme based on the Swiss model, which provided for the compulsory training of Junior and Senior cadets, between the ages of 12-18, and then for adult training. At the request of the Australian government, Lord Kitchener toured Australia in 1910 to review the Commonwealth's defence requirements. Under the Fisher Government from 1910, citizen soldiers were to be replaced by a more organized militia under the Universal Training Scheme, based on the Swiss model. Other changes would include the formation of an Australian Aviation Corps.

In December 1903 the Wright Brothers made the first sustained powered-flight. However, it was not until 1907 that the US Signal Corps submitted a specification for a military aircraft to the Wright Brothers. In Britain, progress was slower, and it was not until April 1909 that the first British 'Army Aeroplane' was handed over to the War Office. Late in 1910 a plan for an Australian Aviation Corps was submitted to the Military Board. A decision on the matter was deferred until the Minister for Defence returned from the 1911 Imperial Conference in London. Britain created its Royal Flying Corps in 1912. One year earlier, in 1911, the Federal Government decided to create a military flying school. In 1909 the new Federal Government had announced that it would offer a prize for the construction of a military aircraft in Australia, but this was not achieved until the 1920s (Allom Lovell 1992).

In 1911, the Commonwealth Government Gazette sought 'two mechanists and aviators' to form a military aviation corps in Australia. The two people selected were Henry Petre and Eric Harrison, who arrived from England in 1913 to assist in the search for a site for a flying school. Sites were considered in Victoria at Langwarrin, Cribb Point, Altona and Point Cook, and in the ACT at Fairbairn, Narrabundah, Jerrabomberra and Tuggeranong. In 1912, Captain Watt considered that the Duntroon Plains were ideal for flying. Point Cook in Victoria was however selected, since it was closer to the Army Headquarters in Melbourne and had access to the sea, providing both for land based planes as well as seaplanes. Canberra's altitude was considered potentially problem causing, and the interim seat of government in Melbourne was too far away. The subsequent development of the Point Cook site, during and following two world wars, has resulted in its recognition as the cradle of the RAAF (Hingston 1998). The story of Point Cook, as the oldest continuously operating military airbase in the world, is an essential part of the story of the RAAF and the development of military and civil aviation in Australia.

Located in Port Phillip Bay, on the extensive plain west of Melbourne, the land was first explored c. 1824, although it was not until the late 1840s that the land was officially taken up for pastoral purposes. By 1880 the land was owned by Thomas

Chirnside and his brother Andrew, and was part of one of the largest land holdings in Victoria. In 1904, subdivision was encouraged by the Victorian Government's purchase of 23,212 acres, including Chirnside land, which, in December 1913, was purchased by the Commonwealth Government to establish a Central Flying School. (Allom Lovell 1992).

The Department of Defence ordered its first aircraft in July 1912. The two BE-2a biplanes and two Deperdussin monoplanes, followed by a Bristol Box-kite, were housed in a canvas hangar. The first training course began in August 1913, but the first military flight in Australia was not until March 1914. The first four students were officers G.P. Merz, D. Manwell, R. Williams and T.W. White. Many Australian pilots trained at Point Cook during WW1 (1914-1918) saw active service in the Australian Flying Corps (AFC) overseas; the first aviation course finished in November 1915. On 8 February 1915 the Government of India sought the assistance of the Australian Government to supply trained airmen, aircraft and transport for service in Mesopotamia (Iraq). The Australian Government replied that men and transport would be provided, but aircraft they could not. The unit (known as the Mesopotamian Half-Flight) was under the command of Petre and comprised White, Merz and Lieutenant W.H. Treloar and 41 other ranks. The Mesopotamian campaign culminated in the tragic siege of Kut and the subsequent ignominious surrender of the garrison included nine mechanics of the First Half-Flight. Four Australian Flying Corps (AFC) squadrons also joined the British during World War I. No 1 Squadron, with Williams as flight-commander, flew against the Turks and Germans in the Middle East, while Squadrons 2, 3 and 4 served on the Western Front between September 1917 and November 1918. A variety of aircraft were flown, including Sopwith Camels and Snipes, RE8s, SE5 and DH5s. The Australian airmen engaged in photographic reconnaissance, artillery spotting and strafing and bombing raids on enemy troops and positions, and German aircraft. Additional Australian units were based in the United Kingdom. Nos 5, 6, 7 and 8 Squadrons were established to train aircrew for service in the four front line squadrons of the AFC. http://www.defence.gov.au/raaf/history/airforce_history/WW1.htm

The first Australian airman to die in battle, in Mesopotamia, was 2nd Lieut George Merz, one of the first four pilots to graduate from Point Cook. Though many others flew under the auspices of the British Royal Flying Corps, others actually flew as the AFC. By 1916 the AFC had expanded to four front-line squadrons, with most action on the Western Front over France and Belgium. Although the number of Australian airmen was relatively small, Australia was unique in that it maintained its identity by establishing its own squadrons. Many Australian pilots gave distinguished service during WW1. Sixty-five became accredited 'aces' (shooting down at least 5 planes), while Lieut Frank MacNamara, of AFC Squadron No 1, became the first Australian airman to receive the Victoria Cross.

Throughout this period Point Cook remained the focal point of military aviation in Australia, serving as a flying training unit as well as the assembly point for all AFC units going overseas. Plans for an Aeroplane Workshop and a Hangar were completed by August 1913. A site plan of 1913 indicates that the intention was to

build six seaplane-sheds on the foreshore (the Southern Tarmac Area) as well as an office and surgery, four land-plane hangars and an oil store. However one year later the base was still not properly established. The intention to use the base for seaplanes was not achieved until much later. This ten-hangar scheme was not proceeded with during WW1, with only two seaplane hangars completed in addition to an office and surgery. Concurrently, at the landward end of the site (the Central Tarmac Area), work proceeded on accommodation and service buildings. By June 1915 the following buildings had been completed: the Single Officers Quarters, the Single Mechanics Quarters and three Married NCOs Quarters. Additional accommodation included the Warrant Officers Quarters, and by July 1916 further Married Officers Quarters and a garage. By July 1916 the Point Cook base resembled a small country town. Other major buildings and structures erected in the period 1914-1918 included the New Battleplane Hangar in 1917 and the seaplane Jetty in 1916 (Allom Lovell 1992).

A master plan for development of the Base had been conceived as early as 1917 under the Director-General of Public Works, P. T. Owen, for the Minister for Defence, and in 1918 Cabinet authorised the expenditure of three million pounds. John Smith Murdoch, Chief Architect, Department of Works and Railways, noted in 1918 that 'very many years ago the Department planned out how an arrangement of buildings might best be made' (Allom Lovell 1992). The office of Commonwealth Architect, John Smith Murdoch, played a major role in the design of Point Cook buildings, planning and layout from the base's inception.

It was clear by the end of WW1 that air power was an important military capability. In January 1919 the Federal Government decided to form a separate air service. The AFC was disbanded and the Australian Air Corps was formed. Due mainly to the efforts of Sir Richard Williams, a former trainee of the base, World War One veteran and Chief of Air Staff, the RAAF came into being on 31 March 1921, stimulating the establishment of an Aeronautics School at Point Cook (Allom Lovell 1992). Richard Williams has a significant place in Point Cook's and the RAAF's history; the current name for the Point Cook and Laverton bases, RAAF Williams, reflects this association. In 1921 a second site for a RAAF base was chosen at Laverton, for a stores depot, due to its proximity to Point Cook and the Melbourne-Geelong railway.

The RAAF was the second professional air force in the world, established three years later than the British Royal Air Force. The Australian Naval Air Service was briefly formed as a separate wing. The first RAAF aircraft (128) were an Imperial gift from Britain. The Prime Minister, William Morris [Billy] Hughes, endorsed the establishment of the Air Force-'I am a fanatic in my belief in aviation'. Hughes saw the benefits of airpower in the defence of the coastline (Odgers 1997 in Hingston 2001).

The ambitious master plan of 1917 continued to be implemented, the expansion including sites for shops, reserves, community halls, a hospital, sports grounds and formal avenues defining housing areas set out in a hierarchical manner to reflect rank. New water and electricity supply lines were established by 1919, including the

Electrical Sub Station and the Pump House. Contracts for the Airman's Mess and the first two-storey accommodation block were let by April 1918. Six new NCO's cottages were built on what is now Dalzeil Road. The Workshop and two new wooden hangars were erected east of the Battleplane Hangar. The Aeronautics School was the first of its kind in Australia. Other buildings erected after 1922 include eight NCO's cottages, the children's school, Sergeants Mess, recreation hall and Airman's Gymnasium. By 1925 the first substantial phase of building had finished. Construction was completed by the use of extensive landscape plantings during the 1920s, reflecting the successful use of similar species in Canberra at this time, as well as locally (Allom Lovell 1992). A significant aspect of the expansion was the completion of additional facilities for seaplanes, including a new hangar at the jetty in 1927. However, the Parade Ground was not completed until 1930.

The first circumnavigation by air of the Australian coastline was made from Point Cook in May 1924, by RAAF personnel Goble and McIntyre. Five years earlier, in 1919, the first north-south crossing of the continent had been achieved by a BE-2e and pilots from Point Cook, in the search for a suitable landing ground for Australian aviators Ross and Keith Smith, who won the England to Australia air race in 1919. Born in Adelaide, Ross Smith had transferred to the AFC in 1917, becoming the most decorated member of the AIF. In the same year, civilian refresher courses were approved for Point Cook. Civilian training courses were begun at Point Cook in January 1923. Connections with civilian aviation were reinforced in 1929 when Charles Kingsford-Smith took off from Point Cook in the Southern Cross, for the first non-stop, east west crossing of the continent (Australian War Memorial records). Until 1938, Point Cook remained the main engineering site associated with civil aviation.

Point Cook remained the only military air base in Australia until 1925, when the RAAF expanded to Richmond, NSW. However, as the 1920s closed, the condition of the military worsened, with the election of a Labour government and the onset of the Great Depression in 1929 (Palazzo 2001). Under the Lyon's government, elected in 1932, the future of the military began to change. However, Pearce, the Minister for Defence, stated that the defence policy would remain essentially naval based, as it had throughout the nineteenth century (Palazzo 2001).

From 1934, anticipation of another war led to an increase in military activity after the slow years of the Great Depression. The original master plan at Point Cook was now nearing completion. RAAF growth was seen elsewhere too, for in addition to Point Cook, Laverton and Richmond, by the eve of World War Two in 1939, there were RAAF bases at Perth (Pearce), Darwin and Brisbane (Amberley). Planning and design of these bases, and further work at Point Cook, was influenced by British expertise and contemporary Australian experience. In the Parliamentary session of 1937-38 a new budget statement, as part of the New Defence Program Statement, had outlined the provision of additional funding for Defence. Over 35% was to be spent on the Air Force, reinforcing the high priority for its expansion. Major capital works were envisaged with the construction of architecturally impressive buildings, many in red brick. At Point Cook new buildings erected included a new Aeronautics

School, a Wireless School and an Armament School (now the Museum). In 1937 new entrance gates were also added and a new Officer's Mess. Development of the Laverton stores depot site took place in parallel, the functional relationship between the two sites reinforcing the importance of Point Cook (Allom Lovell 1992).

With the outbreak of war in September 1939, Point Cook became the 'core and the composite training ground' for RAAF training. No. 10 Squadron was based at Point Cook pending the arrival of Sunderland flying boats from Britain. The initiation of the Empire Air Training Scheme (EATS) gave further impetus to the activities at Point Cook. During the war years 1939-1945, eight new Service Flying Training Schools were established at Point Cook. These were housed in portable iron huts north of Dalzeill Road, with new satellite airfields established to cater for the increased air traffic. Fourteen prefabricated Bellman Hangars were also erected at Point Cook itself in 1940, with the development of satellite areas as training centres reducing the impact of wartime construction on the existing base. By June 1943, concrete runways had been completed. During the war, women worked in the newly formed WRAAF, but were segregated from the men on the base. Over 10,000 airmen died during the war, indicating the vital role played by the RAAF in the conflict and the important role of Point Cook as a training base (Allom Lovell 1992). The road linking the two 'Tarmac' areas of the Base, and along which servicemen marched to work, would be renamed Burma Road.

At the end of 1945 the RAAF had 317 mainland and regional airfields. Twelve were considered as being of critical importance, including Point Cook. Williamtown NSW became the RAAF fighter wing, Amberley Qld became the bomber wing and Schofields NSW, and later Richmond NSW, became the transport wing (Brooks 2001). Point Cook remained the RAAF's most important pilot training facility, but its pre-eminence declined over time due to increased specialization at other bases. This role was reflected in the erection of large numbers of brick veneer and prefabricated housing units at the base. A Language School was established in the 1950s as well as a Fire Training Unit. Australian involvement in Malaya 1950-1958 and the Middle East 1952-1953, the provision of holding-forces in Malaya and Thailand in the 1950s and 1960s, and later the Vietnam War, reinforced the ongoing central role of Point Cook. The Canberra based Australian Defence Force Academy (ADFA) took over some training responsibilities during the 1960s, including the RAAF Staff College functions, initially established at Point Cook in 1948. The status of the College was upgraded in 1961, when it was renamed the RAAF Academy and affiliated with the University of Melbourne.

A complementary role, as an aviation museum, initiated in 1952 by Air Marshall Sir George Jones, has provided for the restoration and display of historic aircraft. The RAAF Museum was administered by Headquarters Point Cook until its constitution as a formal RAAF Unit in 1988. With the closure of No.1 Flying Training School (Point Cook) in 1993, the Museum moved to its present site, occupying hangars on both the Central and Southern Tarmac areas.

The requirements of the RAAF and other Defence forces in Australia changed in the 1980s and 1990s, with strategic responses and increased specialization, including training, located at other regional bases. Following discussions with the Department of Defence, and wide public consultation, it was agreed that some areas would be retained in public ownership, with the remainder of the site to be leased for 49 years to a not-for-profit National Aviation Museum Trust.

Condition and Integrity

Historic

The key reference for condition and integrity is: Allom Lovell, RAAF Williams-Point Cook (and Laverton), an appraisal of heritage significance, for the Department of Defence, 1992. Although this document is outdated (and it is understood is being updated by Defence) it provides the only source as at August 2005.

Indigenous

One of the Aboriginal sites is subject to erosion resulting from vehicle traffic. The condition of the others is unknown.

Location

About 250ha, at Point Cook, being an area enclosed by a line commencing at the north east corner of the airfield boundary (approximate MGA point 302670mE 5800280mN), then south easterly via the eastern airfield boundary to a point where it changes to a south westerly direction (approximate MGA point 303230mE 5798900mN), then due south to a point where it intersects the Low Water Mark (LWM) of Port Phillip Bay, then westerly via the LWM to the western boundary of Point Cook RAAF Base (and including the pier), then northerly via the base boundary to its north west corner, then easterly via the northern boundary to the point of commencement.

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Place Details – Point Cook Air Base

Place ID: 105275
Heritage List: Commonwealth Heritage List
Class: Historic
Status: Listed place

Street Name: Aviation Rd
Suburb or Town: Point Cook
State: VIC
Postcode: 3030



Map Produced by EView
 Scale 1:11149
 Printed by: A00725
 Aug 3, 2012



Point Cook Air Base, Aviation Rd, Point Cook, VIC, Australia

"Citation extracted directly from the Australian Heritage Database, August 2012".

Photographs	None
List	Commonwealth Heritage List
Class	Historic
Legal Status	Listed place (26/06/2004)
Place ID	105275
Place File No	2/12/053/0006

SUMMARY STATEMENT OF SIGNIFICANCE

Point Cook Air Base, including the airfield, runways, jetty, hangars, parade ground, headquarters building, Aeronautics School and training buildings, staff housing and landscaping is important for its association with the establishment of Australia's military aviation forces in 1913 by the Commonwealth Government. As a Federation related initiative, Point Cook in Victoria, the temporary home of the new Commonwealth Government, was chosen for the potential to operate both land and water based aircraft.

The Central Flying School and the Australian Flying Corps were based at Point Cook, which in 1921 became the focus of the newly formed RAAF under the influence of Sir Richard Williams. As an expression of the Commonwealth's defence policy Point Cook developed under the influence of Director-General for Public Works P T Owen and Commonwealth Architect J S Murdoch. The planning of the base reflects the early perception of sea planes as integral to the military use of aviation. Subsequent planning developments, seen in the establishment of an Aeronautics School under RAAF control from 1922, expressed the prevailing philosophies based on British ideas. These ideas included the clear separation of functions and expression of the social structure of the airforce. The influence of Murdoch is seen in the continuing use of the Commonwealth Vernacular and Classical Revival styles for single and double storey weatherboard, timber buildings. In common with other pre and early Second World War bases the increased funding made available for defence by the Commonwealth allowed some buildings and service structures to be erected in brick. Style Moderne features, which illustrate this phase of development, are included in the designs for the Officers Mess (Building No. 33).

Point Cook is important for its association with the training of senior airforce officers until the 1960s, when the RAAF Staff College was transferred to Canberra.

The importance of the base historically is seen in its use as the starting point for the first transcontinental flight to Darwin in 1920, the first round Australia flight in 1924 and the first non-stop flight to Perth in 1928.

(Criterion A.4)

Point Cook Air Base is important in demonstrating the development of a distinctive way of life on Australian air force bases. The base includes examples of early and seminal buildings and structures, which retain their relationship to each other and to the base as a whole. Buildings and structures of particular importance, both individually and as groups, illustrate the development of functional buildings and residential accommodation by the Commonwealth in the following periods.

1914-1918:

Building 95 the Waterplane hangar of 1915, one of the two oldest defence aviation buildings in Australia; Building 210, the aeroplane hangar of 1914, the earliest example of a defence hangar; Building 104, the battleplane hangar of 1917, one of two surviving World War One hangars; Building 108, the hydroplane and seaplane jetty dating from 1916; Building 488, the single officers quarters erected in 1914; Buildings M004-006, M010 and M026, married officers quarters, which with building 488, are the earliest surviving buildings at the base; Building M011, married quarters, erected in 1915-1916; Building 18, the former Single Officer's Mess dating from 1918; and Building 23, the Single Officers Quarters of 1918 which established the pattern for later development.

Inter War 1919-1939:

Buildings 24 and 27-29, single officers quarters of 1929-1939; Buildings 41, 42 and 46, airmen's quarters, 1928-1939; Building 33, the new Officer's Mess of 1937; Building M027-028, CO's Married Quarters of 1937-38; Building 87, the Base Squadron Headquarters of 1929; the first purpose built headquarters building for the RAAF; and Buildings 91 and 92, the Aeronautics Schools of 1922 and 1939. The Air Navigation School and Wireless School (Buildings 93 and 96) erected in 1939 illustrate the distinctive and primary training role of the Base.

Building 101, the seaplane hangar erected in 1927 is important in illustrating the continuing, and distinctive, role of seaplanes at the base in conjunction with Building 100, the seaplane squadron headquarters erected in 1938.

(Criterion B.2)

The Base is important in demonstrating the principal characteristics of air force bases developed in Australia under British influence between 1914 and 1939. These characteristics include the clear separation of functions and expression of the social structure of the airforce. Individual buildings and structures important in illustrating the principal characteristics of the base are outlined under Criterion B.2. Building 88, the Parade Ground of 1930; Building 38, and Building 94, the War Memorial of 1938

are important in illustrating the development and formalisation of planning concepts utilised in other later bases. Supporting buildings which contribute to the characteristics of the base include Nos 21-22, 30, 34, 38, 70, 72, 90, 142, M001-002, M003, 73, 108, 110, 155, 156, 158, 163, 176, 188, 190, 203, 211-214, 225, 228, 241-243, 259, 261, 277, 327, 427, 453, 455, 457-459, 481, 482 and 485.

One and two storey weatherboard housing at the base is important in demonstrating the influence of the Commonwealth Architects Office under John Smith Murdoch and the Vernacular style employed by the Commonwealth between 1914 and 1939. Vernacular weatherboard structures are generally modest, single or double storey, with low-pitched corrugated iron or tile roofs, wide open eaves with exposed rafters, multi-paned double sash windows and a verandah or verandahs under the main roof profile.

The principal characteristics of the Moderne Style are evident in the design of the brick Officers Mess, Building 33, erected in 1937.

(Criterion D.2)

Point Cook Air Base is important for its close association with Sir Richard Williams, one of the first cadets at the base, who was responsible in 1922 for the formation of the RAAF. (Criterion H.1)

The Base is important as a place, which is highly valued by members, and former members, of the RAAF for its symbolic, cultural and social associations.

(Criterion G.1)

Principal Australian Historic Themes: 7.7 Defending Australia, 8.8 Remembering the fallen,

It is possible that Indigenous cultural values of national estate significance may exist in this place. As yet, the Australian Heritage Commission has not identified, documented or assessed these values.

Official Values

Criterion A Processes

Point Cook Air Base, including the airfield, runways, jetty, hangars, parade ground, headquarters building, Aeronautics School and training buildings, staff housing and landscaping is important for its association with the establishment of Australia's military aviation forces in 1913 by the Commonwealth Government. As a Federation related initiative, Point Cook in Victoria, the temporary home of the new Commonwealth Government, was chosen for the potential to operate both land and water based aircraft.

The Central Flying School and the Australian Flying Corps were based at Point Cook, which in 1921 became the focus of the newly formed RAAF under the influence of Sir

Richard Williams. As an expression of the Commonwealth's defence policy Point Cook developed under the influence of Director-General for Public Works P T Owen and Commonwealth Architect J S Murdoch. The planning of the base reflects the early perception of sea planes as integral to the military use of aviation. Subsequent planning developments, seen in the establishment of an Aeronautics School under RAAF control from 1922, expressed the prevailing philosophies based on British ideas. These ideas included the clear separation of functions and expression of the social structure of the airforce. The influence of Murdoch is seen in the continuing use of the Commonwealth Vernacular and Classical Revival styles for single and double storey weatherboard, timber buildings. In common with other pre and early Second World War bases the increased funding made available for defence by the Commonwealth allowed some buildings and service structures to be erected in brick. Style Moderne features, which illustrate this phase of development, are included in the designs for the Officers Mess (Building No. 33).

Point Cook is important for its association with the training of senior airforce officers until the 1960s, when the RAAF Staff College was transferred to Canberra. The importance of the base historically is seen in its use as the starting point for the first transcontinental flight to Darwin in 1920, the first round Australia flight in 1924 and the first non-stop flight to Perth in 1928.

Attributes

The whole of Point Cook Air Base, including the airfield, runways, jetty, hangars, parade ground, headquarters building, Aeronautics School and training buildings, staff housing and landscaping plus Officers Mess, Building 33.

Criterion B Rarity

Point Cook Air Base is important in demonstrating the development of a distinctive way of life on Australian air force bases. The base includes examples of early and seminal buildings and structures, which retain their relationship to each other and to the base as a whole. Buildings and structures of particular importance, both individually and as groups, illustrate the development of functional buildings and residential accommodation by the Commonwealth in the following periods.

1914-1918:

Building 95 the Waterplane hangar of 1915, one of the two oldest defence aviation buildings in Australia; Building 210, the aeroplane hangar of 1914, the earliest example of a defence hangar; Building 104, the battleplane hangar of 1917, one of two surviving World War One hangars; Building 108, the hydroplane and seaplane jetty dating from 1916; Building 488, the single officers quarters erected in 1914; Buildings M004-006, M010 and M026, married officers quarters, which with building 488, are the earliest surviving buildings at the base; Building M011, married quarters, erected in 1915-1916; Building 18, the former Single Officer's Mess dating from 1918; and Building 23, the Single Officers Quarters of 1918 which established the pattern for later development.

Inter War 1919-1939:

Buildings 24 and 27-29, single officers quarters of 1929-1939; Buildings 41, 42 and 46, airmen's quarters, 1928-1939; Building 33, the new Officer's Mess of 1937; Building M027-028, CO's Married Quarters of 1937-38; Building 87, the Base Squadron Headquarters of 1929; the first purpose built headquarters building for the RAAF; and Buildings 91 and 92, the Aeronautics Schools of 1922 and 1939. The Air Navigation School and Wireless School (Buildings 93 and 96) erected in 1939 illustrate the distinctive and primary training role of the Base.

Building 101, the seaplane hangar erected in 1927 is important in illustrating the continuing, and distinctive, role of seaplanes at the base in conjunction with Building 100, the seaplane squadron headquarters erected in 1938.

Attributes

The particular buildings identified above.

Criterion D Characteristic values

The Base is important in demonstrating the principal characteristics of air force bases developed in Australia under British influence between 1914 and 1939. These characteristics include the clear separation of functions and expression of the social structure of the airforce. Individual buildings and structures important in illustrating the principal characteristics of the base are outlined under Criterion B.2. Building 88, the Parade Ground of 1930; Building 38, and Building 94, the War Memorial of 1938 are important in illustrating the development and formalisation of planning concepts utilised in other later bases. Supporting buildings which contribute to the characteristics of the base include Nos 21-22, 30, 34, 38, 70, 72, 90, 142, M001-002, M003, 73, 108, 110, 155, 156, 158, 163, 176, 188, 190, 203, 211-214, 225, 228, 241-243, 259, 261, 277, 327, 427, 453, 455, 457-459, 481, 482 and 485.

One and two storey weatherboard housing at the base is important in demonstrating the influence of the Commonwealth Architects Office under John Smith Murdoch and the Vernacular style employed by the Commonwealth between 1914 and 1939. Vernacular weatherboard structures are generally modest, single or double storey, with low-pitched corrugated iron or tile roofs, wide open eaves with exposed rafters, multi-paned double sash windows and a verandah or verandahs under the main roof profile.

The principal characteristics of the Moderne Style are evident in the design of the brick Officers Mess, Building 33, erected in 1937.

Attributes

The buildings identified under criterion B that illustrate major phases of development, plus the additional buildings identified above, the one and two storey weatherboard buildings, and the new Officers Mess, Building 33.

Criterion G Social value

The Base is important as a place, which is highly valued by members, and former members, of the RAAF for its symbolic, cultural and social associations.

Attributes

Not clarified.

Criterion H Significant people

Point Cook Air Base is important for its close association with Sir Richard Williams, one of the first cadets at the base, who was responsible in 1922 for the formation of the RAAF.

Attributes

Not clarified

Description

History:

Defence in general had been high on the agenda for those pursuing Federation before 1901. Following the development of the first aircraft after the turn of the century, military authorities began to consider the formation of air forces in addition to the development of munitions industries and naval facilities. Britain created its Royal Flying Corps in 1912, by which time Australia too was planning a military flying school. In 1911 the Government gazette sought 'two mechanists and aviators' to form a military aviation corps in Australia. Sites were considered at Langawarrin, Cribb Point, Altona and Point Cook in Victoria and at Fairbairn, Narrabundah, Jerrabomberra and Tuggeranong in the ACT. The Australian Government announced its decision to form the Central Flying School and Australian Flying Corps in March 1913. In December that year the site at Point Cook was purchased taking into account the need to accommodate seaplanes in the training program. The base opened in 1914 on the eve of World War One.

Due to an early emphasis on seaplanes, the early development was in the Southern Tarmac area on the seashore, with accommodation and mess facilities inland. Plans for the Aeroplane Workshop (Building No 95) and Hangar (Building No 210) were complete by August 1913. A site plan of 1913 indicates that the intention was to build six seaplane sheds on the foreshore as well as an office/surgery (Building No 72W), four land plane hangars and an oil store. However one year later the base was still not properly established. The intention to use the base for seaplanes was not achieved until much later. This ten-hangar scheme was not proceeded with during World War 1, 1914-1918, with only two seaplane hangars completed in addition to the office/surgery. Concurrently at the landward end of the site work proceeded on accommodation and service buildings. By June 1915 the following buildings had been completed: the Single Officers Quarters (Building No488), the Single Mechanics

Quarters (Building No 35 demolished) and three Married NCOs Quarters (Building Nos M004-M006). Additional accommodation included the Warrant Officers Quarters (Building No M010) and by July 1916 further Married Officers Quarters and a garage. By July 1916 the Point Cook base resembled a small country town. Other major buildings erected in the period 1914-1918 included the New Battleplane Hangar (Building No 104) in 1917 and the Jetty (Building No 108).

Many airmen who served in World War One, 1914-1918, were trained at Point Cook which was the focal point of Air Force activities given the location of Army Headquarters in Melbourne.

A master plan for development of the Base had been conceived as early as 1917 under the Director-General of Public Works, P T Owen, for the Minister for Defence. In 1918 Cabinet authorised the expenditure of three million pounds. In 1921, due mainly to the efforts of Sir Richard Williams, a former trainee of the base, World War One veteran and, by 1922, Chief of Air Staff, the RAAF came into being, stimulating the establishment of an Aeronautics School at Point Cook. Richard Williams has a significant place in Point Cook's and the RAAF's history; the current name for the Point Cook and Laverton bases, RAAF Williams, reflects this association. Between 1918 and 1930 an ambitious master plan was formulated. New water and electricity supply lines were established by 1919, including the Electrical Sub Station (Building No 81) and the Pump House (Building No 82). Contracts for the Airman's Mess (Building No 18) and the first two-storey accommodation block (Building No 23) were let by April 1918. Six new NCO's cottages (M104, M070-M074) were built on what is now Dalzeil Road. The Workshop (Building No 95) and two new wooden hangars were erected east of the Battleplane Hangar. The Aeronautics School was the first of its kind in Australia. Other buildings erected after 1922 include eight NCO's cottages (Buildings M075-M082), the children's school (Building No 74), Sergeants Mess, recreation hall and Airman's Gymnasium (Building No 38). By 1925 the first substantial phase of building had finished. Construction was completed by the use of extensive planting of trees in particular *Cupressus macrocarpa* during the 1920s, reflecting the successful use of the species in Canberra. A Commanding Officers residence was built in 1927-1929 as were additional accommodation blocks, the Administration building (Building No87) and the flagpole and parade ground (Building No88), in addition to new works on the jetty. The office of Commonwealth Architect, John Smith Murdoch, played a major role in the design of Point Cook buildings from the base's inception. A squadron was also established at nearby Laverton to the north, which had begun as a stores area in 1921. Financial cutbacks in Defence however, slowed building during the Depression years of the early 1930s.

From 1934 anticipation of another war led to an increase in development after the slow years of the Depression. The original master plan at Point Cook was now nearing completion. RAAF growth was seen elsewhere too, for in addition to Point Cook, Laverton and Richmond, by the eve of World War Two there were RAAF bases at Pearce, Darwin and Brisbane. Planning and design of these bases, and further work at Point Cook, was influenced by British expertise and contemporary Australian experience. In the Parliamentary session of 1937-1938 additional funding

was to be provided for Defence. Over 30% was to be spent on the airforce. Major capital works were envisaged with the construction of many architecturally impressive buildings. In common with other pre, and early wartime, bases many structures were erected in brick. This expansion can be seen in the new buildings erected including a New Aeronautics School (Building No 93), the Wireless School (Building No 96) and an Armament School now the Museum. In 1937 new entrance gates were added and a new Officer's Mess (Building No 33). During the war years eight new Service Flying Training Schools were established at Point Cook. These were housed in portable iron huts north of Dalzell Road, with new satellite airfields established to cater for the increased numbers. Fourteen Bellman Hangars were also erected at Point Cook (Buildings 178-187 and 211-214 extant). The development of surrounding areas as training centres reduced the impact of wartime construction on the base. During the war women worked in the newly formed WRAAF, but were segregated from the men on the base.

During the war over 10,000 airmen died, indicating the vital role played by the RAAF in the conflict and the role of Point Cook as a training base. The training role was also reflected in the use of the airfield as a golf course during the 1930s.

After the war Point Cook remained the RAAF's most important training facility but its pre-eminence declined over time. This is reflected in the large numbers of brick veneer and prefabricated housing units at the base. The Australian Defence Force Academy (ADFA) took over some training responsibilities during the 1960s, including the RAAF Staff College functions initially established at Point Cook. There has been some redevelopment of the Base however, including demolition of early buildings and the construction of new ones. In 1992 the Base closed as a pilot training area.

Physical Description:

Setting

Point Cook Air Base is a level site running from Port Phillip Bay in the south to Point Cook Road in the north. There are two major built up areas located in the northern and southern sections of the site. In the north various functional zones and precincts include accommodation, community and administrative facilities and some hangars. In the south, closer to the seashore, are the major hangar and workshop areas. The two major built up areas are separated by the airfield, and a golf course.

In the two built up areas the base displays a functional layout which stems from the need to clearly separate functions. The early focus on seaplanes closely associated the hangars and maintenance areas with the beach and required the construction of a jetty 1915-1916. Officers quarters and single men's barracks and married staff quarters were located to the north at the approaches to the base at this time. Within this housing, and later administrative, area the hierarchical system of housing reflects the ranks of the personnel at the base. The axial location of the parade ground separates the housing from the operational areas of the base to the south. The parade

ground of 1924-1930 acts as a functional element interfacing with the airfield to the south, which was formalised into the present runway system 1930-1939.

The functional zones of the base include several phases of building which illustrate the planning and development of the base. These functional zones contribute to an understanding of the operation and planning of the base and contribute to the landscape and streetscape values of the base. Areas of particular importance include the original accommodation area, the Officers Compound, Community facilities and Accommodation, the Parade Ground area and the main hangar areas to the south, the Southern Tarmac area. Cole and Dalzell Streets are the focus of early housing which was developed under the influence of J S Murdoch using an architectural idiom similar to that employed in other early Commonwealth housing such as that at the Lithgow Small Arms Factory and in 1913 in the new Federal Capital Territory. Houses of particular importance include 1-8 Cole Street and 1(a, b)-5 and 8 Dalzell Street erected between 1914 and 1939 which impart a domestic scale and character to the streetscape. The base features a range of plantings, put in predominantly to act as windbreaks, which contribute to the maturity of the landscape. The dominant species is *Cupressus macrocarpa*, first planted in the 1920s.

Pre World War One and World War One 1914-1918:

- Building 95, the waterplane hangar, dates originally from 1915 (later altered) and is one of the two oldest aviation buildings in Australia. The oldest section is steel framed with iron cladding and there are weatherboard extensions built a few years later. The early roof is gabled, the later is sawtooth.
- Building 210, the aeroplane hangar, dates from 1914 and is the oldest RAAF aircraft hangar and one of the oldest structures at the Base. It has been relocated. It is twin gabled, clad with corrugated iron.
- Building 488, single officers' quarters, was built in 1914 and extended shortly after. One of Point Cook's earliest buildings, the quarters structure is single storey, weatherboard, with an iron roof.
- Building 104, battleplane hangar, was erected in 1917 and is one of two surviving World War One hangars in Australia. It has a steel and timber frame, is gabled and is clad with corrugated iron.
- Building 108 is the hydroplane and seaplane jetty. Dating from 1916 and extended in 1927 and 1937, the jetty relates to the significant early use of seaplanes. It has timber piles, is now 415m in length and has a slipway and a landing.
- Early Commonwealth Vernacular weatherboard buildings are well represented in the base and some are among the earliest examples of the style. They are generally modest, single or double storey, with low-pitched iron or tile roofs, with wide eaves and exposed rafters, multi-paned double hung sash windows and a verandah under the roof slope. (Examples are also seen at other military establishments, eg HMAS Creswell). Buildings M004-006, M 010 and M026, married officers quarters, date from 1914-15 and along with building 488 are the

earliest surviving buildings at the base. They are again weatherboard with hipped roofs clad with corrugated iron. The houses form part of an important streetscape group on Cole and Dalzeil Streets

Building M011, married quarters, was erected in 1915-16. An early residential building, it is weatherboard, single storey and a broad hipped roof clad in iron. Like a number of others it has a verandah under the same roof slope. The incorporation of emphasis into the verandah posts is typical of the refined nature of their detailing.

Building 18, the former single officers' mess, dating from 1918 and later, was the focal point of the officers' precinct. It is a distinctive single storey weatherboard building with a gabled iron roof and was the first separate mess building erected for Air Force Officers in Australia.

Other early timber structures include the Single Officers Laundry (Building No.21) and the Servants Quarters (Building No. 22).

Single Officers Quarters, Buildings 23 is a two storey structure erected in 1918, which set the pattern for new quarters erected in the Inter War years, and which now form a strong grouping. External staircases lead to first floor bedrooms. Buildings 24, 27, 28 and 29 were erected between 1928 and 1935 in the Inter War period.

Inter War:

Inter War buildings were erected in two phases, 1919-1924 and 1928-1939, reflecting post First World War consolidation and development in the build up to the Second World War.

- Buildings 24, 27, 28 and 29, single officers' quarters, date from 1928, 1935 and 1939 (altered 1952). They are weatherboard, double storey and each is planned around a central common grassed area imparting a sense of community.
- Buildings 41, 42 and 46, airmen's quarters, dating from 1928-1939, are the survivors of the airmen's precinct. They are weatherboard, with a hipped iron roof and are sited around a central common green similar to earlier accommodation.
- Building 86, the flagpole and saluting base, built about 1920, was later relocated and later still was altered unsympathetically. It is a ceremonial focus for the base.
- The Modern Style is seen in the 1930s brick buildings at Point Cook. These are symmetrical buildings, restrained in their design. Building 33, the new Officers' Mess, was erected in 1937 (extended 1959). It represents the improved facilities for the RAAF at the time and has some Art Deco and Neo-Classical details. It is symmetrical, red brick, with a tiled, hipped roof. The entrance is emphasised.
- Buildings M027-028, new commanding officer's residence/married quarters, date from 1937-38. The designs combine the Early Vernacular and Georgian Revival styles and reflect differences between ranks. It is weatherboard and the

only two storey weatherboard individual house built at the base. The hipped roof is tiled.

- Sentry boxes and stone wing walls, dating from 1937, were the first permanent entrance gates to the base. The sentry boxes are brick and adjoin the stone walls.
- Building 87, Base Squadron Headquarters, was built in 1929 and was the first purpose built headquarters building constructed for the RAAF. It has an axial siting to the parade ground and flagpole and is an impressive double storey weatherboard building with a transverse gabled main roof (and other hipped sections) clad with corrugated asbestos cement.
- Building 88, the Parade Ground, was formed in 1930 and is central to the Base's ceremonial life. It is surfaced in coarse sand and defined by a white post and chain fence.
- Building 91, the aeronautics school, was erected in 1922 (altered 1927) and was an early base building and directly connected with the Base's training role. It plays an important streetscape role and is single storey weatherboard, with a main iron gabled roof flanked by hipped projections.
- Building 92, the new school of aeronautics, was constructed in 1936. Again weatherboard, it is single storey with an iron hipped roof.
- Building 93, air navigation school, dates from 1939. Historically significant for its date and training role, the building is weatherboard and has a hipped iron roof.
- Building 94, the War Memorial, was erected in 1938 and commemorated Australian airmen who died in World War One. It is built of carved stone.
- Building 96 is the wireless school, dating from 1939. Important in the South Tarmac streetscape, the building is single storey, weatherboard and has an iron clad hipped roof.
- Building 100, the seaplane squadron headquarters, was erected in 1938 and is an integral part of the seaplane buildings in the South Tarmac area. It is single storey weatherboard with a hipped iron roof.
- Building 101, a seaplane hangar, was erected in 1927 and extended in 1940 and it too relates to the historical role of seaplanes at early Point Cook. It is twin gabled and is clad with corrugated iron. This building is the only Inter War hangar remaining at the base.

World War Two:

- Buildings 211-214, Bellman hangars, erected in 1940, relate to development after the beginning of World War Two. They are steel framed, clad with iron, have low gable roofs and are characteristic of the rapid response to provide additional hangar and storage space using industrial prefabrication.

Post World War two:

Post-World War Two buildings are mainly constructed in brick. There are also sheds of different materials, including fibre-cement, which complete the suite of structures.

Supporting buildings:

Buildings which contribute to the cultural significance of Point Cook include Nos 21-22, 30, 34, 38, 70, 72, 90, 142, M001-002, M003, 73, 108, 110, 155, 156, 158, 163, 176, 188, 190, 203, 225, 228, 241-243, 259, 261, 277, 327, 427, 453, 455, 457, 458, 459, 481, 482 and 485.

There is also an Aboriginal stone artefact scatter of located in an exposed dune on the eastern edge of the base. Previous archaeological survey of the area indicates that further Aboriginal archaeological sites are likely to be present in the area.

History Not Available

Condition and Integrity

The condition and integrity of the various elements at Point Cook vary. Some buildings are in good condition and are highly intact. Others have been altered to various degrees and some have been relocated. Some earlier buildings were demolished during redevelopment in post-World War Two decades. (1996)

Location

About 250ha, at Point Cook, being an area enclosed by a line commencing at the north east corner of the airfield boundary, then south easterly via the eastern airfield boundary to a point where it changes to a south westerly direction (approximate AMG point 303120mE 5798720mN), then due south to a point where it intersects the Low Water Mark (LWM) of Port Phillip Bay, then westerly via the LWM to the western boundary of Point Cook RAAF Base (and including the pier), then northerly via the base boundary to its north west corner, then easterly via the northern boundary to the point of commencement.

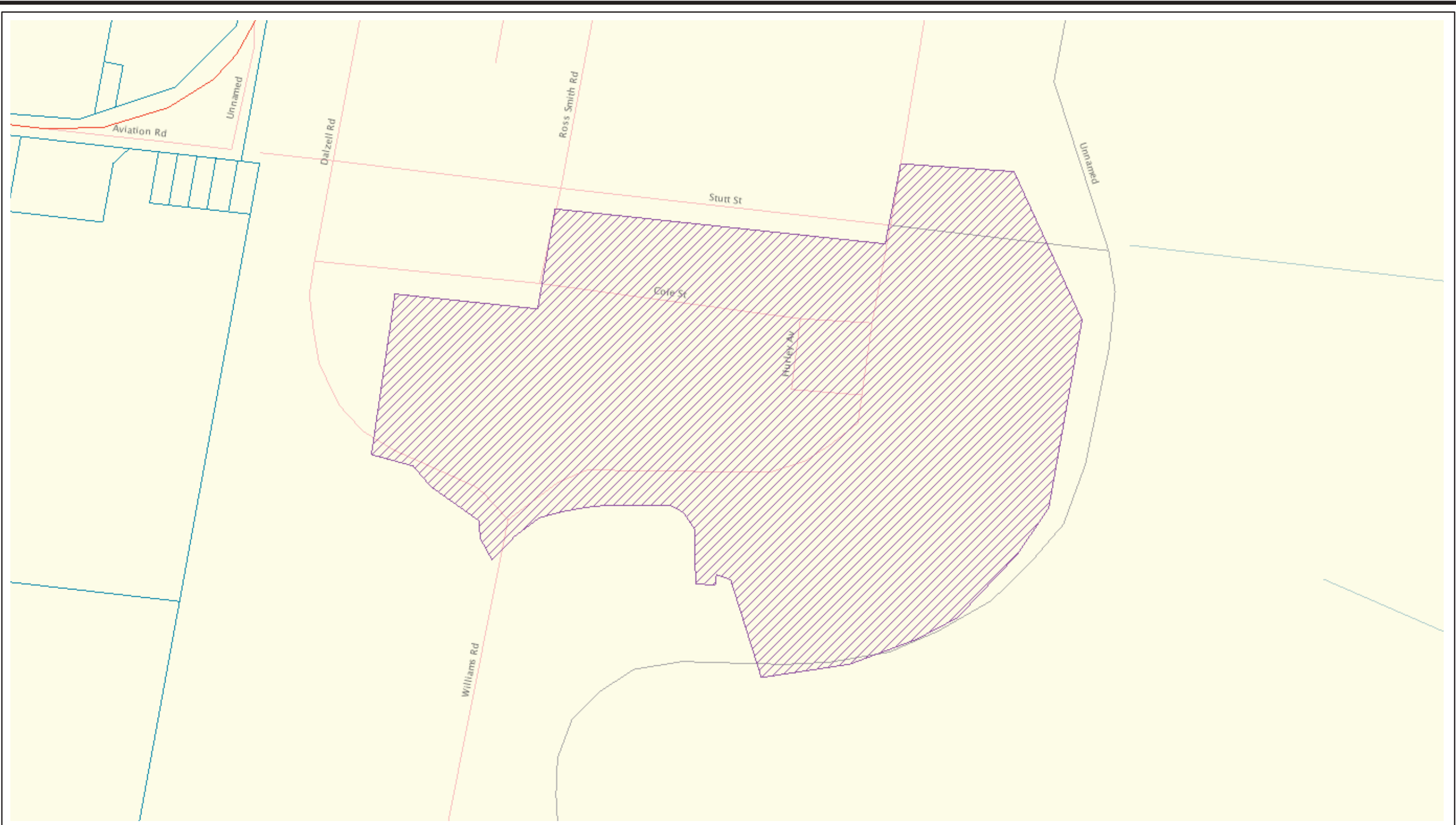
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University of Canberra



Place Details – Point Cook Air Base – Museum & Heritage Precincts

Place ID: 105033
Heritage List: Commonwealth Heritage List
Class: Historic
Status: Identified Place

Street Name: Aviation Rd
Suburb or Town: Point Cook
State: Vic
Postcode:


 Australian Government
 Department of Sustainability, Environment, Water, Population and Communities


 Map Produced by EView
 Scale 1:3722
 Printed by: A00725
 Aug 3, 2012

Point Cook Air Base, Aviation Rd, Point Cook, VIC, Australia

"Citation extracted directly from the Australian Heritage Database, August 2012".

Photographs	None
List	National Heritage List
Class	Historic
Legal Status	Listed place (31/10/2007)
Place ID	105671
Place File No	2/12/053/0006

SUMMARY STATEMENT OF SIGNIFICANCE

RAAF Base Point Cook was established in 1913 by the Federal Government as Australia's first military flying school- the Central Flying School. From this modest beginning Australia became the only British dominion to set up a flying corps of its own for service during World War One

RAAF Base Point Cook is important as the first military aviation base in Australia and as the birthplace of the RAAF in 1921. The RAAF, formed on the 31 March 1921, was the second professional air force in the world, established three years later than the British Royal Air Force. In these roles, over almost a ninety-year period from 1914, RAAF Base Point Cook had a special association with Australian military forces as the focus of training for the Australian air force, including training Australia's first military airmen in August 1914. The first circumnavigation of the Australian coastline also occurred from Point Cook in May 1924 by RAAF personnel Goble and McIntyre.

RAAF Base Point Cook is the only remaining World War One military airfield complex in Australia and features the oldest, most extensive complex of military aviation buildings in Australia. The master plan, designed in 1917, and implemented from 1918 under J. S. Murdoch, first Commonwealth Architect, was seminal in Australia and would influence the planning and development of later military aviation bases in Australia. Together, the planning, layout and built fabric comprise the only example of a military air base associated with all the major formative periods of development: pre World War One, World War One, Inter-war and World War Two. The base includes uncommon examples of building types specific to each of these periods. In particular the fabric of the base includes examples of the oldest hangars and workshops, military or civilian, in Australia. The Australian Flying Corps complex on the Southern Tarmac area, including the uncommon 1916 seaplane jetty, the water-plane hangar of 1914 and the later 1920s seaplane complex (which is recognised internationally as rare) form part of the air base. This makes RAAF Base

Point Cook perhaps the only remaining relatively intact early military airfield in the world.

RAAF Base Point Cook demonstrates the principal characteristics and development phases of military aviation bases in Australia from their earliest beginnings. The 1917 master plan for the base established the clear separation of functions required for military aviation. In particular the social hierarchy, way of life and organisation of the RAAF, was expressed in the range of accommodation types provided at Point Cook as well as in the function and location of the Central and Southern Tarmac areas.

RAAF Base Point Cook has a special association with RAAF veterans as the core training complex for the Australian Flying Corps and RAAF from 1914 until 1992. Candidates Richard Williams and Thomas Walter White, two of the four who graduated from the first training course, which began in August 1914, saw service in the Middle East during World War One in the Australian Flying Corps and are noted for their distinguished service and special association with RAAF Base Point Cook. Williams is known as the father of the RAAF for his efforts in promoting air power in Australia's defence. White, captured by the Turks in 1915 and escaping via Russia in 1918, continued his association with the military, writing *Sky Saga*, a Story of Empire Airmen in the Second World War, in 1943. In 1949, White was appointed Minister for Air and Civil Aviation in the Menzies Government

As the longest continuously operating military air base in Australia, RAAF Base Point Cook has been collectively identified by the RAAF for its cultural values. In 1952 action was taken by the RAAF to establish an aviation museum at Point Cook. The museum provides research and restoration facilities for historic aircraft and is involved in commemorative events such as VP Day. Many of these functions are fostered through the services of volunteer staff, including former RAAF engineers and flight crew

Official Values

Criterion A Events, Processes

The story of Point Cook, as the oldest military airbase in Australia, is an essential part of the story of the RAAF and the development of military and civil aviation in Australia.

RAAF Base Point Cook was established in 1913 by the Federal Government as Australia's first military flying school-the Central Flying School. From this modest beginning Australia became the only British dominion to set up a flying corps of its own for service during World War One, the first flying training course commencing on 17 August 1914. The corps became the Australian Flying Corps (AFC), seeing active service in Mesopotamia and on the Western Front in France. It was clear by the end of World War One that air power was an important military capability.

In January 1919 the Federal Government decided to form a separate air service. The RAAF, formed on the 31st of March 1921, was the second professional air force in the world, established three years later than the British Royal Air Force. The Prime Minister, Billy Hughes, saw the benefits of airpower in the defence of the coastline, supporting the creation of the RAAF

The first aerial circumnavigation of the Australian coastline was made from Point Cook in May 1924 by RAAF personnel Goble and McIntyre. Five years earlier, in 1919, the first north-south crossing of the continent had been achieved by a BE-2e and pilots from Point Cook, in the search for a suitable landing ground for Australian aviators Ross and Keith Smith. Connections with civilian aviation were reinforced in 1929 when Charles Kingsford-Smith took off from Point Cook in the Southern Cross, for the first non-stop, east-west crossing of the continent.

With the outbreak of war in September 1939, RAAF Base Point Cook became the focus of RAAF training in Australia, a role it maintained until the 1990s. RAAF Base Point Cook is recognised as the oldest military aviation base in Australia serving between 1914 and 1992. Aspects of the base, which illustrate its long service and origins, include the planning and layout of the base prior to World War One, during the Inter-war period and during World Wars One and Two, as well as individual buildings and suites of buildings.

Criterion B Rarity

RAAF Base Point Cook is the only remaining World War One military airfield complex in Australia and features the oldest, most extensive complex of military aviation buildings in Australia. The master plan, designed in 1917, and implemented from 1918 under J. S. Murdoch, first Commonwealth Architect, was seminal in Australia and would influence the planning and development of later military aviation bases in Australia. Together, the planning, layout and built fabric comprise the only example of a military air base associated with the major periods of development of the RAAF: pre World War One, World War One, Inter-war and World War Two.

The base includes uncommon examples of building types specific to each of these periods. In particular the fabric of the base includes examples of the oldest hangars (Bldgs 95, 104 and 210 erected 1914-1917) and workshops, military or civilian, in Australia. The Australian Flying Corps complex on the Southern Tarmac area, including the seaplane jetty (Bldg 108 erected 1916-1937), the water-plane hangar of 1914 and the later 1920s seaplane complex, is recognized internationally as rare and as a whole the Point Cook air base is perhaps the only remaining relatively intact early military airfield in the world. This rarity is reinforced by the survival of early examples of staff housing, such as the Dalzeill Street group of housing (Bdlgs M004-006, M010 and M026 erected 1914-1915) and uncommon examples and groups of seminal, military aviation buildings of each of the major periods of development.

Uncommon buildings of the Inter-war period include the Aeronautics School (Bldg 92 erected 1922), Base Squadron Headquarters (Bldg 87 erected 1929) and the Officers Mess (Bldg 33 erected in 1937). In particular the School of Instruction (Bldg 161 erected in 1940) is one of only three surviving examples, which, in conjunction with the unusually large number of Bellman Hangars (Bldgs 211-214 and 178-187 erected 1940), reinforces its significance as the focus of World War Two RAAF training activities.

Criterion D Principal Characteristics of a Class of Places

RAAF Base Point Cook demonstrates the principal characteristics, including building types, planning and layout, which illustrate the development of military aviation bases in Australia during the pre-World War One, World War One, Inter-war and World War Two periods.

The 1917 master plan for the base established the clear separation of functions required for military aviation. The dominant functional zones included the Southern (hangars and workshops) and Central (accommodation) Tarmac areas and the runway areas formalized in 1943. The administration and training areas were typically located between the early accommodation areas and the hangars and workshops, with a clearly articulated layout based on major and minor planning axes. The plantings of windbreak trees in the 1920s, in particular Cupressus species, created a landscape with both functional and formal values, with characteristics reflected in other military and aviation bases such as RAAF Base Richmond. The parade ground at Point Cook, completed in 1930, would become a prominent feature of later RAAF bases, as would the rows of prefabricated Bellman Hangars, erected during World War Two, at the interface with the runway and apron areas. These functional zones, landscape elements and features would be characteristic of RAAF bases erected between 1924 and 1945, their relationship depending on site parameters and operational requirements, including runway layout and orientation.

The social hierarchy, way of life and organisation of the RAAF, are expressed in the location and range of accommodation types at Point Cook. These accommodation types would become characteristic of RAAF bases such as RAAF Base Richmond and had similarities with early accommodation at HMAS Cerberus and Duntroon College, the pre-WW1 Navy and Army equivalents to RAAF Base Point Cook. Of particular note are excellent representative examples of single-storey houses and two-storey weatherboard accommodation units (e.g. Bldgs 18, 23, 24, 27, 28, 29, 41, 42, 46, M011 and M001-002 erected from 1914-1939), in addition to examples of servant's quarters associated with the single officer's quarters erected in 1918 (Bldg 22).

At Point Cook, a range of building types demonstrate the role of the Commonwealth Architect's department in introducing high standards of design across sites associated with military activities. These generic standards continued into the post 1945 period (the National Service era which began in the 1950s), although little

detailed information about these structures at RAAF base Point Cook and elsewhere is available.

Buildings and structures of particular interest, and which characterise the major periods of development, include:

- Pre-World War One and World War One; 18, 21, 22, 23, 30, 72, 81, 82, 95, 104, 108, 210, 488, M011, M004-006, M010, M026.
- Inter-war; 24, 27, 28, 29, 33, 34, 38, 41, 42, 46, 70, 71, 74, 86, 87, 88, 90, 91, 92, 93, 94, 96, 100, 101, 121, M00, M001-003, M007-009, M0027-0028, sentry boxes; and
- World War Two; 161, 178-187, 211-214 and the concrete runways of 1943. P-type, timber hutments illustrate the need for a considerable work force during the wartime years 1939-1945. These include buildings Nos 73, 110, 122, 155, 156, 158, 163, 176, 188, 190, 203, 221, 225, 228, 241-243, 259, 261, 277, 327-329, 427, 453, 455, 457, 458, 459, 481, 482 and 485.

Criterion G Social Value

RAAF Base Point Cook was the birthplace of the RAAF in 1921. The place has a special association with Australian RAAF personnel and veterans and as the core training complex for the Australian Flying Corps and RAAF from 1914 until 1992. As at Point Cook is the longest continuously operating military air base in Australia, RAAF Base Point Cook has been collectively identified by the RAAF for its cultural values. In 1952 action was taken by the RAAF to establish an aviation museum. The museum provides research and restoration facilities for historic aircraft and is involved in commemorative events such as VP Day. Many of these functions are fostered through the services of volunteer staff, including former RAAF engineers and flight crew.

Criterion H Significant People

RAAF Base Point Cook is important as a whole to RAAF personnel and ex-RAAF personnel as the first military aviation base in Australia and as the birthplace of the RAAF in 1921. In these roles, over almost an eighty-year period from 1914, RAAF Base Point Cook had a special association with Australian military forces as the focus of training for the Australian air force. Candidates Richard Williams and Thomas Walter White, two of the four who graduated from the first training course, which began in August 1914, saw service in the Middle East during World War One in the Australian Flying Corps and are noted for their distinguished service and special association with RAAF Base Point Cook. Williams is known as the father of the RAAF, formed in March 1921, for his efforts in promoting air power in Australia's defence. White, captured by the Turks in 1915 and escaping via Russia in 1918, continued his association with the military, writing *Sky Saga, a Story of Empire*

Airmen in the Second World War. In 1949, White was appointed Minister for Air and Civil Aviation in the Menzies Government.

The site references refer to features identified in: RAAF Williams-Point Cook and Laverton, an appraisal of heritage significance. This was prepared by Allom Lovell & Associates, for the Department of Defence, in 1992.

Description

Indigenous Sites

Three Aboriginal artefact scatters have been recorded in the nominated area (Aboriginal Affairs Victoria, 2004).

Planning and Layout

Point Cook Air Base is a level site running from Port Phillip Bay in the south to Point Cook Road in the north. The need to accommodate both seaplanes and land-based planes resulted in the hangars and maintenance areas being located initially near the shore. Officers quarters and single men's barracks and married staff quarters were located to the north at the approaches to the operational areas of the base at this time. This resulted in two built areas, the Southern and Central Tarmac areas, separated by open, grassed runway areas. The Central area developed to include accommodation, community and administrative and training facilities, but with Bellman hangars erected during World War Two (WW2). The Southern area included hangars, workshop areas and a jetty associated with seaplane activity.

By the 1920s the layout had taken on a more formal quality, reinforcing the early planning decisions. Principal roads were planned to connect at circular intersections, with planning dominated by a rectangular grid of roads, reinforced by landscape trees. The separation of functions and rectilinear road layout, characteristics of military bases across the services, was well established at Point Cook by the time that RAAF facilities were planned at Darwin, Amberley, Richmond and Pearce. Typically, the parade ground acted as a formal interface between the domestic/administrative and operational areas of the base. The planning and layout of Point Cook are reflected in the wider landscape by the main approach road, Aviation Road, and the Laverton-Point Cook Road, including Burma Road. The latter links the two parts of the base and is a reminder of WW2, as are the two groups of Bellman hangars and concrete runways completed in 1943. The layout of the base, as set out in the period 1914 to the mid-1920s, remains intact.

Expansion of the site appears to have derived from the Master Plan of c. 1917 by J. S. Murdoch's office under P. T. Owen, Director-General of Public Works. The planning and layout provide a good example of functional requirements interacting with a strict hierarchical social structure, which would inform the development of later bases, under the influence of British ideas. These ideas included the clear separation

of functions, and expression of the social and hierarchical organisation of the Air Force.

Areas of particular importance include the original accommodation area on Cole Street, the Officers Compound, Community Facilities and Accommodation, the Parade Ground and the main hangar areas to the south, the Southern Tarmac area, including the jetty. Windbreak and other plantings have contributed to the development of significant streetscapes in particular on early street alignments. Housing groups such as Cole Street (Buildings Nos M004-11, 488 and 23), designed in the 1920s, also reflect the prevailing Commonwealth approach to housing for officers as well as the evolution of streetscape values.

The base includes several phases of building and planting, which illustrate its planning, layout and development. All buildings are identified by the original function and allocated number.

Tree Plantings The windswept nature of Point Cook required windbreak plantings within the base. Four phases of planting can be identified.

- The early focus of the base at Stutt and Cole Streets incorporated earlier plantings of Sugar Gum (*E. cladocalyx*) by the Chirnside family. One such planting along Cole Street was 3-4 rows deep.
- From c. 1921 *Cupressus macrocarpa* was planted extensively as a windbreak, building on its successful wider use by the Chirnsides. Extensive plantings were made along Williams Road, Ross Smith Road and Merz Road with the Parade Ground framed by plantings. Plantings also extend south from the Parade Ground. These were restricted to areas away from the coastline, but in the late 1920s were extended to the workshops and hangars.
- Plantings of *Cupressus macrocarpa* north of Merz Road, extending along Ross Smith Road, and the MacNamara Road alignment, were established in the 1940s.

In the 1960s and 1970s the use of native plantings reflected the wider use of native trees in the suburbs, although most of this is around the golf course and the former RAAF Academy Complex.

Buildings and Building Groups Pre World War One and World War One 1914-1918

- Building 95, the water-plane hangar, dates originally from 1914 (altered 1915, 1921) and is one of the two oldest aviation buildings in Australia. The oldest section is steel framed with corrugated galvanized iron cladding and there are weatherboard extensions built a few years later. The early roof is gabled, the later roof sawtooth in profile.

- Building 210, the aeroplane hangar, dates from 1914 and is the oldest RAAF aircraft hangar and one of the oldest structures at the Base. Twin gabled and clad with corrugated iron, it has been relocated.
- Building 488, the single officers' quarters, was built in 1914 and extended shortly after. One of Point Cook's earliest buildings, the structure is single-storey, in stud-framed weatherboard, with a corrugated galvanized iron roof.
- Building 104, the Battleplane hangar, was erected in 1917 and is one of two surviving World War One hangars in Australia. It has a steel and timber frame, is gabled and is clad with corrugated galvanized iron.
- Building 108 the seaplane jetty. Dating from 1916 and extended in 1927 and 1937, the jetty relates to the significant early use of seaplanes. It has timber piles, is now 415m in length and has a slipway and a landing.
- Building M011, married quarters, was erected in 1915-16. An early residential building, it is weatherboard, single-storey and features a broad hipped roof clad in corrugated galvanized iron. Like a number of others it has a verandah formed under the gabled roof. The incorporation of classical detailing into the verandah posts is typical of the refined nature of detailing at this time.
- Building 18, the former single officers' mess, dating from 1918 and later, was the focal point of the officers' precinct. It is a distinctive single storey weatherboard building with a gabled corrugated galvanized iron roof and was the first separate mess building erected for Air Force Officers in Australia.
- Building 23, Single Officers Quarters, is a two-storey, weatherboard structure erected in 1918, which set the pattern for new quarters erected in the Inter War years, and which now form a strong grouping. External staircases lead to first floor bedrooms. Other early associated timber structures include the Single Officers Laundry (Building No.21) and the Servants Quarters (Building No. 22).

Early Commonwealth Vernacular weatherboard buildings are well represented in the base and some are among the earliest examples of the style. They are generally modest, single or double storey, with low-pitched corrugated galvanized iron or tile roofs, with wide eaves and exposed rafters, multi-paned double hung sash windows and a verandah under the roof slope. Buildings M004-006, M010 and M026, married officers quarters, date from 1914-15 and with building 488 are the earliest surviving houses at the base. They are again weatherboard with hipped roofs clad with corrugated galvanized iron. The houses form part of an important streetscape group on Cole and Dalzeill Streets.

Other important early structures which relate to the seminal and social development of Point Cook include: Bldg 30, Water Towers 1918; Bldg 81, Substation No 1 1919;

Bldg 72, Barracks Store 1915-1917; Bldg 18, Single Officer's Mess; Bldg 21, Single Officers Laundry and Toilet 1918; and Bldg 22, Servant's Quarter.

Inter War:

Inter War buildings were erected in two phases, 1919-1924 and 1928-1939, reflecting post First World War consolidation and development in the build up to the Second World War.

- Building 86, the flagpole and saluting base, built about 1920, but now relocated. It is a ceremonial focus for the base.
- Building 91, the aeronautics school, was erected in 1922 (altered 1927) and was an early base building and directly connected with the Base's training role. It plays an important streetscape role and is single storey weatherboard, with a main corrugated galvanized iron gabled roof flanked by hipped projections.
- Building M00, Commanding Officer's Residence 1927. A large weatherboard residence, the design follows earlier precedents in the use of a central hipped, corrugated galvanized iron roof flanked by lower hipped roof projections. A timber framed verandah links the two projecting wings.
- Buildings 24, 27, 28 and 29, Single Officers Quarters, date from 1928, 1935 and 1939 (altered 1952). They are weatherboard, double-storey with hipped roofs, planned around a central common grassed area imparting a sense of community in conjunction with Building 23, erected in 1918.
- Buildings 41, 42 and 46, Airmen's Quarters, dating from 1928-1939, are the survivors of the airmen's precinct. They are two-storey buildings in weatherboard, with hipped, corrugated galvanized iron roofs, and are sited around a central common green similar to earlier units.
- Buildings M001-002, Squadron Leaders Residences 1937 and M003 Married Officers Residences 1939. They are large weatherboard houses with projecting front bays and hipped roofs, similar to earlier forms erected in 1914.
- Buildings M027-028, new Commanding Officer's residence/married quarters, date from 1937-38. The designs combine the Early Vernacular and Georgian Revival styles and reflect differences between ranks. A stud-framed, weatherboard two-storey self-detached house with a tiled, hipped-roof, reflecting the use of two storeys for other staff ranks.
- Sentry boxes in brick and stone wing walls, dating from 1937, were the first permanent entrance gates to the base.

- Building 87, Base Squadron Headquarters, built in 1929, was the first purpose built headquarters building constructed for the RAAF. It is axially sited relative to the parade ground and flagpole and is an impressive two-storey, weatherboard building with a transverse gabled main roof (and other hipped sections) clad with corrugated asbestos cement sheeting.
- Building 88, the Parade Ground, was formed in 1930 and was central to the Base's ceremonial life. It is surfaced in coarse sand and defined by a white post and chain fence.
- Building 90, erected 1922 in weatherboard as the new Motor Transport Garage.
- Building 92, the new school of aeronautics, was constructed in 1936. A weatherboard, single-storey structure with a corrugated galvanized iron, hipped roof, the building is an important element in the streetscape.
- Building 93, air navigation school, dates from 1939. The building is in weatherboard and has a hipped, corrugated, galvanized iron roof, and is an important element in the streetscapes of the South Tarmac area.
- Building 94, the War Memorial, was erected in stone in 1938 and commemorates Australian airmen who died in World War One.
- Building 96 is the wireless school, dating from 1939. Important in the South Tarmac streetscape, the building is single-storey, weatherboard and has a corrugated, galvanised iron clad, hipped roof.
- Building 100, the seaplane squadron headquarters, was erected in 1938 and is an integral part of the seaplane buildings in the South Tarmac area. It is single-storey weatherboard with a hipped corrugated galvanized iron roof.
- Building 101, a seaplane hangar, was erected in 1927 and extended in 1940. It is twin gabled and is clad with corrugated galvanized iron. This building is the only Inter-War hangar remaining at the base and a dominant element in the South Tarmac area.
- The Moderne Style is seen in the 1930s brick buildings at Point Cook. These are symmetrical buildings, restrained in their design. Building 33, the new Officers' Mess, was erected in 1937 (extended 1959) in this style. It represented the provision of improved facilities for the RAAF and has some Art Deco and Neo-Classical details. In red brick, with a tiled, hipped roof, the architectural treatment of the entrance was typical of the style.

Other important early structures built in the 1920s and 1930s, and which relate to the seminal and social development of Point Cook, include: Bldg 38-Airman's

Gymnasium 1923; Bldg 70-Guard House 1929; Bldg 71-Airman's Garage 1929; Bldg 74-Primary School 1923; M007-009 Married Quarters 1928; Bldg 34-Officers Garage 1934; and Bldg 121-Gunnery Stop Butt 1935.

World War II:

- Building 161, Armaments School and Bomb Aiming Training School, erected 1940. The building comprises a central two-storey brick structure in the Inter-War Stripped Classical style, flanked on both sides by stud-framed, hip-roofed, single-storey wings. This building was used as the RAAF Academy until the 1960s and is now the focus of the RAAF Museum.
- Buildings 211-214 and 178-187, prefabricated Bellman hangars erected in 1940, relate to development after the beginning of World War Two. They are steel framed, clad with corrugated galvanized iron, have low gable roofs and are characteristic of the rapid response to provide additional hangar and storage space using industrial prefabrication. Few of the approximately 130, manufactured (to a British design) by Lysaghts of Newcastle, remain in use elsewhere.
- Buildings erected during World War Two, which illustrate the need for a considerable work force during the wartime years, include: Nos 73, 110, 122, 155, 156, 158, 163, 176, 188, 190, 203, 221, 225, 228, 241-243, 259, 261, 277, 327-329, 427, 453, 455, 457, 458, 459, 481, 482 and 485. These are P-type, timber hutments.

Post World War II:

Post-World War Two buildings are mainly constructed in brick. There are also sheds of different materials, including weatherboard and fibro-cement. However, there is insufficient information to assess their significance

History

Indigenous:

Three Aboriginal sites containing artefacts have been recorded in the nominated area (AAV, 2004; Allom Lovell & Associates, 1992). Limited information about the nature and extent of these sites is available. One site contains a small number of artefacts, located beneath a sand hummock behind the foredunes adjacent to the boundary with Point Cook Coastal Park (Allom Lovell & Associates, 1992). There is other evidence of Aboriginal use of the Point Cook area, with three artefact scatters, including an extensive site around Point Cook homestead, recorded to the east of the nominated area in Point Cook Coastal Park (Geering et al, 1984). In this case, the assemblage suggests stone tool manufacture at this location, and the artefacts are

characteristics of the Australian Small Tool Tradition, dating to the last 6,000 years (Geering et al, 1984:22)

Historic:

Defence in general had been high on the agenda for those pursuing federation. The Defence Act 1903 constituted the legislative basis for the Australian Military System. The 1909 amendments to the Defence Act 1903 introduced a universal training scheme based on the Swiss model, which provided for the compulsory training of Junior and Senior cadets, between the ages of 12-18, and then for adult training. At the request of the Australian government, Lord Kitchener toured Australia in 1910 to review the Commonwealth's defence requirements. Under the Fisher Government from 1910, citizen soldiers were to be replaced by a more organized militia under the Universal Training Scheme, based on the Swiss model. Other changes would include the formation of an Australian Aviation Corps.

In December 1903 the Wright Brothers made the first sustained powered-flight. However, it was not until 1907 that the US Signal Corps submitted a specification for a military aircraft to the Wright Brothers. In Britain, progress was slower, and it was not until April 1909 that the first British 'Army Aeroplane' was handed over to the War Office. Late in 1910 a plan for an Australian Aviation Corps was submitted to the Military Board. A decision on the matter was deferred until the Minister for Defence returned from the 1911 Imperial Conference in London. Britain created its Royal Flying Corps in 1912. One year earlier, in 1911, the Federal Government decided to create a military flying school. In 1909 the new Federal Government had announced that it would offer a prize for the construction of a military aircraft in Australia, but this was not achieved until the 1920s (Allom Lovell 1992).

In 1911, the Commonwealth Government Gazette sought 'two mechanists and aviators' to form a military aviation corps in Australia. The two people selected were Henry Petre and Eric Harrison, who arrived from England in 1913 to assist in the search for a site for a flying school. Sites were considered in Victoria at Langwarrin, Cribb Point, Altona and Point Cook, and in the ACT at Fairbairn, Narrabundah, Jerrabomberra and Tuggeranong. In 1912, Captain Watt considered that the Duntroon Plains were ideal for flying. Point Cook in Victoria was however selected, since it was closer to the Army Headquarters in Melbourne and had access to the sea, providing both for land based planes as well as seaplanes. Canberra's altitude was considered potentially problem causing, and the interim seat of government in Melbourne was too far away. The subsequent development of the Point Cook site, during and following two world wars, has resulted in its recognition as the cradle of the RAAF (Hingston 1998). The story of Point Cook, as the oldest continuously operating military airbase in the world, is an essential part of the story of the RAAF and the development of military and civil aviation in Australia.

Located in Port Phillip Bay, on the extensive plain west of Melbourne, the land was first explored c. 1824, although it was not until the late 1840s that the land was officially taken up for pastoral purposes. By 1880 the land was owned by Thomas

Chirnside and his brother Andrew, and was part of one of the largest land holdings in Victoria. In 1904, subdivision was encouraged by the Victorian Government's purchase of 23,212 acres, including Chirnside land, which, in December 1913, was purchased by the Commonwealth Government to establish a Central Flying School. (Allom Lovell 1992).

The Department of Defence ordered its first aircraft in July 1912. The two BE-2a biplanes and two Deperdussin monoplanes, followed by a Bristol Box-kite, were housed in a canvas hangar. The first training course began in August 1913, but the first military flight in Australia was not until March 1914. The first four students were officers G.P. Merz, D. Manwell, R. Williams and T.W. White. Many Australian pilots trained at Point Cook during WW1 (1914-1918) saw active service in the Australian Flying Corps (AFC) overseas; the first aviation course finished in November 1915. On 8 February 1915 the Government of India sought the assistance of the Australian Government to supply trained airmen, aircraft and transport for service in Mesopotamia (Iraq). The Australian Government replied that men and transport would be provided, but aircraft they could not. The unit (known as the Mesopotamian Half-Flight) was under the command of Petre and comprised White, Merz and Lieutenant W.H. Treloar and 41 other ranks. The Mesopotamian campaign culminated in the tragic siege of Kut and the subsequent ignominious surrender of the garrison included nine mechanics of the First Half-Flight. Four Australian Flying Corps (AFC) squadrons also joined the British during World War I. No 1 Squadron, with Williams as flight-commander, flew against the Turks and Germans in the Middle East, while Squadrons 2, 3 and 4 served on the Western Front between September 1917 and November 1918. A variety of aircraft were flown, including Sopwith Camels and Snipes, RE8s, SE5 and DH5s. The Australian airmen engaged in photographic reconnaissance, artillery spotting and strafing and bombing raids on enemy troops and positions, and German aircraft. Additional Australian units were based in the United Kingdom. Nos 5, 6, 7 and 8 Squadrons were established to train aircrew for service in the four front line squadrons of the AFC. http://www.defence.gov.au/raaf/history/airforce_history/WW1.htm

The first Australian airman to die in battle, in Mesopotamia, was 2nd Lieut George Merz, one of the first four pilots to graduate from Point Cook. Though many others flew under the auspices of the British Royal Flying Corps, others actually flew as the AFC. By 1916 the AFC had expanded to four front-line squadrons, with most action on the Western Front over France and Belgium. Although the number of Australian airmen was relatively small, Australia was unique in that it maintained its identity by establishing its own squadrons. Many Australian pilots gave distinguished service during WW1. Sixty-five became accredited 'aces' (shooting down at least 5 planes), while Lieut Frank MacNamara, of AFC Squadron No 1, became the first Australian airman to receive the Victoria Cross.

Throughout this period Point Cook remained the focal point of military aviation in Australia, serving as a flying training unit as well as the assembly point for all AFC units going overseas. Plans for an Aeroplane Workshop and a Hangar were completed by August 1913. A site plan of 1913 indicates that the intention was to

build six seaplane-sheds on the foreshore (the Southern Tarmac Area) as well as an office and surgery, four land-plane hangars and an oil store. However one year later the base was still not properly established. The intention to use the base for seaplanes was not achieved until much later. This ten-hangar scheme was not proceeded with during WW1, with only two seaplane hangars completed in addition to an office and surgery. Concurrently, at the landward end of the site (the Central Tarmac Area), work proceeded on accommodation and service buildings. By June 1915 the following buildings had been completed: the Single Officers Quarters, the Single Mechanics Quarters and three Married NCOs Quarters. Additional accommodation included the Warrant Officers Quarters, and by July 1916 further Married Officers Quarters and a garage. By July 1916 the Point Cook base resembled a small country town. Other major buildings and structures erected in the period 1914-1918 included the New Battleplane Hangar in 1917 and the seaplane Jetty in 1916 (Allom Lovell 1992).

A master plan for development of the Base had been conceived as early as 1917 under the Director-General of Public Works, P. T. Owen, for the Minister for Defence, and in 1918 Cabinet authorised the expenditure of three million pounds. John Smith Murdoch, Chief Architect, Department of Works and Railways, noted in 1918 that 'very many years ago the Department planned out how an arrangement of buildings might best be made' (Allom Lovell 1992). The office of Commonwealth Architect, John Smith Murdoch, played a major role in the design of Point Cook buildings, planning and layout from the base's inception.

It was clear by the end of WW1 that air power was an important military capability. In January 1919 the Federal Government decided to form a separate air service. The AFC was disbanded and the Australian Air Corps was formed. Due mainly to the efforts of Sir Richard Williams, a former trainee of the base, World War One veteran and Chief of Air Staff, the RAAF came into being on 31 March 1921, stimulating the establishment of an Aeronautics School at Point Cook (Allom Lovell 1992). Richard Williams has a significant place in Point Cook's and the RAAF's history; the current name for the Point Cook and Laverton bases, RAAF Williams, reflects this association. In 1921 a second site for a RAAF base was chosen at Laverton, for a stores depot, due to its proximity to Point Cook and the Melbourne–Geelong railway.

The RAAF was the second professional air force in the world, established three years later than the British Royal Air Force. The Australian Naval Air Service was briefly formed as a separate wing. The first RAAF aircraft (128) were an Imperial gift from Britain. The Prime Minister, William Morris [Billy] Hughes, endorsed the establishment of the Air Force-'I am a fanatic in my belief in aviation'. Hughes saw the benefits of airpower in the defence of the coastline (Odgers 1997 in Hingston 2001).

The ambitious master plan of 1917 continued to be implemented, the expansion including sites for shops, reserves, community halls, a hospital, sports grounds and formal avenues defining housing areas set out in a hierarchical manner to reflect rank. New water and electricity supply lines were established by 1919, including the

Electrical Sub Station and the Pump House. Contracts for the Airman's Mess and the first two-storey accommodation block were let by April 1918. Six new NCO's cottages were built on what is now Dalzeil Road. The Workshop and two new wooden hangars were erected east of the Battleplane Hangar. The Aeronautics School was the first of its kind in Australia. Other buildings erected after 1922 include eight NCO's cottages, the children's school, Sergeants Mess, recreation hall and Airman's Gymnasium. By 1925 the first substantial phase of building had finished. Construction was completed by the use of extensive landscape plantings during the 1920s, reflecting the successful use of similar species in Canberra at this time, as well as locally (Allom Lovell 1992). A significant aspect of the expansion was the completion of additional facilities for seaplanes, including a new hangar at the jetty in 1927. However, the Parade Ground was not completed until 1930.

The first circumnavigation by air of the Australian coastline was made from Point Cook in May 1924, by RAAF personnel Goble and McIntyre. Five years earlier, in 1919, the first north-south crossing of the continent had been achieved by a BE-2e and pilots from Point Cook, in the search for a suitable landing ground for Australian aviators Ross and Keith Smith, who won the England to Australia air race in 1919. Born in Adelaide, Ross Smith had transferred to the AFC in 1917, becoming the most decorated member of the AIF. In the same year, civilian refresher courses were approved for Point Cook. Civilian training courses were begun at Point Cook in January 1923. Connections with civilian aviation were reinforced in 1929 when Charles Kingsford-Smith took off from Point Cook in the Southern Cross, for the first non-stop, east west crossing of the continent (Australian War Memorial records). Until 1938, Point Cook remained the main engineering site associated with civil aviation.

Point Cook remained the only military air base in Australia until 1925, when the RAAF expanded to Richmond, NSW. However, as the 1920s closed, the condition of the military worsened, with the election of a Labour government and the onset of the Great Depression in 1929 (Palazzo 2001). Under the Lyon's government, elected in 1932, the future of the military began to change. However, Pearce, the Minister for Defence, stated that the defence policy would remain essentially naval based, as it had throughout the nineteenth century (Palazzo 2001).

From 1934, anticipation of another war led to an increase in military activity after the slow years of the Great Depression. The original master plan at Point Cook was now nearing completion. RAAF growth was seen elsewhere too, for in addition to Point Cook, Laverton and Richmond, by the eve of World War Two in 1939, there were RAAF bases at Perth (Pearce), Darwin and Brisbane (Amberley). Planning and design of these bases, and further work at Point Cook, was influenced by British expertise and contemporary Australian experience. In the Parliamentary session of 1937-38 a new budget statement, as part of the New Defence Program Statement, had outlined the provision of additional funding for Defence. Over 35% was to be spent on the Air Force, reinforcing the high priority for its expansion. Major capital works were envisaged with the construction of architecturally impressive buildings, many in red brick. At Point Cook new buildings erected included a new Aeronautics

School, a Wireless School and an Armament School (now the Museum). In 1937 new entrance gates were also added and a new Officer's Mess. Development of the Laverton stores depot site took place in parallel, the functional relationship between the two sites reinforcing the importance of Point Cook (Allom Lovell 1992).

With the outbreak of war in September 1939, Point Cook became the 'core and the composite training ground' for RAAF training. No. 10 Squadron was based at Point Cook pending the arrival of Sunderland flying boats from Britain. The initiation of the Empire Air Training Scheme (EATS) gave further impetus to the activities at Point Cook. During the war years 1939-1945, eight new Service Flying Training Schools were established at Point Cook. These were housed in portable iron huts north of Dalzeill Road, with new satellite airfields established to cater for the increased air traffic. Fourteen prefabricated Bellman Hangars were also erected at Point Cook itself in 1940, with the development of satellite areas as training centres reducing the impact of wartime construction on the existing base. By June 1943, concrete runways had been completed. During the war, women worked in the newly formed WRAAF, but were segregated from the men on the base. Over 10,000 airmen died during the war, indicating the vital role played by the RAAF in the conflict and the important role of Point Cook as a training base (Allom Lovell 1992). The road linking the two 'Tarmac' areas of the Base, and along which servicemen marched to work, would be renamed Burma Road.

At the end of 1945 the RAAF had 317 mainland and regional airfields. Twelve were considered as being of critical importance, including Point Cook. Williamtown NSW became the RAAF fighter wing, Amberley Qld became the bomber wing and Schofields NSW, and later Richmond NSW, became the transport wing (Brooks 2001). Point Cook remained the RAAF's most important pilot training facility, but its pre-eminence declined over time due to increased specialization at other bases. This role was reflected in the erection of large numbers of brick veneer and prefabricated housing units at the base. A Language School was established in the 1950s as well as a Fire Training Unit. Australian involvement in Malaya 1950-1958 and the Middle East 1952-1953, the provision of holding-forces in Malaya and Thailand in the 1950s and 1960s, and later the Vietnam War, reinforced the ongoing central role of Point Cook. The Canberra based Australian Defence Force Academy (ADFA) took over some training responsibilities during the 1960s, including the RAAF Staff College functions, initially established at Point Cook in 1948. The status of the College was upgraded in 1961, when it was renamed the RAAF Academy and affiliated with the University of Melbourne.

A complementary role, as an aviation museum, initiated in 1952 by Air Marshall Sir George Jones, has provided for the restoration and display of historic aircraft. The RAAF Museum was administered by Headquarters Point Cook until its constitution as a formal RAAF Unit in 1988. With the closure of No.1 Flying Training School (Point Cook) in 1993, the Museum moved to its present site, occupying hangars on both the Central and Southern Tarmac areas.

The requirements of the RAAF and other Defence forces in Australia changed in the 1980s and 1990s, with strategic responses and increased specialization, including training, located at other regional bases. Following discussions with the Department of Defence, and wide public consultation, it was agreed that some areas would be retained in public ownership, with the remainder of the site to be leased for 49 years to a not-for-profit National Aviation Museum Trust.

Condition and Integrity

Historic

The key reference for condition and integrity is: Allom Lovell, RAAF Williams-Point Cook (and Laverton), an appraisal of heritage significance, for the Department of Defence, 1992. Although this document is outdated (and it is understood is being updated by Defence) it provides the only source as at August 2005.

Indigenous

One of the Aboriginal sites is subject to erosion resulting from vehicle traffic. The condition of the others is unknown.

Location

About 250ha, at Point Cook, being an area enclosed by a line commencing at the north east corner of the airfield boundary (approximate MGA point 302670mE 5800280mN), then south easterly via the eastern airfield boundary to a point where it changes to a south westerly direction (approximate MGA point 303230mE 5798900mN), then due south to a point where it intersects the Low Water Mark (LWM) of Port Phillip Bay, then westerly via the LWM to the western boundary of Point Cook RAAF Base (and including the pier), then northerly via the base boundary to its north west corner, then easterly via the northern boundary to the point of commencement.

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Place Details – Point Cook Air Base – College & Training Area

Place ID: 105034
Heritage List: Commonwealth Heritage List
Class: Historic
Status: Intangible Place

Street Name: Aviation Rd
Suburb or Town: Point Cook
State: VIC
Postcode:



Point Cook Air Base – Museum & Heritage Precincts, Aviation Rd, Point Cook, VIC,
Australia

“Citation extracted directly from the Australian Heritage Database, August 2012”.

Photographs	None
List	Commonwealth Heritage List
Class	Historic
Legal Status	Within Listed Place
Place ID	105633
Place File No	2/12/053/0020

SUMMARY STATEMENT OF SIGNIFICANCE – NOT AVAILABLE

Official Values Not Available

Description

Physical description

History

Defence in general had been high on the agenda for those pursuing Federation before 1901. Following the development of the first aircraft after the turn of the century, military authorities began to consider the formation of air forces in addition to the development of munitions industries and naval facilities. Britain created its Royal Flying Corps in 1912, by which time Australia too was planning a military flying school. In 1911 the Government gazette sought 'two mechanists and aviators' to form a military aviation corps in Australia. Sites were considered at Langawarrin, Cribb Point, Altona and Point Cook in Victoria and at Fairbairn, Narrabundah, Jerrabomberra and Tuggeranong in the ACT. The Australian Government announced its decision to form the Central Flying School and Australian Flying Corps in March 1913. In December that year the site at Point Cook was purchased taking into account the need to accommodate seaplanes in the training program. The base opened in 1914 on the eve of World War One.

Due to an early emphasis on seaplanes, the early development was in the Southern Tarmac area on the seashore, with accommodation and mess facilities inland. Plans for the Aeroplane Workshop (Building No 95) and Hangar (Building No 210) were complete by August 1913. A site plan of 1913 indicates that the intention was to build six seaplane sheds on the foreshore as well as an office/surgery (Building No 72W), four land plane hangars and an oil store. However one year later the base was still not properly established. The intention to use the base for seaplanes was not

achieved until much later. This ten hangar scheme was not proceeded with during World War 1, 1914-1918, with only two seaplane hangars completed in addition to the office/surgery. Concurrently at the landward end of the site work proceeded on accommodation and service buildings. By June 1915 the following buildings had been completed: the Single Officers Quarters (Building No488), the Single Mechanics Quarters (Building No 35 demolished) and three Married NCOs Quarters (Building Nos M004-M006). Additional accommodation included the Warrant Officers Quarters (Building No M010) and by July 1916 further Married Officers Quarters and a garage. By July 1916 the Point Cook base resembled a small country town. Other major buildings erected in the period 1914-1918 included the New Battleplane Hangar (Building No 104) in 1917 and the Jetty (Building No 108).

Many airmen who served in World War One, 1914-1918, were trained at Point Cook which was the focal point of Air Force activities given the location of Army Headquarters in Melbourne.

A master plan for development of the Base had been conceived as early as 1917 under the Director-General of Public Works, P T Owen, for the Minister for Defence. In 1918 Cabinet authorised the expenditure of three million pounds. In 1921, due mainly to the efforts of Sir Richard Williams, a former trainee of the base, World War One veteran and, by 1922, Chief of Air Staff, the RAAF came into being, stimulating the establishment of an Aeronautics School at Point Cook. Richard Williams has a significant place in Point Cook's and the RAAF's history; the current name for the Point Cook and Laverton bases, RAAF Williams, reflects this association. Between 1918 and 1930 an ambitious master plan was formulated. New water and electricity supply lines were established by 1919, including the Electrical Sub Station (Building No 81) and the Pump House (Building No 82). Contracts for the Airman's Mess (Building No 18) and the first two storey accommodation block (Building No 23) were let by April 1918. Six new NCO's cottages (M104, M070-M074) were built on what is now Dalzell Road. The Workshop (Building No 95) and two new wooden hangars were erected east of the Battleplane Hangar. The Aeronautics School was the first of its kind in Australia. Other buildings erected after 1922 include eight NCO's cottages (Buildings M075-M082), the childrens school (Building No 74), Sergeants Mess, recreation hall and Airman's Gymnasium (Building No 38). By 1925 the first substantial phase of building had finished. Construction was completed by the use of extensive planting of trees in particular *Cupressus macrocarpa* during the 1920s, reflecting the successful use of the species in Canberra. A Commanding Officers residence was built in 1927-1929 as were additional accommodation blocks, the Administration building (Building No87) and the flagpole and parade ground (Building No88), in addition to new works on the jetty. The office of Commonwealth Architect, John Smith Murdoch, played a major role in the design of Point Cook buildings from the base's inception. A squadron was also established at nearby Laverton to the north, which had begun as a stores area in 1921. Financial cutbacks in Defence however, slowed building during the Depression years of the early 1930s.

From 1934 anticipation of another war led to an increase in development after the slow years of the Depression. The original master plan at Point Cook was now

nearing completion. RAAF growth was seen elsewhere too, for in addition to Point Cook, Laverton and Richmond, by the eve of World War Two there were RAAF bases at Pearce, Darwin and Brisbane. Planning and design of these bases, and further work at Point Cook, was influenced by British expertise and contemporary Australian experience. In the Parliamentary session of 1937-1938 additional funding was to be provided for Defence. Over 30% was to be spent on the airforce. Major capital works were envisaged with the construction of many architecturally impressive buildings. In common with other pre, and early wartime, bases many structures were erected in brick. This expansion can be seen in the new buildings erected including a New Aeronautics School (Building No 93), the Wireless School (Building No 96) and an Armament School now the Museum. In 1937 new entrance gates were added and a new Officer's Mess (Building No 33). During the war years eight new Service Flying Training Schools were established at Point Cook. These were housed in portable iron huts north of Dalzell Road, with new satellite airfields established to cater for the increased numbers. Fourteen Bellman Hangars were also erected at Point Cook (Buildings 178-187 and 211-214 extant). The development of surrounding areas as training centres reduced the impact of wartime construction on the base. During the war women worked in the newly formed WRAAF, but were segregated from the men on the base.

During the war over 10,000 airmen died, indicating the vital role played by the RAAF in the conflict and the role of Point Cook as a training base. The training role was also reflected in the use of the airfield as a golf course during the 1930s.

After the war Point Cook remained the RAAF's most important training facility but its pre-eminence declined over time. This is reflected in the large numbers of brick veneer and prefabricated housing units at the base. The Australian Defence Force Academy (ADFA) took over some training responsibilities during the 1960s, including the RAAF Staff College functions initially established at Point Cook. There has been some redevelopment of the Air Base however, including demolition of early buildings and the construction of new ones. In 1992 the Base closed as a pilot training area.

Condition and Integrity – Not Available

Location

Military Precincts within Point Cook RAAF Base.

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Annex B

EPBC Regulations Schedules
5A, 7A, 5B and 7B Summary
Compliance Tables

ANNEX B

EPBC Regulations: Schedules 5A, 7A, 5B and 7B Compliance Tables

Schedule 5A Requirement for National HMP		Schedule 7A Requirement for Commonwealth HMP		Relevant Section of this HMP
(a)	establish objectives for the identification, protection, conservation, presentation and transmission of the National Heritage values of the place; and	(a)	establish objectives for the identification, protection, conservation, presentation and transmission of the Commonwealth Heritage values of the place; and	<i>Section 2 and Section 3</i>
(b)	provide a management framework that includes reference to any statutory requirements and agency mechanisms for the protection of the National Heritage values of the place; and	(b)	provide a management framework that includes reference to any statutory requirements and agency mechanisms for the protection of the Commonwealth Heritage values of the place; and	<i>Annex H</i>
(c)	provide a comprehensive description of the place, including information about its location, physical features, condition, historical context and current uses; and	(c)	provide a comprehensive description of the place, including information about its location, physical features, condition, historical context and current uses; and	<i>Annex E</i>
(d)	provide a description of the National Heritage values and any other heritage values of the place; and	(d)	provide a description of the Commonwealth Heritage values and any other heritage values of the place; and	<i>Annex E</i>
(e)	describe the condition of the National Heritage values of the place; and	(e)	describe the condition of the Commonwealth Heritage values of the place; and	<i>Annex E</i>
(f)	describe the method used to assess the National Heritage values of the place; and	(f)	describe the method used to assess the Commonwealth Heritage values of the place; and	<i>Annex E</i>
(g)	describe the current management requirements and goals, including proposals for change and any potential pressures on the National Heritage values of the place; and	(g)	describe the current management requirements and goals, including proposals for change and any potential pressures on the Commonwealth Heritage values of the place; and	<i>Section 2</i>
(h)	have policies to manage the National Heritage values of a place, and include, in those policies, guidance in relation to the following:	(h)	have policies to manage the Commonwealth Heritage values of a place, and include, in those policies, guidance in relation to the following:	<i>Section 3</i>
(i)	the management and conservation processes to be used;	(i)	the management and conservation processes to be used;	<i>Section 3.1.1</i>
(ii)	the access and security arrangements, including access to the area for indigenous people to maintain cultural traditions;	(ii)	the access and security arrangements, including access to the area for indigenous people to maintain cultural traditions;	<i>Section 3.1.2</i>
(iii)	the stakeholder and community consultation and liaison arrangements;	(iii)	the stakeholder and community consultation and liaison arrangements;	<i>Section 3.1.3</i>
(iv)	the policies and protocols to ensure that indigenous	(iv)	the policies and protocols to ensure that indigenous	<i>Section 3.1.3</i>

Schedule 5A Requirement for National HMP	Schedule 7A Requirement for Commonwealth HMP	Relevant Section of this HMP
(v) people participate in the management process; the protocols for the management of sensitive information;	(v) people participate in the management process; the protocols for the management of sensitive information;	<i>Section 3.1.4</i>
(vi) the planning and management of works, development, adaptive reuse and property divestment proposals;	(vi) the planning and management of works, development, adaptive reuse and property divestment proposals;	<i>Section 3.1.5</i>
(vii) how unforeseen discoveries or disturbance of heritage are to be managed;	(vii) how unforeseen discoveries or disturbance of heritage are to be managed;	<i>Section 3.1.6</i>
(viii) how, and under what circumstances, heritage advice is to be obtained;	(viii) how, and under what circumstances, heritage advice is to be obtained;	<i>Section 3.1.7</i>
(ix) how the condition of National Heritage values is to be monitored and reported;	(ix) how the condition of Commonwealth Heritage values is to be monitored and reported;	<i>Section 3.1.8</i>
(x) how records of intervention and maintenance of a heritage places register are kept;	(x) how records of intervention and maintenance of a heritage places register are kept;	<i>Section 3.1.9</i>
(xi) the research, training and resources needed to improve management;	(xi) the research, training and resources needed to improve management;	<i>Section 3.1.10</i>
(xii) how heritage values are to be interpreted and promoted; and	(xii) how heritage values are to be interpreted and promoted; and	<i>Section 3.1.11</i>
(i) include an implementation plan; and	(i) include an implementation plan; and	<i>Section 3.1.12</i>
(j) show how the implementation of policies will be monitored; and	(j) show how the implementation of policies will be monitored; and	<i>Section 3.1.12 and Section 5</i>
(k) show how the management plan will be reviewed.	(k) show how the management plan will be reviewed.	<i>Section 3.1.13 and Section 5</i>

5B - National Heritage Management Principles	7B - Commonwealth Heritage Management Principles	Relevant Section of this HMP
1. The objective in managing National Heritage places is to identify, protect, conserve, present and transmit, to all generations, their National Heritage values.	1. The objective in managing Commonwealth Heritage places is to identify, protect, conserve, present and transmit, to all generations, their Commonwealth Heritage values.	Section 2 and Section 3
2. The management of National Heritage places should use the best available knowledge, skills and standards for those places, and include ongoing technical and community input to decisions and actions that may have a significant impact on their National Heritage values.	2. The management of Commonwealth Heritage places should use the best available knowledge, skills and standards for those places, and include ongoing technical and community input to decisions and actions that may have a significant impact on their Commonwealth Heritage values.	<p>The HMP has been prepared by independent heritage consultants. The guidance provided in this HMP has been developed on the basis of the <i>Burra Charter</i> and the requirements of the EPBC Act and Regulations. Defence has established a Community Consultative Forum to provide the opportunity for input on current and future planning at Point Cook.</p> <p>Defence has a national team of experienced environment and heritage personnel including the Canberra based Heritage and Biodiversity Conservation team, which provides policy and compliance support across the Defence Estate. This HMP has been prepared in close consultation with DHBC and the Regional Environmental Team in DS-SVIC.</p> <p>Defence has also established a Consultative Committee and an Environmental Working Group at Point Cook to assist with the ongoing management of the site.</p> <p>Reference should also be made to Section 2 and Annex G on the Defence EMS and how heritage is managed as part of this framework.</p>
3. The management of National Heritage places should respect all heritage values and seek to integrate, where appropriate, any Commonwealth, state, territory and local government responsibilities for those places.	3. The management of Commonwealth Heritage places should respect all heritage values of the place and seek to integrate, where appropriate, any Commonwealth, State, Territory and local government responsibilities for those places.	Annex G
4. The management of National Heritage places should ensure that their use and presentation is consistent with the conservation of their National Heritage values.	4. The management of Commonwealth Heritage places should ensure that their use and presentation is consistent with the conservation of their Commonwealth Heritage values.	Section 3 and 4

5B - National Heritage Management Principles	7B - Commonwealth Heritage Management Principles	Relevant Section of this HMP
5. The management of National Heritage places should make timely and appropriate provision for community involvement, especially by people who: <ul style="list-style-type: none"> (a) have a particular interest in, or associations with, the place; and (b) may be affected by the management of the place; 	5. The management of Commonwealth Heritage places should make timely and appropriate provision for community involvement, especially by people who: <ul style="list-style-type: none"> (a) have a particular interest in, or associations with, the place; and (b) may be affected by the management of the place; 	Section 3
6. Indigenous people are the primary source of information on the value of their heritage and the active participation of Indigenous people in identification, assessment and management is integral to the effective protection of Indigenous heritage values.	6. Indigenous people are the primary source of information on the value of their heritage and that the active participation of indigenous people in identification, assessment and management is integral to the effective protection of indigenous heritage values.	Section 3
7. The management of National Heritage places should provide for regular monitoring, review and reporting on the conservation of National Heritage values.	7. The management of Commonwealth Heritage places should provide for regular monitoring, review and reporting on the conservation of Commonwealth Heritage values.	Section 5

Annex C

National and Commonwealth
Heritage Management
Principles

C.1

NATIONAL HERITAGE MANAGEMENT PRINCIPLES

1. The objective in managing National Heritage places is to identify, protect, conserve, present and transmit, to all generations, their National Heritage values.
2. The management of National Heritage places should use the best available knowledge, skills and standards for those places, and include ongoing technical and community input to decisions and actions that may have a significant impact on their National Heritage values.
3. The management of National Heritage places should respect all heritage values and seek to integrate, where appropriate, any Commonwealth, state, territory and local government responsibilities for those places.
4. The management of National Heritage places should ensure that their use and presentation is consistent with the conservation of their National Heritage values.
5. The management of National Heritage places should make timely and appropriate provision for community involvement, especially by people who:
 - (a) have a particular interest in, or associations with, the place, and
 - (b) may be affected by the management of the place.
6. Indigenous people are the primary source of information on the value of their heritage and the active participation of Indigenous people in identification, assessment and management is integral to the effective protection of Indigenous heritage values.
7. The management of National Heritage places should provide for regular monitoring, review and reporting on the conservation of National Heritage values.

(Source: Environment Protection and Biodiversity Conservation Regulations 2000; Schedule 5B)

COMMONWEALTH HERITAGE MANAGEMENT PRINCIPLES

1. The objective in managing Commonwealth Heritage places is to identify, protect, conserve, present and transmit, to all generations, their Commonwealth Heritage values.
2. The management of Commonwealth Heritage places should use the best available knowledge, skills and standards for those places, and include ongoing technical and community input to decisions and actions that may have a significant impact on their Commonwealth Heritage values.
3. The management of Commonwealth Heritage places should respect all heritage values of the place and seek to integrate, where appropriate, any Commonwealth, State, Territory and local government responsibilities for those places.
4. The management of Commonwealth Heritage places should ensure that their use and presentation is consistent with the conservation of their Commonwealth Heritage values.
5. The management of Commonwealth Heritage places should make timely and appropriate provision for community involvement, especially by people who:
 - (a) have a particular interest in, or associations with, the place; and
 - (b) may be affected by the management of the place;
6. Indigenous people are the primary source of information on the value of their heritage and that the active participation of indigenous people in identification, assessment and management is integral to the effective protection of indigenous heritage values.
7. The management of Commonwealth Heritage places should provide for regular monitoring, review and reporting on the conservation of Commonwealth Heritage values.

(Source: Environment Protection and Biodiversity Conservation Regulations 2000; Schedule 7B)

Annex D

Management Plan
Requirements for a National
Heritage List Place and a
Commonwealth Heritage List
Place

A management plan must:

- a. establish objectives for the identification, protection, conservation, presentation and transmission of the National Heritage values of the place; and
- b. provide a management framework that includes reference to any statutory requirements and agency mechanisms for the protection of the National Heritage values of the place; and
- c. provide a comprehensive description of the place, including information about its location, physical features, condition, historical context and current uses; and
- d. provide a description of the National Heritage values and any other heritage values of the place; and
- e. describe the condition of the National Heritage values of the place; and
- f. describe the method used to assess the National Heritage values of the place; and
- g. describe the current management requirements and goals, including proposals for change and any potential pressures on the National Heritage values of the place; and
- h. have policies to manage the National Heritage values of a place, and include, in those policies, guidance in relation to the following:
 - i. the management and conservation processes to be used;
 - ii. the access and security arrangements, including access to the area for indigenous people to maintain cultural traditions;
 - iii. the stakeholder and community consultation and liaison arrangements;
 - iv. the policies and protocols to ensure that indigenous people participate in the management process;
 - v. the protocols for the management of sensitive information;
 - vi. the planning and management of works, development, adaptive reuse and property divestment proposals;

- vii. how unforeseen discoveries or disturbance of heritage are to be managed;
- viii. how, and under what circumstances, heritage advice is to be obtained;
- ix. how the condition of National Heritage values is to be monitored and reported;
- x. how records of intervention and maintenance of a heritage places register are kept;
- xi. the research, training and resources needed to improve management;
- xii. how heritage values are to be interpreted and promoted; and
- i. include an implementation plan; and
- j. show how the implementation of policies will be monitored; and
- k. show how the management plan will be reviewed.

(Source: Environment Protection and Biodiversity Conservation Regulations 2000; Schedule 5A)

D.2 ***MANAGEMENT PLANS FOR COMMONWEALTH HERITAGE PLACES***

A management plan must:

- a. establish objectives for the identification, protection, conservation, presentation and transmission of the Commonwealth Heritage values of the place; and
- b. provide a management framework that includes reference to any statutory requirements and agency mechanisms for the protection of the Commonwealth Heritage values of the place; and
- c. provide a comprehensive description of the place, including information about its location, physical features, condition, historical context and current uses; and
- d. provide a description of the Commonwealth Heritage values and any other heritage values of the place; and
- e. describe the condition of the Commonwealth Heritage values of the place; and

- f. describe the method used to assess the Commonwealth Heritage values of the place; and
- g. describe the current management requirements and goals, including proposals for change and any potential pressures on the Commonwealth Heritage values of the place; and
- h. have policies to manage the Commonwealth Heritage values of a place, and include in those policies, guidance in relation to the following:
 - i. the management and conservation processes to be used;
 - ii. the access and security arrangements, including access to the area for indigenous people to maintain cultural traditions;
 - iii. the stakeholder and community consultation and liaison arrangements;
 - iv. the policies and protocols to ensure that indigenous people participate in the management process;
 - v. the protocols for the management of sensitive information;
 - vi. the planning and management of works, development, adaptive reuse and property divestment proposals;
 - vii. how unforeseen discoveries or disturbance of heritage are to be managed;
 - viii. how, and under what circumstances, heritage advice is to be obtained;
 - ix. how the condition of Commonwealth Heritage values is to be monitored and reported;
 - x. how records of intervention and maintenance of a heritage places register are kept;
 - xi. the research, training and resources needed to improve management;
 - xii. how heritage values are to be interpreted and promoted; and
- i. include an implementation plan; and
- j. show how the implementation of policies will be monitored; and
- k. show how the management plan will be reviewed.

(Source: Environment Protection and Biodiversity Conservation Regulations 2000; Schedule 7A)

Annex E

Heritage Assessment

HERITAGE ASSESSMENT

E.1 HISTORICAL SUMMARY

The history of Point Cook has been comprehensively documented in previous reports, particularly the 1992 Allom Lovell and Associates report (heritage values assessment) and Gary Vines 2004 report. The historical summary provided in this Section is an overview of the key changes and events that have occurred at Point Cook. For detailed historical information, reference should be made to these earlier reports.

A summary of the Precincts, their assessed heritage values and significance ranking is provided in *Table E.1* below.

Table E.1 Summary of Precinct Information

Precinct	Heritage Values	Ranking	Asset Information	Conservation Policies Reference
South Tarmac	Retains the oldest, most extensive World War One complex of military aviation buildings in Australia; contains rare and uncommon examples of specific military aviation building types; demonstrates the early planning preferences of the era through its physical separation from other precincts and rectilinear planning.	Exceptional	25 assets: 4 Exceptional, 7 High, 9 Moderate, 3 Low, 2 Intrusive	Section 3.2.1
North Tarmac	Encapsulates the significance of the site as the focus for World War Two RAAF training activities through its rapid construction and development; indicates the extent of aircraft support facilities required through intact number and planning layout of Bellman Hangars.	High	26 assets: 10 High, 8 Moderate, 7 Low, 1 Intrusive	Section 3.2.2
Staff Residences	Contains a rare and intact group of RAAF staff housing spanning from 1914 to the late 1930s, of consistent design and construction; representative of the segregation of rank within the RAAF through its connection with single men's quarters (Officers' Barracks Precinct) to the east.	Exceptional	13 Assets all High	Section 3.2.3
Single Officer's Quarters	Contains one of the earliest remaining buildings on the site; representative of the other ranks' accommodation styles and layout within the RAAF.	High	12 Assets: 2 Exceptional, 6 High, 2 Moderate, 2 Intrusive	Section 3.2.4
Mechanics' Quarters	Originally highly indicative of the importance of airmen through extent of precinct, architecturally and planning-wise an important group of buildings; significance has been diminished through demolition and major alterations.	Low	20 Assets: 1 High, 2 Moderate, 17 Intrusive	Section 3.2.5
RAAF Academy	Representative of the continued use of early planning principles at the Base; last major development at the site before gradual decline in use.	Moderate	14 Assets, all Moderate	Section 3.2.6
Parade Ground	Central ceremonial focus of the site, strategically located between administrative and housing functions and technical areas; retains important buildings and site elements, landscaping and historical use of main building as Base Squadron HQ.	High	4 Assets: 2 Exceptional, 2 High	Section 3.2.7
Merz Road WWII Huts	One of few remaining collections of P1 type huts, representative of the massive influx of infrastructure required in World War Two; retains original interrelationships between buildings, original form and some early fabric.	High	4 Assets all Moderate	Section 3.2.8
Entry	Important as the 'face' of Point Cook, 1930s developments including the sentry boxes and gates demonstrated the attitude of officials to the growing stature and permanence of the Air Force.	Moderate	4 Assets: 3 Moderate, 1 None	Section 3.2.9

E.1.1 *Pre-Defence History*

The area now occupied by the Point Cook site was traditionally part of the territory of the Wurundjeri people. The area extended from the Great Dividing Range, south to the Yarra River and the Dandenongs, west to the Werribee River, and east to Mount Baw Baw. The coastal areas of this territory would have provided numerous fishing grounds, as well as swamp and grassland areas that would have been attractive habitats to large game and birdlife.

Stone artefact sites have been recorded near the Point Cook Homestead site, to the east of the RAAF Base, and at nearby Altona.

The first sighting of the region by Europeans was thought to have occurred in 1824 when Hume and Hovell passed through the area. After the arrival of John Batman to the Melbourne area the land containing what is now Point Cook was allocated to John Helder Wedge, although these claims were later disallowed. Several landowners were associated with Crown licenses in the area until 1852, with Thomas Chirnside taking up freehold acreage in that year. By 1880 Chirnside owned over 80,000 acres in the Werribee district, which was only to remain intact for a short time, with his brother Andrew and subsequently his sons selling and leasing large portions of land.

In 1904 the Victorian Government purchased 23,000 acres under the Closer Settlement Act, to encourage small farm holdings. In 1913, the Commonwealth Government purchased a parcel of land with a view to establishing the Central Flying School.

E.1.2 *Defence History of the Site – An Overview*

The formation of the Central Flying School and Australian Flying Corps was announced by the Australian Government in March 1913 as Australia's first military flying school. The first real step to develop aviation as a Defence mechanism by the Australian Government, the formation of the School followed the appointment of Eric Harrison and H.A. Petre as the first two staff, both men having trained as pilots in England. Australia was the first British dominion to set up a flying corps of its own. Petre was charged with finding a suitable site for establishing a base, reportedly travelling across the country on a motorbike in search of appropriate land. Several sites in Victoria and the ACT were considered for the establishment of a base, before a parcel of land at Point Cook was purchased in December 1913.

The first buildings were erected in a piece of land known as the Chirnside Triangle (see *Figure E.1*), the only part of the site protected by existing vegetation. The first flights from Point Cook were made on 1 March 1914, using planes that were housed in a canvas hangar, Harrison and Petre being the first pilots to take off from the fledgling Base.



Figure E.1 *The 'Chirnside Triangle', Point Cook Air Base, 1914 (photo courtesy RAAF Museum)*

Pilot training courses commenced in August 1914, the first involving four students, one of whom was Lieutenant Williams, later Air Marshal Sir Richard Williams, Chief of Air Staff and commonly referred to as the 'father of the Air Force'. The collective naming of the Point Cook and Laverton sites as RAAF Williams on 31 March 1989 reflects the importance of Williams' place within Air Force history. Another of the graduates, Thomas Walter White, was later appointed Minister for Air and Civil Aviation in the Menzies Government.

In 1917 a Master Plan for the Point Cook site was prepared at the request of the Defence Minister. This was a far sighted document allowing for long term future expansion at the Base, and its production led to the commencement of plans for a large number of buildings. By 1925 a substantial number of accommodation and operations buildings had been completed. The design of many buildings and the overall planning of the Base were undertaken by Government Architect, John Smith Murdoch, who was also involved in planning Victoria's main naval training establishment, HMAS Cerberus, as well as designing Old Parliament House in Canberra.

The master plan, designed in 1917 and implemented from 1918 under Murdoch, was seminal in Australia and would influence the planning and development of later military aviation bases in Australia. The master plan established the clear separation of functions required for military aviation, separating dominant functional zones and formalising the runway areas. The administration and training areas were typically located between the early accommodation areas and the hangars and workshops, with a clearly articulated layout based on major and minor planning axes.

Many of the original buildings from the 1918 Master Plan have been removed during the evolving use of the Point Cook site. A summary of all of the buildings constructed in 1918, the use of those still extant and their significance ranking is provided in *Annex F*.

One of the precincts that was developed early in the site's history was the South Tarmac Precinct, established to house and maintain the growing fleet of aircraft, including seaplanes, which were considered to be an important component of a comprehensive defensive fleet. The early development of the South Tarmac incorporated the seaplane jetty (Asset 108, built 1916-1937), the 1914 water-plane hangar (Asset 95) and the battle plane hangar (Asset 104, built 1917).

Housing at Point Cook was developed from the earliest years, formalising from the beginning the social hierarchy, way of life and organisation of the RAAF. Early housing styles would become characteristic of other RAAF bases and had similarities with early accommodation at HMAS Cerberus and Duntroon, the pre – WW1 Navy and Army equivalents to Point Cook. Of particular note are excellent representative examples of single storey houses and two storey weatherboard accommodation units, in addition to examples of servant's quarters associated with the single officer's quarters, erected in 1918.

The Australian Air Force was formed on 31 March 1921, mainly as a result of the efforts of Sir Richard Williams, by this time a World War One veteran. It was the second professional air force to be established in the world. During its first year of operation, the force became the Royal Australian Air Force. Apart from a Headquarters in Melbourne and a small liaison staff in London, Point Cook was the only Australian Air Force establishment until 1923.

Point Cook also operated as a civil aviation base, being the starting point for many early civil voyages. The first aerial circumnavigation of the Australian coastline left from Point Cook in May 1924, and the first north – south crossing of the Australian continent departed from Point Cook in 1919. Charles Kingsford Smith took off in 1929 for the first non-stop, east – west Australian continent crossing.

The parade ground at Point Cook was completed in 1930. However, development at the Base slowed during the Depression, with construction almost completely halted by the early 1930s. Some important construction did occur in the interwar period. Uncommon buildings from this period include the Aeronautics School (Bldg 92, 1922), Base Squadron HQ (Bldg 87, 1929), the Officers' Mess (Bldg 33, 1937), and in particular the School of Instruction (Bldg 161, 1940) which is one of only three surviving examples of this type of building. The early years of World War Two also resulted in the addition of fourteen Bellman hangars across the site, the first of which was constructed in 1940.

Throughout World War Two, Point Cook played a prominent role in Australia's commitment to the Allied Forces. One of the key initiatives of the Allies was the Empire Air Training Scheme, where countries including Australia and Canada would undertake training, then send the newly trained pilots and crew to Britain. The scheme was proposed on an enormous scale, and Point Cook underwent major development, with the erection of hundreds of prefabricated huts all over the site. The No. 1 Service Flying Training School at Point Cook trained over 2,600 pilots in a short duration, complemented by seven other Service Flying Training Schools around Australia.

Point Cook remained the primary RAAF training facility after the end of World War Two, but its use has slowly diminished, as functions have been transferred to other bases. In 1952 action was taken by the RAAF to establish an aviation museum at Point Cook. The museum provides research and restoration facilities for historic aircraft and is involved in commemorative events like Victory in the Pacific (VP) Day. The only further significant development at Point Cook was the construction of the RAAF Academy in the 1960s, near the entrance to the Base.

In 1992 the Base closed its pilot training operations. The RAAF College still operates from Point Cook within the former Academy Buildings but is proposed to be relocated to RAAF Base East Sale during 2008. The RAAF Museum continues to operate from a section of the Base close to the airstrip and utilises a number of the Bellman hangars, and a number of other user groups presently lease areas of the site for commercial and civilian aviation purposes.

E.2

SITE DESCRIPTION

The physical layout of Point Cook is divided into two major built up areas, divided by the airfield and open grassland. To the northern end are the accommodation areas, offices and training rooms, the RAAF Museum, the North Tarmac Precinct and administrative functions. South of the airfield is the technical workshop and hangar precinct, known as the South Tarmac Precinct.

The northern area of the site is further defined into precincts, established generally according to function and rank. The key precincts at Point Cook are shown in *Figure 1.1* and are described in the following sections. Some buildings and elements with heritage values are located outside these Precincts and are discussed in *Section E.3*.

Note: With regard to the condition assessment provided in the tables below, the assessment of the condition of buildings has been drawn partly from the site visit undertaken in May 2007, and also draws on the assessments made in the 2005 Buildings and Infrastructure Assessment prepared by SKM. That document was based on a thorough investigation of most buildings at Point

Cook, including a condition audit, and an assessment of each building's compliance with current building standards.

E.2.1 South Tarmac and Seaplane Jetty Precinct

The South Tarmac and Seaplane Jetty Precinct (South Tarmac Precinct) is directly adjacent Port Phillip Bay and contains several of the oldest buildings at Point Cook. The precinct is characterised by utilitarian buildings including hangars, workshops and also contains the former seaplane jetty. The hangars are clad in a combination of timber and weatherboard, and galvanized or painted corrugated steel. To the western end of the precinct is the former Aeronautics and Air Navigation School, a collection of simple weatherboard buildings constructed along the same alignment as the hangars. A row of four Bellman hangars forms a visual boundary to the north side of the precinct where it abuts the airfield. The layout of the South Tarmac Precinct is shown in *Figure 3.1*.

The following buildings comprise the South Tarmac Precinct:

Table E.2 South Tarmac Precinct Assets [refer to Figure 3.1]

Asset No.	Current Use	Former Use	Condition
90	Museum Store	Motor Transport Garage	Poor
91	Vacant	Language / Aeronautics School	Poor
92	Vacant	Language / Aeronautics School	Poor
93	Vacant	Language / Air Navigation School	Poor
95	Store	Seaplane Hangar, Aeroplane Workshops	Good
96	Vacant	Language / Wireless School	Poor
100	Vacant	Seaplane Squadron HQ	Fair
101	Vacant	Seaplane Hangar	Good
102	Toilet Block	Toilet Block	Poor
104	Bivouac Store	Battleplane Hangar	Fair
108	Jetty	Jetty	Poor
120	Substation No. 3	Substation No. 3	Fair
121	Gas Bottle Storage	Gunnery Stop Butt	Poor
122	Vacant	Hazardous / Inflammable Store	Poor
203	Airstrip Use	WWII Hut	Poor
209, 218	Toilet Block	Toilet Block	Poor
210	Museum Storage	Aeroplane Hangar	Poor
211 – 214	Hangars/Store	Bellman Hangars	Poor
217	Trap Release Shed	Trap Release Shed	Very Poor
221	Museum Storage	Store	Poor
224	Vacant	Stop Butt	Poor
243	Vacant	Classroom Block RAAF College	Poor
485	Pt Cook Flying Club	(WWII Hut) and extension	Good

E.2.2 North Tarmac Precinct

The North Tarmac Precinct contains ten Bellman hangars, arranged in pairs around an arc that defines the western edge of the airstrip. Several smaller ancillary buildings are arranged in line with the hangars, including several P1 type huts. The northern hangars have been set up to house the Museum display, and are associated with the concrete building 202 which facilitates museum administrative functions. The spaces between the buildings are bituminised and concreted, with little landscaping present in the vicinity. The layout of the North Tarmac Precinct is shown in *Figure 3.2*

The following buildings comprise the North Tarmac Precinct.

Table E.3 North Tarmac Precinct Assets [refer to Figure 3.2]

Asset No.	Current Use	Former Use	Condition
82	Switch Room	Switch Room	Poor
83	Sewage Pump House	Sewage Pump House	Poor
168	NDI (Wheel Bay)	(WWII Hut)	Poor
169	Defence Section	(WWII Hut)	Poor
170	Vacant	(WWII Hut)	Poor
176	Museum Equipment	(WWII Hut)	Poor
177	Museum	Electrical Supply	Good
178 – 187	Museum, Museum Store, Workshops	Bellman Hangars	Fair
188	AAFC Flying Operations	WWII Hut	Good
190	Museum use	WWII Hut	Poor
193	Toilet Block	-	Poor
194	Battery Workshop	North Tarmac Store	Fair
195	Museum Entry		Good
197, 200, 201, 204	Museum Store, Misc. Stores	-	Fair - Good
202	RAAF Museum Admin./RAAF/Flight training	-	Good
331	Control Tower	Control Tower	Good
332	Airfield lighting switch room	-	Good

E.2.3 Staff Officer's and NCO Residences Precinct

The Staff Officer's and NCO Residences Precinct (Staff Residences Precinct) contains eight houses fronting Cole Street and five facing Dalzell Road. The Cole Street houses are clad in weatherboard and maintain a consistent architectural language across the eight. Each of the eight has a hipped roof that generally extends over the veranda space and timber veranda balustrades. Several of the residences have had internal upgrades to kitchens and wet areas.

At the southern end of Dalzell Road is Lukis House, the only two-storey residence in the precinct. The four other Dalzell Road houses are generally of a later construction date than the Cole Street residences, but maintain a consistency of materials and character. The layout of the Staff Residences Precinct is shown in *Figure 3.3*.

The following buildings comprise the Staff Residences Precinct:

Table E.4 *Staff Residences Precinct Assets [refer to Figure 3.3]*

Asset No.	Current Use	Address	Condition
M000	Vacant	2 Dalzell Road	Fair
M001	Vacant	3 Dalzell Road	Fair
M002	Vacant	4 Dalzell Road	Fair
M003	Vacant	5 Dalzell Road	Poor
M004	Vacant	1 Cole Street	Fair
M005	Vacant	2 Cole Street	Fair
M006	Vacant	3 Cole Street	Fair
M007	Vacant	4 Cole Street	Fair
M008	Vacant	5 Cole Street	Fair
M009	Vacant	6 Cole Street	Fair
M010	Vacant	7 Cole Street	Fair
M011	Residence (in use)	8 Cole Street	Fair
M027/028	Residence (in use)	Lukis House, 1 Dalzell Road	Fair

E.2.4 *Single Officers' Quarters Precinct*

The original Single Officers' Quarters Precinct contains five, two-storey blocks of sleeping quarters, set around three sides of a grassed area, the fourth side being occupied by the original Officers' Mess. The accommodation quarters are weatherboard clad with consistent floor plans and internal arrangements. Adjacent to the Mess, two single storey accommodation blocks are located, also clad in weatherboard in keeping with all buildings in the precinct. The construction of two water towers in the central courtyard area has diminished the ability to understand the relationships between the buildings in the precinct. The layout of the Single Officers' Quarters Precinct is shown in *Figure 3.4*.

The following buildings comprise the Single Officers' Quarters Precinct:

Table E.5 *Single Officers' Quarters Precinct Assets [refer to Figure 3.4]*

Asset No.	Current Use	Former Use	Condition
18	Vacant	Officers' Mess / Sergeants' Mess	Fair
21	Vacant	Linen & Bedding Store / Laundry	Poor
22	Vacant	Servants' Quarters (relocated from adjacent Building 18)	Poor
23	Vacant	Single Officers' Quarters	Poor
24	Vacant	Single Officers' Quarters	Poor
27	Vacant	Single Officers' Quarters	Poor
28	Vacant	Single Officers' Quarters	Poor
29	Vacant	Single Officers' Quarters	Poor
30	Water Towers	Water Towers	Fair
342, 343, 346	Vacant	SNCO's Accommodation	Good
488	Vacant	Single Officers' Quarters	Poor

E.2.5 *Single Mechanics' Quarters Precinct*

The Single Mechanics' Quarters precinct has been altered greatly from its original intact layout, centred around a Mess building. Only three of the original two-storey accommodation blocks remain, and two have been reclad in aluminium 'weatherboard look' cladding. The weatherboard clad cinema / auditorium remains, with the rest of the precinct largely redeveloped with newer brick accommodation blocks. The layout of the Single Mechanics' Quarters Precinct is shown in *Figure 3.5*.

The following buildings comprise the Single Mechanics' Quarters Precinct:

Table E.6 *Single Mechanic's Quarters Precinct Assets [refer to Figure 3.5]*

Asset No.	Current Use	Former Use	Condition
19	Vacant	Airmen's Club / Store	Good
38	Major Henry Petre Auditorium	Airmen's Gymnasium / Cinema	Fair
41	Vacant	Mechanics' Quarters	Poor
42	Vacant	Mechanics' Quarters	Poor
46	Vacant	Mechanics' Quarters	Poor
49	Vacant	Accommodation Blocks	Good
50, 53-63	Vacant	Accommodation Blocks	Good
234 - 236	Vacant	Accommodation Blocks	Good

E.2.6 *RAAF Academy Precinct*

The former RAAF Academy Precinct buildings are set around an open space area, dominated by the RAAF Chapel (Building 5), which is located on the central axis of the precinct. The buildings are generally rectilinear in form, constructed predominantly in red brick, with blue spandrel panels to several buildings. The exception is the centrally located chapel, which has a diamond shaped roof of distinctive form. The layout of the RAAF Academy Precinct is shown in *Figure 3.6*.

The RAAF Academy Precinct comprises the following buildings:

Table E.7 *RAAF Academy Precinct Assets [refer to Figure 3.6]*

Asset No.	Current Use	Former Use	Condition
3	OTS Headquarters	N/A	Good
4	RAAF Academy	N/A	Good
5	Chapel	N/A	Good
6	School of Post Graduate Studies	N/A	Good
7	AAFC Offices and Lecture Rooms	N/A	Good
8	RAAF Academy	N/A	Good
9	RAAF College Headquarters	N/A	Good
10	RAAF Academy	N/A	Good
11	RAAF Academy	N/A	Good
12	Cadet's Laundry	N/A	Good

E.2.7 *Parade Ground Precinct*

The Parade Ground Precinct comprises the centrally located rectangular parade ground, bordered by cypress plantings and a low chain fence and on its southern side, the former Flying Training School Headquarters (building 87), a two storey weatherboard building aligned on the central axis of the parade ground. In line with this building are the flagpole and stone AFC memorial. The layout of the Parade Ground Precinct is shown in *Figure 3.7*.

The following assets and buildings comprise the Parade Ground Precinct:

Table E.8 *Parade Ground Precinct Assets [refer to Figure 3.7]*

Asset No.	Current Use	Former Use	Condition
87	Vacant	Flying Training School HQ; RAAF Station HQ; Base Squadron HQ.	Good
88	Parade Ground	Parade Ground	Good
86	Flagpole	-	Good
94	AFC Memorial	-	Good

E.2.8 *Merz Road World War Two Huts Precinct*

This Precinct is bounded by Merz Road, Swan Street and Dalzell Road and is clearly indicative of the layout and use of the World War Two huts, once laid out over the site in their hundreds. Modifications, including replacement of asbestos cement roofing and enlargement of window openings, have been undertaken to some of the huts, but they retain their simple original form and demonstrate the planning basis employed at the time these huts were introduced, spaced at regular intervals parallel to each other. The layout of the Merz Road WW2 Huts Precinct is shown in *Figure 3.8*.

The following buildings comprise the Merz Road WW2 Huts Precinct:

Table E.9 *Merz Road WW2 Huts Precinct Assets [refer to Figure 3.8]*

Asset No.	Current Use	Former Use	Condition
277	Child Care Centre	Trainee Sleeping Quarters	Good
228	Vacant	Trainee Sleeping Quarters	Fair
455	Playgroup	Trainee Sleeping Quarters	Poor
456	Kindergarten	Trainee Sleeping Quarters	Good

E.2.9 *Entry Precinct*

The Entry Precinct is comprised of a small group of buildings, and centres on the guardhouse/security office (Building 70). The gateway to Point Cook is relatively informal and has lost the c1938 metal gates that incorporated the RAAF insignia, although the brick sentry box/gate posts remain. The Guard House is designed in the vernacular style commonly seen at the Base. It is a simple building clad in weatherboard punctuated by double hung timber sash windows, and roofed in corrugated sheet metal. The layout of the Entry Precinct is shown in *Figure 3.9*.

The following buildings comprise the Entry Precinct:

Table E.10 *Entry Precinct Assets [refer to Figure 3.9]*

Asset No.	Current Use	Former Use	Condition
70	Security Office	Guard House	Fair
932	Sentry Boxes	Sentry Boxes	Fair
81	Substation	Substation	Good
145	Security Control Building	-	Good

E.3 *BUILDINGS OUTSIDE PRECINCTS*

Outside of the precincts described above are a number of significant buildings. Descriptions are provided below. The locations of these buildings are shown on *Figure 3.10*.

E.3.1 *Building 33, Officers' Mess*

The Officers' Mess is constructed in face red brick, with a rendered portico and window dressings to its central portion, and a terracotta tile roof. Architecturally the Mess was a significant departure from the prevailing use of timber, weatherboard and corrugated galvanized sheet roofing. The building is located in a solitary position, visually impressive when viewed from Williams Road, but remote from other precincts.

Later, two-storey projecting masonry wings are located to the north and south of the building.

Condition: Good

E.3.2 *Building 34, Garage*

It is an unassuming, utilitarian building constructed in weatherboard and corrugated sheet metal, complementing the fabric of the Mechanics' Precinct and other adjacent buildings of moderate heritage significance due to its association with the World War Two era of development and activity at Point Cook.

Condition: Good

E.3.3 *Building 161, Library / HQ, 1st FTS*

This building was originally the School of Instruction. Comprising a central two storey brick core with timber framed single storey wings to the north and south; Building 161 complements the adjacent Officers' Mess through its scale and use of face red brick, but is less resolved and elaborate in its detailing. Modifications to the window openings to the north wing have disrupted the symmetry of the whole, and the use of asbestos / fibre cement cladding gives the building a less sophisticated air than its neighbour.

Condition: Fair

E.3.4 *Building 25, Substation No. 2*

Substation No. 2 was built in 1941, constructed in unadorned face red brick, with an asbestos cement roof. It retains its rendered finish detailing around the cornice level. The building is out of context in an area of predominantly weatherboard buildings, but is stylistically indicative of its function.

Condition: Good

E.3.5 *Building 71, Airmen's Garage*

Building 71 is an unassuming, utilitarian building constructed in weatherboard and corrugated sheet metal, complementing the fabric of the Mechanics' Precinct and other adjacent buildings but of no outstanding architectural merit of its own accord.

Condition: Good

E.3.6 *Building 72, Barracks Office and Store*

The former Barracks Office and Store were originally erected at the South Tarmac Precinct in 1915 and 1917. The two buildings are clad in weatherboard with galvanized sheet metal gable roofs. Both are relatively small structures with multi-paned timber windows, and both remain fairly intact with only minor later additions and alterations.

The Office (72W) was relocated to its current site in 1935, and the Store (72E) was moved twice, first to the Cole Street mechanics area, and then to its present location in 1946.

Condition: Poor

E.3.7 *Building 74, State School*

The school building is typical of the early style utilised at Point Cook, with weatherboard cladding, a corrugated sheet metal roof, and displaying the cross motif on the veranda balustrade found on residential buildings at the Base. The building is also quite typical of regional school buildings in Victoria during the early twentieth century.

Condition: Good

E.3.8 *Building M026, Caretaker's Cottage*

The Caretaker's cottage is clad in weatherboard, as are most of the early residences at Point Cook, and is relatively intact. It retains its timber veranda and balustrade, and has a corrugated sheet metal roof. It is visually separated from the other early residences on the Base, having been relocated in 1936

from the corner of Williams and Stutt Street. (Pers. comms Peter Navaretti 12/9/2007) The residences to the immediate south were constructed in the 1980s to replace a row of fourteen residences dating from 1918 to 1923. It retains its detached laundry / store and garage to the rear of the residence.

Condition: Good

E.3.9 *Building 125, P1 Hut*

Building 125 is a remnant circa World War Two hut, displaying the characteristics of this building type including corrugated sheet metal cladding horizontally laid, timber casement windows and simple rectangular form. Its solitary placement is not indicative of the way in which the P1 type hut was generally used, and may be a remnant from a much larger group.

Condition: Poor

E.3.10 *Buildings 155, 156, 158, P1 Huts*

This group of three World War Two huts are remnants of the early 1940s boom period, when hundreds of P1 type huts were constructed on the Point Cook site. They are corrugated sheet metal clad, timber framed buildings with corrugated sheet metal roofs, raised on stumps.

Condition: Poor

E.4 *ELEMENTS OUTSIDE PRECINCTS*

Outside of the precincts described above are a number of significant site elements. Descriptions are provided below. The locations of these elements are shown on *Figure 3.11*.

E.4.1 *Rifle Range*

The Rifle Range is an open grassed area with an earth embankment (stop butt) at the south end. Two storage buildings are located within the compound, both in poor repair.

E.4.2 *Airstrip*

The 04/22 and 17/35 runways are surfaced, whilst the 13/31 and 26/80 runways are grassed and for use by lighter craft only.

Condition: Fair

E.4.3 *Horizon Tank*

The Horizon Tank was constructed as a film set in the 1990s and is believed to be one of only three in the world. It is a large open concrete structure, located east of the south tarmac and close to the shoreline.

Condition: Good

E.4.4 *Landscape Elements*

The landscape at Point Cook has been largely sculpted and manipulated by human intervention, with little evidence within the RAAF Base of the scrub and grassland that would have prevailed prior to its use as farm land. The choice of cypress for the extensive planting undertaken at Point Cook is presumably based on its reputation as a good windbreak. By the 1950s the cypress had matured well, and aerial photographs indicate the extent of plantings. The Mechanics' Precinct was enclosed on all four sides by cypress trees, and both sides of Williams Road, including in front of the Officers' Mess were also formally planted. Many of these trees were removed at some time during the 1960s.

Mature cypress trees line the shore adjacent to the end of the jetty, and a stand is located behind the concrete slabs that are remnants of Buildings 105 and 106 (c1918 hangars). Of greater note at the South Tarmac area are the plantings located at the entry to various buildings in the former Air Navigation School complex. Different species appear in pairs either side of the entry doors to the Building 91 (Cabbage Trees), Building 92 (Italian Cypress 'Candle Pines'), and Building 96 (Canary Island Palms). The reason for this variation is unknown.

Mature cypress pines line Cole Street, Stutt Street, one side of Williams Road, Merz Road and encircle both the Parade Ground and central sports ground. These trees are heritage listed under Victorian heritage legislation (refer to Heritage Victoria Site Inventory Register No. H7822-0119).

E.5 *UPDATED CONDITION REPORTING*

Because Point Cook was previously planned to leave Commonwealth ownership, maintenance was limited or deferred on many of the Base's structures. As part of the IAMP (refer *Section 4.2*), a physical appraisal of Point Cook's heritage structures was undertaken in 2011. This determined that the overall condition of the site ranges from fair to very poor.

The Government's decision to retain and continue use of the base has led to an immediate need to undertake essential maintenance on these structures, in order to provide facilities that support current and future functions, and to preserve and enhance the heritage values of the base in accordance with this HMP. Defence is currently in the process of programming a series of preliminary maintenance works, and these are presented below in *Table E.11*.

Table E.11 Works Packages

Works ID.	Description	Justification	Relevant Assets/ Information
4439	External heritage works to ensure asset preservation	Structures have been identified as having significant heritage value and need to be maintained to ensure the assets do not deteriorate	Bldgs 27-30, CF3-P3
5388	External heritage works to ensure asset preservation	Structures have been identified as having significant heritage value and need to be maintained to ensure the assets do not deteriorate	Bldgs 18, 21, 22, 23, 24 & 488, CF3-P3
5389	External heritage works to ensure asset preservation	Structures have been identified as having significant heritage value and need to be maintained to ensure the assets do not deteriorate	Bldg A0072-CF3-P3
5392	External heritage works to ensure asset preservation	Structures have been identified as having significant heritage value and need to be maintained to ensure the assets do not deteriorate	Bldgs 90, 524, 525, 544, 546, 563 –CF3-P3
5393	External heritage works to ensure asset preservation	Structures have been identified as having significant heritage value and need to be maintained to ensure the assets do not deteriorate	Bldgs 155, 156, 158 –P3
5414	External repair to a number of married quarter buildings to ensure asset preservation	Structures have been identified as having significant heritage value and need to be maintained to ensure the assets do not deteriorate	Bldgs 516-522 – CF3-P3
5415	External heritage works to ensure asset preservation	Structures have been identified as having significant heritage value and need to be maintained to ensure the assets do not deteriorate	Bldgs 33, 71, 74, 161 –CF3 & 5-P3
5416	External heritage works to ensure asset preservation	Structures have been identified as having significant heritage value and need to be maintained to ensure the assets do not deteriorate	Bldgs 38,86, 87, 125 –CF3 & 5-P3
5417	External heritage works to ensure asset preservation	Structures have been identified as having significant heritage value and need to be maintained to ensure the assets do not deteriorate	Bldgs 41, 42 –CF3-P3
5418	External repairs to an accommodation building to ensure asset preservation	Structures have been identified as having significant heritage value and need to be maintained to ensure the assets do not deteriorate	Bldg A0046 –CF3-P3
5419	External repairs to heritage listed	Structures have been identified as having significant heritage value	Bldgs 82-83, 91, 92, 93, 96 –CF3-P3

Works ID.	Description	Justification	Relevant Assets/ Information
	buildings to ensure asset preservation	and need to be maintained to ensure the assets do not deteriorate	
5420	External repairs to heritage listed buildings to ensure asset preservation	Structures have been identified as having significant heritage value and need to be maintained to ensure the assets do not deteriorate	Bldgs 82-83, 91, 92, 93, 96 –CF3-P3
5421	External repairs to heritage listed buildings to ensure asset preservation	Structures have been identified as having significant heritage value and need to be maintained to ensure the assets do not deteriorate	Bldg A0101 –CF3-P3
5422	External repairs to heritage listed buildings to ensure asset preservation	Structures have been identified as having significant heritage value and need to be maintained to ensure the assets do not deteriorate	Bdg A0243 -CF5-P3
4441	Repairs required for asset preservation	Repairs required for asset preservation	CF3- to 4-P3
5423	External and internal painting of CF1 and 2 structures	External and internal painting of CF1 and 2 structures	Bldg A0145, A0009 –CF1 & 2 –P3 & 5
5165	Replacement of museum air conditioning	Beyond life expectancy	Museum. CF3-P2
5166	Maintenance works and refurbishment: Mess	Requirement for comfort of LIA personnel	L40 , CF3 P3
5171, 5172	Fire safety works	To bring buildings up to BCA and/or MFPE standard	WILR CF2-4 P5, WILR CF3-4 P5
5175, 5181	Replace floor coverings	Requirement for building upgrades	Range of buildings identified in various documentation, WILR CF1-5 P3-5
5176, 5185, 4999	Electrical and security works	Requirement for building upgrades	Range of buildings identified in various documentation, CF3-5 P5, CF1-4 P3-5
5177, 5183, 5185	Fire safety works	Requirement for building upgrades	Range of buildings identified in various documentation, WILR CF3-5 P5
5180, 5186	Repairs to gutters and downpipes	Requirement for building upgrades	Range of buildings identified in various documentation, CF3-5 P3

Works ID.	Description	Justification	Relevant Assets/ Information
5182	External and internal painting	Requirement for building upgrades	Range of buildings identified in various documentation, WILR CF1-5, P3-5
5184	Range stop butt cleaning and rebuild – hay bales, targets etc.	To ensure asset preservation	CF3 P3
5173	Repairs to light poles, globes, security lighting etc	To improve base security	Range of buildings identified in various documentation, WILR CF3 P2 FP&E
5174	Repairs to gym, pools, windows, signage	Improve facilities for personnel	Range of buildings identified in various documentation, WILR CF3-5 P3
5178	Replacement air conditioning	Requirement for building upgrades	L8, WILR CF3 P3
5179, 4997	FP&E equipment replacement	Works in poor condition, and beyond life expectancy	WILR CF1-4 P2-5
4429	Refurbishment to Front Guard House: painting, floor coverings, window frames etc	Repairs to heritage listed building to ensure asset preservation. Works in line with recommendations of HMP	P70
210152980	Repair timber windows	n/a	A0070
210152981	Replace floor coverings	n/a	A0070
210152983	External repaint	n/a	A0070
210152984	Internal repaint	n/a	A0070
210152986	Restumping of building	n/a	A0070
210252987	Repair of electricals	n/a	A0070
210152537, 21024077, 210276267-210276273	Replace security panels (types 1 and 2)	n/a	A0005, A0145, A0164, A0177, A0184, A0185, A0195, A0197, A0202
210273918	Replace obstruction lighting	n/a	AZ016
21021787	Replace air conditioner	n/a	A0202
210241097	Replace main power switchboard	n/a	A0005
210241127	Replace TECOM System	n/a	A0144

Works ID.	Description	Justification	Relevant Assets/ Information	
210241128	Replace main power switchboard	n/a	A0144	
(Range of works numbers)	Fire safety works (general), plus works to detection systems, smoke doors, indicator panels and sprinkler systems	n/a	A0005, A0018, A0183, A0161, A0183, A0003, A0010, A0004, A0087, A0103	A0144, A0179, A0187, A0179, A0187, A0006, A0003, A0019,
210153129	Range cleaning to stop butt	n/a	A0103	
(Range of works numbers)	Replace guttering, downpipes, and roof sheeting if required	n/a	A0010, A0091, A0087, A0096	A0093, A0092,

1. Source: 2011-2016 Defence IAMP

E.6 *VALIDATION OF HERITAGE VALUES*

RAAF Williams Point Cook is included on the CHL and the NHL for its outstanding historic heritage values. As such, the heritage values of the site have been extensively analysed in previous assessments and reports as well as by the Australian Heritage Council. This section of the report therefore provides an overview of the formally listed values and some discussion to validate or expand (where appropriate) on the information currently included in the formal listing citations. It builds upon the analysis undertaken for the 2005 HMP.

E.6.1 *Comparative Analysis*

RAAF Williams Point Cook was the first military aviation complex in Australia, and the only such Base until the opening of bases at Richmond in 1923 and Laverton in 1925. As such any comparison can only be made in terms of architectural significance and built fabric with items on the Base dating from 1923, and in terms of the contribution the place has made to the Australian community, both civilian and Defence.

A brief description of other comparable sites will be provided, from which some conclusions may be drawn about the significance of Point Cook in an Australian context. Whilst there appears to be evidence to suggest that Point Cook is comparable in intactness and rarity with other bases on an international level, it is not within the scope of this report to investigate this further. Other documentation exploring this matter can be found referenced in the bibliography.

RAAF Base Richmond, New South Wales

RAAF Base Richmond was opened in 1923, the second military air base in Australia. Its association with aviation, however, extends back to 1916 when the land was reserved from sale and declared the first government owned civil aerodrome in Australia. It was not until 1928 that a concerted building effort was made to provide adequate facilities for the Base. This rapid expansion occurred over a relatively short three year period, and the unity of the 1930s building stock is of high significance. As at Point Cook, a British influence was seen in the layout characteristics of the Base, affecting planning, land use zoning, and road layouts. Functions are clearly separated into relevant zones, and a hierarchy of social structure is expressed within these segregated zones.

Although Point Cook played a pivotal role in the aviation training of personnel in the early years of Air Force development, Richmond rose to prominence during World War Two, initially responsible for coastal surveillance (until 1942), and later becoming important for its recruit training role. The Base became responsible for flying training, target training, and meteorological surveys. This role has continued to the present day, keeping Richmond at the forefront of aviation activities in Australia.

Development at Richmond increased during the Cold War years from the late 1950s to the 1960s. By 1966 the Base had almost doubled in size.

RAAF Base Amberley, Queensland

The establishment of the Amberley Base was a direct response to the renewed hostilities in Europe prior to World War Two. Though the Base was initiated in 1938, RAAF usage did not commence until 1940. However Amberley displays some of the planning characteristics first explored in Point Cook and used again at Richmond, with some regional variations.

During World War Two, Amberley quickly became recognised for its importance as a strategic location in the defence of Australia's northern regions. From this time the Base has played a vital role, serving as a major departure point for military (and civilian) traffic to and from the United States and major Pacific ports. It has simultaneously acted as a major depot for maintenance, salvage, and the assembly of new aircraft. This role extended into the Korean War, atomic testing at Maralinga in South Australia, and the Vietnam War.

RAAF Amberley retains a number of intact buildings associated with the Korean and Vietnam War era, reflective of its development at this time. These include Building 467 (Air Safety Building) and the former Army Helicopter and Fixed Wing training area. Unlike the largely rectilinear planning used at Point Cook and Richmond, Amberley has a diamond-shaped command and administration area, with access roads separating the hangars and airstrips from the other areas of the Base. RAAF Amberley provides important

examples of how the Commonwealth Government responded in the 1950s to the post-war shortage of building materials and the war-time decline of the housing construction industry during the war years, as evidenced by the Riley-Newsum cottages still existing at the Base.

RAAF Base Williamtown, New South Wales

Officially opened in 1941, RAAF Williamtown is the operational and training focus for Australia's jet fighter aircraft and provides other related support roles. In 1945, it was considered one of ten mainland RAAF bases strategically important to Australia's defence. Australia's involvement in the Korean War (1949-1951) promoted the further development of the Base. This development has continued to this day, catering to the evolving technology of Australia's jet fighter aircraft.

RAAF Williamtown's design employs a series of functional zones on a rectangular road grid, reminiscent of earlier bases. The Parade Ground forms the focus between the accommodation and mess area, and the workshops and hangars. The alignment of wartime and early post-war buildings is dictated by the road layout.

The development of RAAF Williamtown in the post war years reinforced the importance of its peacetime role. Of significance is the concrete runway, constructed in 1950, the first of its kind in Australia. New headquarters buildings and operational facilities, as well as accommodation for airmen and an equivalent investment in recreational facilities and messes, reinforced the strategic and peacetime role of RAAF Williamtown. Brick accommodation units used at Richmond during the mid 1930s were used as templates for a Dormitory Block constructed at Williamtown in 1955. As with Amberley, the post-war materials shortages inspired the use of prefabricated housing units at the Base as a solution to overcome this problem.

Summary

There are similarities between the bases in terms of planning and layout, including the separation of precincts according to rank and function. Each Base (and the group of bases as a whole) is significant for its role in the development of the Royal Australian Air Force. As Australia's only pre-World War One military aviation establishment, however, Point Cook retains physical evidence not found elsewhere, unique in the Australian context and potentially rare in the overseas arena. Later development at Point Cook is reflected in other locations, but the World War One evidence has no equal in extent or level of intactness anywhere in Australia. This evidence is physically manifested in Building 95, the Seaplane Hangar (built 1914), Building 104, the Battleplane Hangar (built 1917), the Jetty (asset 108, commenced 1916), and the simple weatherboard collection of buildings that originally formed the Aeronautics, Navigation and Wireless School. These buildings are individually of a high level of significance for their early construction date, intactness of fabric (few major alterations have occurred to obscure the

original construction materials, methods and detailing), and their clear association with the early functions of the Base.

E.6.2 Existing Assessments

Commonwealth Heritage List Criteria

Point Cook is of outstanding heritage value. Statements against each of the criteria for the CHL are provided below. Text in *italics* is additional to the current CHL citation.

Criterion (a) the place has significant heritage value because of the place's importance in the course, or pattern, of Australia's natural or cultural history

Point Cook Air Base, including the airfield, runways, jetty, hangars, parade ground, headquarters building, Aeronautics School and training buildings, staff housing and landscaping is important for its association with the establishment of Australia's military aviation forces in 1913 by the Commonwealth Government. As a Federation related initiative, Point Cook in Victoria, the temporary home of the new Commonwealth Government, was chosen for the potential to operate both land and water based aircraft.

The Central Flying School and the Australian Flying Corps were based at Point Cook, which in 1921 became the focus of the newly formed RAAF under the influence of Sir Richard Williams. As an expression of the Commonwealth's defence policy Point Cook developed under the influence of Director-General for Public Works P T Owen and Commonwealth Architect J S Murdoch. The planning of the base reflects the early perception of sea planes as integral to the military use of aviation. Subsequent planning developments, seen in the establishment of an Aeronautics School under RAAF control from 1922, expressed the prevailing philosophies based on British ideas. These ideas included the clear separation of functions and expression of the social structure of the airforce. The influence of Murdoch is seen in the continuing use of the Commonwealth Vernacular and Classical Revival styles for single and double storey weatherboard, timber buildings. In common with other pre and early Second World War bases the increased funding made available for defence by the Commonwealth allowed some buildings and service structures to be erected in brick. Style Moderne features, which illustrate this phase of development, are included in the designs for the Officers Mess (Building No. 33).

Point Cook is important for its association with the training of senior airforce officers until the 1960s, when the RAAF Staff College was transferred to Canberra. The importance of the base historically is seen in its use as the starting point for the first transcontinental flight to Darwin in 1920, the first round Australia flight in 1924 and the first non-stop flight to Perth in 1928.

Attributes

The whole of Point Cook Air Base, including the airfield, runways, jetty, hangars, parade ground, headquarters building, Aeronautics School and training buildings, staff housing and landscaping plus Officers Mess, Building 33.

Criterion (b) the place has significant heritage value because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history

Point Cook Air Base is important in demonstrating the development of a distinctive way of life on Australian air force bases. The Base includes examples of early and seminal buildings and structures, which retain their relationship to each other and to the Base as a whole. Buildings and structures of particular importance, both individually and as groups, illustrate the development of functional buildings and residential accommodation by the Commonwealth in the following periods:

1914-1918: Building 95 the Waterplane hangar of 1915, one of the two oldest defence aviation buildings in Australia; Building 210, the aeroplane hangar of 1914, the earliest example of a defence hangar; Building 104, the battleplane hangar of 1917, one of two surviving World War One hangars; Building 108, the hydroplane and seaplane jetty dating from 1916; Building 488, the single officers quarters erected in 1914; Buildings M004-006, M010 and M026, married officers' quarters, which with building 488, are the earliest surviving buildings at the Base; Building M011, married quarters, erected in 1915-1916; Building 18, the former Single Officer's Mess dating from 1918; and Building 23, the Single Officers Quarters of 1918 which established the pattern for later development.

Inter War 1919-1939: Buildings 24 and 27-29, single officers' quarters of 1929-1939; Buildings 41, 42 and 46, airmen's quarters, 1928-1939; Building 33, the new Officer's Mess of 1937; Building M027-028, CO's Married Quarters of 1937-38; Building 87, the Base Squadron Headquarters of 1929; the first purpose built headquarters building for the RAAF; and Buildings 91 and 92, the Aeronautics Schools of 1922 and 1939. The Air Navigation School and Wireless School (Buildings 93 and 96) erected in 1939 illustrate the distinctive and primary training role of the Base.

Building 101, the seaplane hangar erected in 1927 is important in illustrating the continuing, and distinctive, role of seaplanes at the Base in conjunction with Building 100, the seaplane squadron headquarters erected in 1938.

Attributes

The particular buildings identified above.

Criterion (c) the place has significant heritage value because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history

[ERM notes that the CHL citation does not include information against this criterion. However, the Woodhead HMP (revised March 2007 version) determined that the site does have some values against this criterion. This information is repeated here.]

The physical layout of Point Cook is clearly illustrative of the prevailing theories in military planning, from the establishment of the Base in 1913 through to the construction of the RAAF Academy in the 1960s. Division of technical and operational facilities, from the accommodation and service areas of the Base is clearly identifiable in the location of the South Tarmac area in relation to the rest of the Base. Numerous buildings and precincts are also indicative of the practice of separating Officers from other ranks, as evidenced by the Mess buildings (Officers' Mess, Building 33, Former Officers' (then Sergeants') Mess, Building 18; and the Airmens' Mess (demolished)).

The remnant 1940s huts at Point Cook are a reminder of the period in Australian history when pre-fabricated buildings took on numerous and different roles (sleeping quarters, mess rooms, toilet facilities, and hairdressing facilities) in order to service the enormous needs brought about by World War Two.

The RAAF Museum and its associated restoration projects allow a public understanding of the development of Australian aviation, from the first flights at Point Cook in a Bristol Box Kite, through the last 90 years of development.

Attributes

The particular buildings identified above.

Criterion (d) the place has significant heritage value because of the place's importance in demonstrating the principal characteristics of:

(i) a class of Australia's natural or cultural places; or

(ii) a class of Australia's natural or cultural environments

The Base is important in demonstrating the principal characteristics of air force bases developed in Australia under British influence between 1914 and 1939. These characteristics include the clear separation of functions and expression of the social structure of the airforce. Individual buildings and structures important in illustrating the principal characteristics of the base are outlined under Criterion B.2. Building 88, the Parade Ground of 1930; Building 38, and Building 94, the War Memorial of 1938 are important in illustrating the development and formalisation of planning concepts utilised in other later bases. Supporting buildings which contribute to the characteristics of the base include Nos 21-22, 30, 34, 38, 70, 72, 90, 142, M001-002, M003, 73, 108, 110, 155, 156, 158, 163, 176, 188, 190, 203, 211-214, 225, 228, 241-243, 259, 261, 277, 327, 427, 453, 455, 457-459, 481, 482 and 485.

One and two storey weatherboard housing at the base is important in demonstrating the influence of the Commonwealth Architects Office under John Smith Murdoch and the Vernacular style employed by the Commonwealth between 1914 and 1939. Vernacular weatherboard structures are generally modest, single or double storey, with low-pitched corrugated iron or tile roofs, wide open eaves with exposed rafters, multi-paned double sash windows and a verandah or verandahs under the main roof profile.

The principal characteristics of the Moderne Style are evident in the design of the brick Officers Mess, Building 33, erected in 1937.

Attributes

The buildings identified under criterion B that illustrate major phases of development, plus the additional buildings identified above, the one and two storey weatherboard buildings, and the new Officers Mess, Building 33.

The CHL citation states that the supporting buildings that contribute to the characteristics of the Base include 21-22, 30, 34, 38, 70, 72, 90, 142, M001-002, M003, 73, 108, 110, 155, 156, 158, 163, 176, 188, 190, 203, 211-214, 225, 228, 241-243, 259, 261, 277, 327, 427, 453, 455, 457-459, 481, 482 and 485. However, some of these assets have been removed and other assets also support the characteristics of the Base. A summary list providing asset details to be potentially updated in the current CHL citation is provided below.

Table E.12 *Corrections for Potential CHL Update*

<i>Asset No.</i>	<i>Asset Name</i>	<i>Comment</i>
73	None	Former P1 Hut Demolished
88	Parade Ground	Refer to as 'Asset' not 'Building'
110	No Asset with this number in DEMS or on Site Plan	Possibly 170, a P1 Hut
142	Guard's Toilet	Demolished
163	None	Former P1 Hut Demolished
225	None	Former P1 Hut Demolished
241	None	Former P1 Hut Demolished
242	Boiler House	Demolished
259	None	Former P1 Hut Demolished
261	None	Former P1 Hut Demolished
327	Former Hospital Building	Former P1 Hut Demolished
427	None	Former P1 Hut Demolished

<i>Asset No.</i>	<i>Asset Name</i>	<i>Comment</i>
457	<i>Church of England Chapel</i>	<i>Former P1 Hut Demolished</i>
458	<i>Catholic Chapel</i>	<i>Former P1 Hut Demolished</i>
459	<i>Post Office and Commonwealth Bank</i>	<i>Former P1 Hut Demolished</i>
481	<i>Preschool Storage</i>	<i>No contributory heritage value</i>
482	<i>Play shed</i>	<i>No contributory heritage value</i>

1. This summary is based on information provided by Peter Navaretti, former Heritage Officer, DS-VT in October 2007.

Additional assets that also support the characteristics of the Base are listed in the table below.

Table E.13 Additional Supporting Buildings

<i>Asset No.</i>	<i>Asset Name</i>	<i>Comment</i>
3	<i>Officer Training School Headquarters</i>	<i>Contributory building</i>
4	<i>Vacant RAAF College</i>	<i>Contributory building</i>
5	<i>RAAF Chapel of Holy Trinity</i>	<i>Contributory building</i>
6	<i>School of Postgraduate Studies</i>	<i>Contributory building</i>
7	<i>AAFC Offices and Lecture Rooms</i>	<i>Contributory building</i>
9	<i>RAAF College Headquarters</i>	<i>Contributory building</i>
10	<i>Defence Library Service</i>	<i>Contributory building</i>
11	<i>Cadets Sleeping Quarters</i>	<i>Contributory building</i>
12	<i>Cadets Laundry</i>	<i>Contributory building</i>
25	<i>Electrical Powerhouse and Substation No. 2</i>	<i>Contributory building</i>
71	<i>Airmen's Garage</i>	<i>Contributory building</i>
81	<i>Substation</i>	<i>Contributory building</i>
83	<i>Sewerage Pumphouse</i>	<i>Contributory building</i>
97	<i>Explosives Store (Vacant)</i>	<i>Contributory building</i>
119	<i>Explosives Store (Vacant)</i>	<i>Contributory building</i>
121	<i>Gunnery Stop Butt</i>	<i>Contributory building</i>
122	<i>Hazardous / Inflammable Store</i>	<i>Contributory building</i>

<i>Asset No.</i>	<i>Asset Name</i>	<i>Comment</i>
125	Store – WW2 Hut	Contributory building
161	Former School of Instruction	Contributory building
168	Wheel Bay – WW2 Hut	Contributory building
169	Defence Section – WW2 Hut	Contributory building
170	Vacant – WW2 Hut	Contributory building
221	Museum Storage	Contributory building
224	Cylinder Store - Stop Butt	Contributory building
456	Kindergarten	Contributory building
M007	Married Quarters - 4 Cole Street	Contributory building
M008	Married Quarters - 5 Cole Street	Contributory building
M009	Married Quarters - 6 Cole Street	Contributory building
932 Boxes	Sentry Boxes at Gate	Contributory elements

1. This summary is based on information provided by Peter Navaretti, former Heritage Officer, DS-VT in October 2007.

One and two storey weatherboard housing at the Base is important in demonstrating the influence of the Commonwealth Architects Office under John Smith Murdoch and the Vernacular style employed by the Commonwealth between 1914 and 1939. Vernacular weatherboard structures are generally modest, single or double storey, with low-pitched corrugated iron or tile roofs, wide open eaves with exposed rafters, multi-paned double sash windows and a verandah or verandahs under the main roof profile.

The principal characteristics of the Moderne Style are evident in the design of the brick Officers Mess, Building 33, erected in 1937.

Criterion (e) the place has significant heritage value because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group

[ERM notes that the CHL citation does not include information against this criterion. However, the Woodhead HMP (revised March 2007 version) determined that the site does have some values against this criterion. This information is repeated here.]

The prevailing architectural styles at Point Cook are easily identifiable according to their period, and clearly reflect the aesthetics and materials considered appropriate at the time. Until the late 1930s all accommodation and mess buildings were constructed using weatherboard cladding and sheet metal roofs (a style sometimes referred to as Early Commonwealth Vernacular). These buildings reflect the humble beginnings of the Air Force, as do the purely utilitarian service buildings at the South Tarmac Area.

The change in style evidenced in Building 33 (1937), Building 161 (1940) and the subtle internal detailing of Building 96 (1939), reflect the change to a view of the Royal Australian Air Force as an equal to its earlier counterparts, the Navy and Army, providing a sense of permanence and formality to the Base.

The 1960s RAAF Academy is reflective of the further development of the Base, demonstrating another shift in material choice, but still maintaining the planning framework established by the earliest buildings.

The earliest weatherboard buildings and South Tarmac hangars are of particular value to Air Force veterans, a large number of whom would have lived and trained at Point Cook.

Criterion (f) the place has significant heritage value because of the place's importance in demonstrating a high degree of creative or technical achievement at a particular period

[ERM notes that the CHL citation does not include information against this criterion. However, the Woodhead HMP (revised March 2007 version) determined that the site does have some values against this criterion. This information is repeated here.]

A number of specific buildings at Point Cook display technical achievement, including Building 95 (former Waterplane Hangar), believed to be the oldest purpose built military aviation building in Australia, and the only remaining timber clad hangar at the site. The Seaplane Jetty (Building 108) was, at its time of construction in 1916, a major construction feat, measuring 175 metres into Port Phillip Bay with a 20 metre slipway at its end. By 1938 it had been extended to 415 metres. It is believed to be one of very few structures of this nature designed specifically for launching seaplanes.

Point Cook also facilitated a large number of early flights throughout Australia, significant technical achievements in themselves. In August 1928, Point Cook was the departure point for Charles Kingsford Smith on his non-stop crossing of the nation from east to west. Other firsts were the non-stop circumnavigation of Australia by Goble and McIntyre in 1924, and the first flight of an Australian made military aircraft in August 1915.

Criterion (g) the place has significant heritage value because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons

The Base is important as a place, which is highly valued by members, and former members, of the RAAF for its symbolic, cultural and social associations.

Attributes: Not clarified.

Criterion (h) the place has significant heritage value because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history

Point Cook Air Base is important for its close association with Sir Richard Williams, one of the first cadets at the base, who was responsible in 1922 for the formation of the RAAF.

Attributes

Not clarified

Criterion (i) the place has significant heritage value because of the place's importance as part of indigenous tradition

Stone artefact sites have been recorded near the Point Cook Homestead site, to the east of the RAAF Base, and at nearby Altona. Further assessment is required to determine whether Point Cook meets this criterion. Previously identified Aboriginal heritage sites have been recorded outside the NHL boundaries. It is outside the scope of this historic heritage HMP to consider the potential Indigenous heritage values of Point Cook.

National Heritage List Criteria

This assessment of significance has been prepared against the criteria for the National Heritage List. Point Cook is formally entered on the NHL. Point Cook Air Base has been assessed by the Australian Heritage Council for its heritage values. The Council has determined that Point Cook satisfies Criteria A, B, D, G and H as being of outstanding heritage value to Australia. The Australian Heritage Database citation for the National Heritage List and map of the listed area are provided at *Annex A*.

The following assessment reflects any changes arising from the site visit and research undertaken since the preparation of the Woodhead HMP in September 2005, and should be considered the most up to date description of the heritage values of the place.

Point Cook is of outstanding heritage value. Statements against each of the criteria for the NHL are provided below. Text in *italics* is additional to the current NHL citation.

Criterion (a) the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history

The RAAF Base at Point Cook is significant as the site of Australia's first military aviation activities, and as the birthplace of the Royal Australian Air Force, born out of the Australian Flying Corps.

The story of Point Cook, as the oldest military airbase in Australia, is an essential part of the story of the RAAF and the development of military and civil aviation in Australia.

RAAF Base Point Cook was established in 1913 by the Federal Government as Australia's first military flying school-the Central Flying School. From this

modest beginning Australia became the only British dominion to set up a flying corps of its own for service during World War One, the first flying training course commencing on 17 August 1914. The corps became the Australian Flying Corps (AFC), seeing active service in Mesopotamia and on the Western Front in France. It was clear by the end of World War One that air power was an important military capability.

In January 1919 the Federal Government decided to form a separate air service. The RAAF, formed on the 31st of March 1921, was the second professional air force in the world, established three years later than the British Royal Air Force. The Prime Minister, Billy Hughes, saw the benefits of airpower in the defence of the coastline, supporting the creation of the RAAF

The first aerial circumnavigation of the Australian coastline was made from Point Cook in May 1924 by RAAF personnel Goble and McIntyre. Five years earlier, in 1919, the first north-south crossing of the continent had been achieved by a BE-2e and pilots from Point Cook, in the search for a suitable landing ground for Australian aviators Ross and Keith Smith. Connections with civilian aviation were reinforced in 1929 when Charles Kingsford-Smith took off from Point Cook in the Southern Cross, for the first non-stop, east - west crossing of the continent.

With the outbreak of war in September 1939, RAAF Base Point Cook became the focus of RAAF training in Australia, a role it maintained until the 1990s. RAAF Base Point Cook is recognised as the oldest military aviation base in Australia serving between 1914 and 1992. Aspects of the base, which illustrate its long service and origins, include the planning and layout of the base prior to World War One, during the Inter-war period and during World Wars One and Two, as well as individual buildings and suites of buildings.

Aspects of the Base including its planning and layout reflect its ongoing development as the primary training base for the RAAF, with clear representation of the major developments from each key period of conflict remaining at the Base in the form of buildings, infrastructure and landscaping elements.

Criterion (b) the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history

RAAF Base Point Cook is the only remaining World War One military airfield complex in Australia and features the oldest, most extensive complex of military aviation buildings in Australia. The master plan, designed in 1917, and implemented from 1918 under J. S. Murdoch, first Commonwealth Architect, was seminal in Australia and would influence the planning and development of later military aviation bases in Australia. Together, the planning, layout and built fabric comprise the only example of a military air base associated with the major periods of development of the RAAF: pre World War One, World War One, Inter-war and World War Two. *The current*

planning, layout and several buildings at RAAF Base Point Cook adhere strongly to Murdoch's 1918 Master plan.

The base includes uncommon examples of building types specific to each of these periods. In particular the fabric of the base includes examples of the oldest hangars (Bldgs 95, 104 and 210 erected 1914-1917) and workshops, military or civilian, in Australia. The Australian Flying Corps complex on the Southern Tarmac area, including the seaplane jetty (Bldg 108 erected 1916-1937), the water-plane hangar of 1914 and the later 1920s seaplane complex, is recognized [sic] internationally as rare and as a whole the Point Cook air base is perhaps the only remaining relatively intact early military airfield in the world. This rarity is reinforced by the survival of early examples of staff housing, such as the Dalzeill Street group of housing (Bdlgs M004-006, M010 and M026 erected 1914-1915) and uncommon examples and groups of seminal, military aviation buildings of each of the major periods of development.

Uncommon buildings of the Inter-war period include the Aeronautics School (Bldg 92 erected 1922), Base Squadron Headquarters (Bldg 87 erected 1929) and the Officers Mess (Bldg 33 erected in 1937). In particular the School of Instruction (Bldg 161 erected in 1940) is one of only three surviving examples, which, in conjunction with the unusually large number of Bellman Hangars (Bldgs 211-214 and 178-187 erected 1940), reinforces its significance as the focus of World War Two RAAF training activities.

Criterion (c) the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history

Point Cook does not meet the threshold of 'outstanding heritage significance' against this criterion.

Criterion (d) the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of:

(i) a class of Australia's natural or cultural places; or

(ii) a class of Australia's natural or cultural environments

Point Cook reflects many principal characteristics of Defence bases throughout Australia, such as axial planning, building design, separation of activities and ranks, and its ceremonial focus on the parade ground. Additionally, Point Cook is not merely representative but informative of other bases, being the first Base established in Australia. Many aspects of the architecture and planning at Point Cook can be found at other Defence installations, including Royal Military College (RMC) Duntroon and HMAS Cerberus, the Army and Navy equivalents of Point Cook in their roles as training facilities.

The 1917 master plan for the base established the clear separation of functions required for military aviation. The dominant functional zones included the Southern (hangars and workshops) and Central (accommodation) Tarmac areas and the runway areas formalized [sic] in 1943. The administration and training areas were typically located between the early accommodation areas and the hangars and workshops, with a clearly articulated layout based on major and minor planning axes. The plantings of windbreak trees in the 1920s, in particular Cupressus species, created a landscape with both functional and formal values, with characteristics reflected in other military and aviation bases such as RAAF Base Richmond. The parade ground at Point Cook, completed in 1930, would become a prominent feature of later RAAF bases, as would the rows of prefabricated Bellman Hangars, erected during World War Two, at the interface with the runway and apron areas. These functional zones, landscape elements and features would be characteristic of RAAF bases erected between 1924 and 1945, their relationship depending on site parameters and operational requirements, including runway layout and orientation. Features of the site that assist in establishing this functional arrangement include the consistent cypress plantings, and the central parade ground, both a visual and physical break between functions, but also the ceremonial heart of Point Cook.

The social hierarchy, way of life and organisation of the RAAF, are expressed in the location and range of accommodation types at Point Cook. These accommodation types would become characteristic of RAAF bases such as RAAF Base Richmond and had similarities with early accommodation at HMAS Cerberus and Duntroon College, the pre-WW1 Navy and Army equivalents to RAAF Base Point Cook. Of particular note are excellent representative examples of single-storey houses and two-storey weatherboard accommodation units (e.g. Bldgs 18, 23, 24, 27, 28, 29, 41, 42, 46, M011 and M001-002 erected from 1914-1939), in addition to examples of servant's quarters associated with the single officer's quarters erected in 1918 (Bldg 22).

At Point Cook, a range of building types demonstrate the role of the Commonwealth Architect's department in introducing high standards of design across sites associated with military activities. These generic standards continued into the post 1945 period (the National Service era which began in the 1950s), although little detailed information about these structures at RAAF base Point Cook and elsewhere is available.

RAAF Base Point Cook demonstrates the principal characteristics, including building types, planning and layout, which illustrate the development of military aviation bases in Australia during the pre-World War One, World War One, Inter-war and World War Two periods. Buildings and structures of particular interest, and which characterise the major periods of development, include:

Pre-World War One and World War One; 18, 21, 22, 23, 30, 72, 81, 82, 95, 104, 108, 210, 488, M011, M004-006, M010, M026.

Inter-war; 24, 27, 28, 29, 33, 34, 38, 41, 42, 46, 70, 71, 74, 86, 87, 88, 90, 91, 92, 93, 94, 96, 100, 101, 121, M00, M001-003, M007-009, M0027-0028, sentry boxes; and

World War Two; 161, 178-187, 211-214 and the concrete runways of 1943. P-type, timber hutments illustrate the need for a considerable work force during the wartime years 1939-1945. These include buildings Nos 73, 110, 122, 155, 156, 158, 163, 176, 188, 190, 203, 221, 225, 228, 241-243, 259, 261, 277, 327-329, 427, 453, 455, 457, 458, 459, 481, 482 and 485.

Criterion (e) the place has outstanding heritage value to the nation because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group

Point Cook does not meet the threshold of 'outstanding heritage significance' against this criterion.

Criterion (f) the place has outstanding heritage value to the nation because of the place's importance in demonstrating a high degree of creative or technical achievement at a particular period

Point Cook has played a role in the development of fixed wing aircraft design from the early flight period of the 1910s through to the present day.

Criterion (g) the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons

RAAF Base Point Cook was the birthplace of the RAAF in 1921. The place has a special association with Australian RAAF personnel and veterans and as the core training complex for the Australian Flying Corps and RAAF from 1914 until 1992.

Point Cook was the only military aviation complex in Australia from its formation in 1913, until Richmond was established in 1923. As such it is the only site that displays pre-World War One structures and planning, and is intrinsically linked with the formation of the RAAF in 1921. Countless servicemen and women have trained and lived at Point Cook since the establishment of the Central Flying School in 1913, and the intact nature of the planning and high number of buildings provide tangible evidence of the place's role in the lives of these people.

As the longest continuously operating military air base in Australia, RAAF Base Point Cook has been collectively identified by the RAAF for its cultural values.

In 1952 action was taken by the RAAF to establish an aviation museum at Point Cook. The museum provides research and restoration facilities for historic aircraft and is involved in commemorative events such as VP Day. Many of these functions are fostered through the services of volunteer staff, including former RAAF engineers and flight crew.

Criterion (h) the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history

Point Cook is associated closely with the lives of several notable Australians. These include Thomas Chirnside, one of the largest landholders in the Werribee District by the late nineteenth century and a number of RAAF heroes. Of particular note are Sir Richard Williams and Thomas Walter White. Point Cook also has a strong association with notable architect John Smith Murdoch.

Sir Richard Williams

Williams was one of the first cadets to train at Point Cook, arriving in August 1914. He became a member of the first Air Board in 1920 after serving in the Middle East in World War One, and was instrumental in seeing the establishment of the Royal Australian Air Force, inaugurated in March 1921, in the role of Chief of Air Staff. His ongoing contributions to the force have been recognised in the naming of the Point Cook and Laverton bases jointly as RAAF Williams.

Thomas Walter White

White was one of the four graduates from the inaugural training course, and served in the Middle East. He was captured by the Turkish in 1915 but escaped via Russia in 1918. White later was appointed Minister for Air and Civil Aviation, under the Menzies Government.

John Smith Murdoch

Murdoch began his career with the Commonwealth Public Works branch in 1909 after a number of years as a draftsman in the Queensland Department of Public Works. He took on the role of senior assistant to the Director General, Percy Owen, and his career in this department spanned 20 years until his retirement in 1929. As well as designing a number of public buildings throughout Australia (most notably Provisional Parliament House, Canberra), Murdoch contributed both to the architecture and planning of a number of Defence bases, including the RAAF Bases at Point Cook and Laverton (Victoria) and Richmond (NSW); Navy bases HMAS Cerberus (Victoria) and HMAS Creswell (Jervis Bay, ACT); and the RMC Duntroon (ACT). Many of his buildings are still standing at Point Cook, and a number of these remain largely unaltered. Murdoch is recognised as one of the most influential contributors to the development of a 'Commonwealth' style, one which is still evident at Point Cook today.

RAAF Base Point Cook is important as a whole to RAAF personnel and ex-RAAF personnel as the first military aviation base in Australia and as the birthplace of the RAAF in 1921. In these roles, over almost an eighty-year period from 1914, RAAF Base Point Cook had a special association with Australian military forces as the focus of training for the Australian air force. Candidates Richard Williams and Thomas Walter White, two of the four who graduated from the first training course, which began in August 1914, saw service in the Middle East during World War One in the Australian Flying

Corps and are noted for their distinguished service and special association with RAAF Base Point Cook. Williams is known as the father of the RAAF, formed in March 1921, for his efforts in promoting air power in Australia's defence. White, captured by the Turks in 1915 and escaping via Russia in 1918, continued his association with the military, writing *Sky Saga, a Story of Empire Airmen in the Second World War*. In 1949, White was appointed Minister for Air and Civil Aviation in the Menzies Government.

Criterion (i) the place has outstanding heritage value to the nation because of the place's importance as part of Indigenous tradition

Stone artefact sites have been recorded near the Point Cook Homestead site, to the east of the RAAF Base, and at nearby Altona. Further assessment is required to determine whether Point Cook meets this criterion. Previously identified Aboriginal heritage sites have been recorded outside the NHL boundaries. It is outside the scope of this historic heritage HMP to consider the potential Indigenous heritage values of Point Cook.

E.7 SUMMARY STATEMENTS OF SIGNIFICANCE

The following Statements of Significance are taken from the NHL and CHL citations for Point Cook.

E.7.1 National Heritage Summary Statement

RAAF Base Point Cook was established in 1913 by the Federal Government as Australia's first military flying school- the Central Flying School. From this modest beginning Australia became the only British dominion to set up a flying corps of its own for service during World War One

RAAF Base Point Cook is important as the first military aviation base in Australia and as the birthplace of the RAAF in 1921. The RAAF, formed on the 31 March 1921, was the second professional air force in the world, established three years later than the British Royal Air Force. In these roles, over almost a ninety-year period from 1914, RAAF Base Point Cook had a special association with Australian military forces as the focus of training for the Australian air force, including training Australia's first military airmen in August 1914. The first circumnavigation of the Australian coastline also occurred from Point Cook in May 1924 by RAAF personnel Goble and McIntyre.

RAAF Base Point Cook is the only remaining World War One military airfield complex in Australia and features the oldest, most extensive complex of military aviation buildings in Australia. The master plan, designed in 1917, and implemented from 1918 under J. S. Murdoch, first Commonwealth Architect, was seminal in Australia and would influence the planning and development of later military aviation bases in Australia. Together, the planning, layout and built fabric comprise the only example of a military air base associated with all the major formative periods of development: pre

World War One, World War One, Inter-war and World War Two. The base includes uncommon examples of building types specific to each of these periods. In particular the fabric of the base includes examples of the oldest hangars and workshops, military or civilian, in Australia. The Australian Flying Corps complex on the Southern Tarmac area, including the uncommon 1916 seaplane jetty, the water-plane hangar of 1914 and the later 1920s seaplane complex (which is recognised internationally as rare) form part of the air base. This makes RAAF Base Point Cook perhaps the only remaining relatively intact early military airfield in the world.

RAAF Base Point Cook demonstrates the principal characteristics and development phases of military aviation bases in Australia from their earliest beginnings. The 1917 master plan for the base established the clear separation of functions required for military aviation. In particular the social hierarchy, way of life and organisation of the RAAF, was expressed in the range of accommodation types provided at Point Cook as well as in the function and location of the Central and Southern Tarmac areas.

RAAF Base Point Cook has a special association with RAAF veterans as the core training complex for the Australian Flying Corps and RAAF from 1914 until 1992. Candidates Richard Williams and Thomas Walter White, two of the four who graduated from the first training course, which began in August 1914, saw service in the Middle East during World War One in the Australian Flying Corps and are noted for their distinguished service and special association with RAAF Base Point Cook. Williams is known as the father of the RAAF for his efforts in promoting air power in Australia's defence. White, captured by the Turks in 1915 and escaping via Russia in 1918, continued his association with the military, writing *Sky Saga, a Story of Empire Airmen* in the Second World War, in 1943. In 1949, White was appointed Minister for Air and Civil Aviation in the Menzies Government

As the longest continuously operating military air base in Australia, RAAF Base Point Cook has been collectively identified by the RAAF for its cultural values. In 1952 action was taken by the RAAF to establish an aviation museum at Point Cook. The museum provides research and restoration facilities for historic aircraft and is involved in commemorative events such as VP Day. Many of these functions are fostered through the services of volunteer staff, including former RAAF engineers and flight crew

E.7.2 Commonwealth Heritage Summary Statement

Point Cook Air Base, including the airfield, runways, jetty, hangars, parade ground, headquarters building, Aeronautics School and training buildings, staff housing and landscaping is important for its association with the establishment of Australia's military aviation forces in 1913 by the Commonwealth Government. As a Federation related initiative, Point Cook in Victoria, the temporary home of the new Commonwealth Government, was chosen for the potential to operate both land and water based aircraft.

The Central Flying School and the Australian Flying Corps were based at Point Cook, which in 1921 became the focus of the newly formed RAAF under the influence of Sir Richard Williams. As an expression of the Commonwealth's defence policy Point Cook developed under the influence of Director-General for Public Works P T Owen and Commonwealth Architect J S Murdoch. The planning of the base reflects the early perception of sea planes as integral to the military use of aviation. Subsequent planning developments, seen in the establishment of an Aeronautics School under RAAF control from 1922, expressed the prevailing philosophies based on British ideas. These ideas included the clear separation of functions and expression of the social structure of the airforce. The influence of Murdoch is seen in the continuing use of the Commonwealth Vernacular and Classical Revival styles for single and double storey weatherboard, timber buildings. In common with other pre and early Second World War bases the increased funding made available for defence by the Commonwealth allowed some buildings and service structures to be erected in brick. Style Moderne features, which illustrate this phase of development, are included in the designs for the Officers Mess (Building No. 33).

Point Cook is important for its association with the training of senior airforce officers until the 1960s, when the RAAF Staff College was transferred to Canberra.

The importance of the base historically is seen in its use as the starting point for the first transcontinental flight to Darwin in 1920, the first round Australia flight in 1924 and the first non-stop flight to Perth in 1928.

(Criterion A.4)

Point Cook Air Base is important in demonstrating the development of a distinctive way of life on Australian air force bases. The base includes examples of early and seminal buildings and structures, which retain their relationship to each other and to the base as a whole. Buildings and structures of particular importance, both individually and as groups, illustrate the development of functional buildings and residential accommodation by the Commonwealth in the following periods.

1914-1918:

Building 95 the Waterplane hangar of 1915, one of the two oldest defence aviation buildings in Australia; Building 210, the aeroplane hangar of 1914, the earliest example of a defence hangar; Building 104, the battleplane hangar of 1917, one of two surviving World War One hangars; Building 108, the hydroplane and seaplane jetty dating from 1916; Building 488, the single officers quarters erected in 1914; Buildings M004-006, M010 and M026, married officers quarters, which with building 488, are the earliest surviving buildings at the base; Building M011, married quarters, erected in 1915-1916; Building 18, the former Single Officer's Mess dating from 1918; and Building 23, the

Single Officers Quarters of 1918 which established the pattern for later development.

Inter War 1919-1939:

Buildings 24 and 27-29, single officers quarters of 1929-1939; Buildings 41, 42 and 46, airmen's quarters, 1928-1939; Building 33, the new Officer's Mess of 1937; Building M027-028, CO's Married Quarters of 1937-38; Building 87, the Base Squadron Headquarters of 1929; the first purpose built headquarters building for the RAAF; and Buildings 91 and 92, the Aeronautics Schools of 1922 and 1939. The Air Navigation School and Wireless School (Buildings 93 and 96) erected in 1939 illustrate the distinctive and primary training role of the Base.

Building 101, the seaplane hangar erected in 1927 is important in illustrating the continuing, and distinctive, role of seaplanes at the base in conjunction with Building 100, the seaplane squadron headquarters erected in 1938.

(Criterion B.2)

The Base is important in demonstrating the principal characteristics of air force bases developed in Australia under British influence between 1914 and 1939. These characteristics include the clear separation of functions and expression of the social structure of the airforce. Individual buildings and structures important in illustrating the principal characteristics of the base are outlined under Criterion B.2. Building 88, the Parade Ground of 1930; Building 38, and Building 94, the War Memorial of 1938 are important in illustrating the development and formalisation of planning concepts utilised in other later bases. Supporting buildings which contribute to the characteristics of the base include Nos 21-22, 30, 34, 38, 70, 72, 90, 142, M001-002, M003, 73, 108, 110, 155, 156, 158, 163, 176, 188, 190, 203, 211-214, 225, 228, 241-243, 259, 261, 277, 327, 427, 453, 455, 457-459, 481, 482 and 485.

One and two storey weatherboard housing at the base is important in demonstrating the influence of the Commonwealth Architects Office under John Smith Murdoch and the Vernacular style employed by the Commonwealth between 1914 and 1939. Vernacular weatherboard structures are generally modest, single or double storey, with low-pitched corrugated iron or tile roofs, wide open eaves with exposed rafters, multi-paned double sash windows and a verandah or verandahs under the main roof profile.

The principal characteristics of the Moderne Style are evident in the design of the brick Officers Mess, Building 33, erected in 1937.

(Criterion D.2)

Point Cook Air Base is important for its close association with Sir Richard Williams, one of the first cadets at the base, who was responsible in 1922 for the formation of the RAAF. (Criterion H.1)

The Base is important as a place, which is highly valued by members, and former members, of the RAAF for its symbolic, cultural and social associations.

(Criterion G.1)

Principal Australian Historic Themes: 7.7 Defending Australia, 8.8 Remembering the fallen,

It is possible that Indigenous cultural values of national estate significance may exist in this place. As yet, the Australian Heritage Commission has not identified, documented or assessed these values.

E.8 SIGNIFICANCE RANKING OF ASSETS AT RAAF BASE POINT COOK

To clarify the significance levels of buildings and site elements within precincts, the following categories have been used. These levels of significance have been developed by the Defence Directorate of Heritage and Biodiversity Conservation (DHBC) to provide a consistent approach for the management of heritage values across the Defence Estate. The ranking system allows an understanding of the relative contributions individual items or precincts make to the overall significance of a place, and can also assist in prioritising works and maintenance, according to a building’s level of significance. This can assist in management planning and decision making for the site. This ranking system has been applied to Point Cook across each Precinct and for elements outside the defined Precincts.

Table E.14 Defence Significance Ranking System for RAAF Base Point Cook

Ranking Level	Explanation
Exceptional:	Rare or outstanding precinct or element which significantly embodies and demonstrates National and / or Commonwealth Heritage values in its own right and makes a direct and irreplaceable contribution to a place’s significance/value. High degree of original fabric or attributes with heritage values. Loss or alteration would significantly diminish the National and / or Commonwealth Heritage values of the place.
High:	Precinct or element which demonstrates National and / or Commonwealth Heritage values in its own right and makes a significant contribution to the place’s heritage value. Existing alterations do not detract from its heritage values. Loss or unsympathetic further alteration would diminish the National and / or Commonwealth Heritage values of the place.
Moderate:	Precinct or element which reflects some National and / or Commonwealth Heritage values but only contributes to the overall significance/values of the place in a moderate way. Loss or unsympathetic alteration is likely to diminish the National and / or Commonwealth Heritage values of the place.
Low:	Precinct or element which reflects some National and / or Commonwealth Heritage values and only contributes to the overall

Ranking Level	Explanation
	significance/values of the place in a moderate way. Loss will not diminish the National and / or Commonwealth Heritage values of the place.
None:	Precinct or element which does not reflect or demonstrate any National and / or Commonwealth Heritage values and detracts from the overall National and / or Commonwealth Heritage values of the place. Does not fulfil criteria for heritage listing.
Intrusive:	Damaging to the place's heritage values. Loss may contribute to the National and / or Commonwealth Heritage values of the place. Does not fulfil criteria for heritage listing.

E.9

SIGNIFICANCE BY PRECINCT

Within Point Cook the clearly defined Precincts provide an excellent understanding of the history of the place, through planning, inter-relationships and consistency of architectural approach. The Master Plan prepared by the Public Works Department in 1917 established these Precincts, building on the existing layout of the site that clearly defined the technical area (the South Tarmac) from the residential and operational facilities to the north.

Table E.15 *Summary of Precinct Significance*

Precinct	Key Values	Significance
South Tarmac	Retains the oldest, most extensive World War One complex of military aviation buildings in Australia; contains rare and uncommon examples of specific military aviation building types; demonstrates the early planning preferences of the era through its physical separation from other precincts and rectilinear planning.	Exceptional
North Tarmac	Encapsulates the significance of the site as the focus for World War Two RAAF training activities though its rapid construction and development; indicates the extent of aircraft support facilities required through intact number and planning layout of Bellman Hangars.	High
Staff Residences	Contains a rare and intact group of RAAF staff housing spanning from 1914 to the late 1930s, of consistent design and construction; representative of the segregation of rank within the RAAF through its connection with single men's quarters (Officers' Barracks Precinct) to the east.	Exceptional
Single Officer's Quarters	Contains one of the earliest remaining buildings on the site; representative of the other ranks' accommodation styles and layout within the RAAF.	High
Mechanic's Quarters	Originally highly indicative of the importance of airmen through extent of precinct, architecturally	Low

Precinct	Key Values	Significance
	and planning-wise an important group of buildings; significance has been diminished through demolition and major alterations.	
RAAF Academy	Representative of the continued use of early planning principles at the Base; last major development at the site before gradual decline in use.	Moderate
Parade Ground	Central ceremonial focus of the site, strategically located between administrative and housing functions and technical areas; retains important buildings and site elements, landscaping and historical use of main building as Base Squadron HQ.	High
Merz Road WWII Huts	One of few remaining collections of P1 type huts, representative of the massive influx of infrastructure required in World War Two; retains original interrelationships between buildings, original form and some early fabric.	High
Entry	Important as the 'face' of Point Cook, 1930s developments including the sentry boxes and gates demonstrated the attitude of officials to the growing stature and permanence of the Air Force.	Moderate

E.9.1

South Tarmac Precinct

The South Tarmac Precinct contains some of the earliest surviving buildings at Point Cook, including the Seaplane Hangar (Building 95, 1914) and the former Seaplane Jetty (1914). The area is defined clearly by the shoreline to the south, and the four Bellman hangars to the north, and is a distinct visual precinct. Adjacent to the hangars are the former Aeronautics (Buildings 91 and 92), Air Navigation (Building 93) and Wireless (Building 96) Schools, a cohesive collection of buildings, designed in the vernacular timber style seen throughout Point Cook.

The South Tarmac possesses rare qualities derived from the fact that no major developments have occurred in this area since World War Two. The result is an exceptionally intact group of buildings dating from 1914 to the early 1940s, clearly demonstrating the expansion of facilities and the development of flying knowledge and technology through this important phase of Australian aviation history, through the World War One, Interwar and World War Two periods.

Key buildings including Building 95 (Aeroplane Workshop) and 104 (Battleplane Hangar) as well as the early sections of the Seaplane Jetty (Asset 108) remain exceptionally rare examples of their type, representing the earliest phase of development at Point Cook and the importance of sea planes in Defence strategies of this era. The levels of significance of individual buildings within the South Tarmac Precinct are provided in *Table E.16*.

The significance of the South Tarmac Precinct is Exceptional. While not all of the buildings in this Precinct are individually ranked as Exceptional, the overall significance of this Precinct has been assessed at this level due to the national significance of the site.

ERM notes that several buildings identified as Exceptional in the table below were identified as High in the 2005 HMP. All other rankings remain the same. With the change in heritage status of the site to 'outstanding' through its inclusion on the NHL, subsequent to preparation of the 2005 HMP, each building has been considered against the criteria for National Heritage Listing, and some have been deemed to be of an exceptional level of significance due to their early construction date, integrity and intactness of fabric, and ability to demonstrate the early use of the precinct as a maintenance and technical area. Their contribution to the overall significance of the site has been found to be at an exceptional level, where these buildings and elements specifically embody and represent the key aspects of heritage value at Point Cook.

Table E.16 *Significance of South Tarmac Assets*

Asset No.	Current Use	Former Use	Date	Significance
90	Museum Store	Motor Transport Garage	1922	High
91	Vacant	Language / Aeronautics School	1922	High
92	Vacant	Language / Aeronautics School	1936	High
93	Vacant	Language / Air Navigation School	1939	High
95	Store	Seaplane Hangar, Aeroplane Workshop	1914; 1921	Exceptional*
96	Vacant	Language / Wireless School	1939	High
100	Vacant	Seaplane Squadron HQ	1938	High
101	Museum Storage	Seaplane Hangar	1927; 1940	High
102	Toilet Block	Toilet Block	Recent	Intrusive
104	Bivouac Store	Battleplane Hangar	1917	Exceptional*
108	Jetty	Jetty	1916	Exceptional*
120	Substation No. 3	Substation No. 3	c1934	Low
121	Gas Bottle Storage	Gunnery Stop Butt	1935	Moderate
122	Vacant	Hazardous / Inflammable Store	1939	Moderate
203	Airstrip Use	WWII Hut	c1940	Low
209, 218	Toilet Block	Toilet Block	Recent	Intrusive
210	Museum Storage	Aeroplane Hangar	1914	Exceptional*
211 – 214	Hangars/Store (vacant)	Bellman Hangars	1940	Moderate
217	Not in use	Trap Release Shed	c1960	Low
221	Museum Storage	Store	1941	Moderate
224	Vacant	Stop Butt	c1940	Moderate
243	Vacant	Former RAAF College Classroom	1956	Moderate
485	Pt Cook Flying Club	(WWII Hut)	c1940	Moderate

*Building previously identified as 'High' in the 2005 HMP.

E.9.2 *North Tarmac Precinct*

The North Tarmac Precinct was largely developed prior to World War Two with the construction of five pairs of Bellman hangars and numerous WWII

huts to house various functions. The precinct now houses the RAAF Museum and provides services for the civil aviation users still utilising the adjacent airstrip.

The North Tarmac Precinct is an important precinct in demonstrating the rapid and extensive expansion required at the Base leading up to, and during, World War Two. It retains its original planning almost unchanged, with only minor additions to an intact collection of Bellman hangars with a clear and important relationship to each other, and to the adjacent airstrip.

The RAAF Museum is of evolving significance to the place through its increasingly large collection of artefacts associated with Point Cook and the RAAF, and its ability to tell the story of the place through interpretation, restoration of aircraft and archiving of important documents. As time passes the Museum becomes more important in being able to transmit a message to an audience less familiar with the story being told. (Refer also to *Section E.9.5 - Museum Collection*).

The levels of significance of individual buildings within the North Tarmac Precinct are provided in *Table E.17*.

Table E.17 *Significance of North Tarmac Assets*

Asset No.	Current Use	Former Use	Date	Significance
82	Switch Room	Switch Room	1919	Moderate
83	Sewage Pump House	Sewage Pump House	1941	Moderate
168	NDI (Wheel Bay)	(WWII Hut)	c1940	Moderate
169	Defence Section	(WWII Hut)	c1940	Moderate
170	Vacant	(WWII Hut)	c1940	Moderate
176	Museum Equipment	(WWII Hut)	c1940	Moderate
177	Museum	Electrical Supply	Recent	Low
178 – 187	Museum, Museum Store, Workshops	Bellman Hangars	1941	High
188	AAFC Flying Operations	WWII Hut	c1940	Moderate
190	Museum use	WWII Hut	c1940	Moderate
193	Toilet Block	-	c1950	Low
194	Battery Workshop	North Tarmac Store	Recent	Intrusive
195	Museum Entry	-	c1980	Low
197, 200, 201, 204	Museum Store, Misc. Stores	-	Mostly recent	Low
202	RAAF Museum Admin /Flight training	-	Recent	Low
331	Control Tower	Control Tower	Recent	Low
332	Airfield lighting switch room	-	Unknown	Low

E.9.3 *Staff Residences Precinct*

The eight Cole Street and five Dalzell Road houses are an intact, cohesive group of early residential buildings at Point Cook. Located adjacent to the Parade Ground, the group of freestanding houses date from 1914 and were originally used to house Officers and, non-commissioned Officers. When the 1917 Master Plan was created the eight houses along Cole Street were set aside

exclusively for Officers. The last of the thirteen residences in this precinct to be constructed, No. 5 Dalzell Street (M003) was built in 1940, and the group presents an extremely intact chronological record of residential development at Point Cook. Materials, scale and detailing are consistent throughout, with the exception of Lukis House (1 Dalzell Road, M027-028) which is a two-storey residence with a tiled roof, constructed as the Commanding Officer's residence in 1937, during a period in which the architectural precedent set at Point Cook was being challenged.

The Residences are individually accomplished designs, reflecting the importance of ranking staff at Point Cook, and the precinct contains several of the earliest remaining buildings on the site, including 1, 2, 3, 7 and 8 Cole Street, all constructed in 1915/16. Collectively, they are of major importance to the place as a representation of the continued use of standard designs for housing, forming an incredibly cohesive group.

Later construction continued the use of weatherboard cladding and employed planning similar to the earlier housing, resulting in a visually intact collection of residences. The grander design of 1 Dalzell Road reflects the growing importance of the Air Force during the 1930s, built as the Commanding Officer's house, the largest and most elaborate house in the precinct.

The levels of significance of individual buildings within the Staff Residences Precinct are provided in *Table E.18*.

Table E.18 *Significance of Staff Residences Precinct Assets*

Asset No.	Current /Former Use	Address	Date	Significance
M000	Vacant (Officer)	2 Dalzell Road	1927	High*
M001	Vacant (Officer)	3 Dalzell Road	1937	High*
M002	Vacant (Officer)	4 Dalzell Road	1937	High*
M003	Vacant (Officer)	5 Dalzell Road	1940	High*
M004	Vacant (NCO)	1 Cole Street	1915	High*
M005	Vacant (NCO)	2 Cole Street	1915	High*
M006	Vacant (NCO)	3 Cole Street	1915	High*
M007	Vacant (Officer)	4 Cole Street	1928	High*
M008	Vacant (Officer)	5 Cole Street	1928	High*
M009	Vacant (Officer)	6 Cole Street	1928	High*
M010	Vacant (1918 Officer/WO	7 Cole Street	1915	High*
M011	Residence (in use) (Married Quarters)	8 Cole Street	1916	High*
M027/028	Residence (in use) (Commanding Officer)	Lukis House, 1 Dalzell Road	1937	High*

* Whilst the above table identifies the residences as being of a high level of significance, it is considered that collectively, the group is of an Exceptional level of value.

E.9.4 *Single Officers' Quarters Precinct*

Housing for single Airmen in the early days of development at Point Cook was provided in the form of barracks. The earliest building in this precinct,

and one of the earliest remaining buildings at Point Cook, is the Single Officers' Quarters (Building 488), constructed in 1914, and extended twice before 1920. Soon after this the Officers' Mess (Building 18) was constructed, along with associated service buildings such as the Linen and Bedding Store (21) and Servant's Quarters (22), since relocated further west. Barrack Buildings 23, 24, 27, 28 and 29 were built as the need arose.

The precinct remains fairly intact with all five barracks buildings remaining, forming an enclosed area with the Officers' Mess, dominated by the two water towers (c1918 and 1923).

Historically the precinct is important as an early remaining group of architecturally consistent buildings, planned around a central courtyard defined on its western edge by the original Officers' Mess (Building 18). The five accommodation blocks are relatively intact and represent the prevailing thoughts on single accommodation requirements, as opposed to the housing provided to instructors. The Mess is also significant as the first individual Officers' Mess constructed in Australia. Building 488, the Single Officers' Quarters, remains one of the earliest buildings to be constructed at Point Cook.

The levels of significance of individual buildings within the Single Officers' Quarters Precinct are provided in *Table E.19*.

Table E.19 *Significance of Single Officers' Quarters Assets*

Asset No.	Current Use	Former Use	Date	Significance
18	Vacant	Officers' Mess / Sergeants' Mess	1918	Exceptional*
21	Vacant	Linen & Bedding Store / Laundry	1918	High
22	Vacant	Servants' Quarters (relocated from adjacent Building 18)	1918 moved c1958	Moderate
23	Vacant	Single Officers' Quarters	1918	High
24	Vacant	Single Officers' Quarters	1935	High
27	Vacant	Single Officers' Quarters	1939	High
28	Vacant	Single Officers' Quarters	1935	High
29	Vacant	Single Officers' Quarters	1928	High
30	Water Towers	Water Towers	c1918 & 1923	Moderate
342, 343, 346	Vacant	SNCO's Accommodation	c1980	Intrusive
488	Vacant	Single Officers' Quarters	1914	Exceptional*

*Buildings identified as Exceptional in this table were identified as High in the 2005 HMP. All other rankings remain the same. With the change in heritage status of the site to 'outstanding' through its inclusion on the NHL, subsequent to preparation of the 2005 HMP, each building has been considered against the criteria for National Heritage Listing, and some have been deemed to be of an exceptional level of significance due to their early construction date, integrity and intactness of fabric, and ability to demonstrate the early use of the precinct as a maintenance and technical area. Their

contribution to the overall significance of the site has been found to be at an exceptional level, where these buildings and elements specifically embody and represent the key aspects of heritage value at Point Cook.

E.9.5 Mechanics' Precinct

The Mechanics' Precinct was a significant planning and architectural element in the early development of Point Cook. Bounded by Culley Street, Dalzell Road, Stutt Street and Ross Smith Road, the complex is centred on the Mechanics' Mess (Building 36 – now demolished). The mess was demolished in the 1980s, along with the majority of the Mechanics' Quarters. Two of the most significant buildings, 41 and 42, have been altered by the replacement of the original weatherboard cladding with aluminium, reducing the integrity of these buildings.

The Mechanics' Precinct was altered greatly by the demolition and alteration of the majority of its buildings, as well as the removal of much of the early landscaping. The remaining buildings are evocative of the original form of the precinct, however it has been greatly diminished, and the two buildings that remain relatively unaltered have become significant both as representatives of a once much larger collection, and in their own right as intact, early buildings designed and constructed in the prevailing style at Point Cook.

The levels of significance of individual buildings within the Mechanic's Precinct are provided in *Table E.20*.

Table E.20 Significance of Mechanics' Precinct Assets

Asset No.	Current Use	Former Use	Date	Significance
19	Vacant	Airmen's Club / Store	c1980s	Intrusive
38	Major Henry Petre Auditorium	Airmen's Gymnasium / Cinema	1923	High
41	Vacant	Mechanics' Quarters	1928	Moderate
42	Vacant	Mechanics' Quarters	1939	Moderate
46	Vacant	Mechanics' Quarters	1939	High
49	Vacant	Accommodation Blocks	c1980s	Intrusive
50, 53-63	Vacant	Accommodation Blocks	c1980s	Intrusive
234 - 236	Vacant	Accommodation Blocks	c1980s	Intrusive



Figure E.2 *Mechanic's Precinct 1967 (Courtesy RAAF Museum) – Buildings outlined have been demolished (Source: 2005 Woodhead International RAAF Williams Point Cook HMP page 21)*

E.9.6 *RAAF Academy Precinct*

Built between 1962 and 1967, the RAAF Academy Precinct is a successful contemporary continuation of the early planning principles at Point Cook. Buildings are set around an open space area, dominated by the RAAF Chapel (Building 5), which is located on the central axis of the Precinct.

The buildings are generally rectilinear in form, constructed predominantly in red brick, with blue spandrel panels to several buildings. The Chapel makes a prominent departure from this general rule, with a distinctive roof form and diamond shaped plan. The Chapel is also an important part in lives of service personnel at Point Cook, as prior to its construction in the 1960s, there was no dedicated chapel at the Base.

The RAAF Academy comprises building numbers 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and ancillary buildings. Significance Level: As a precinct and individually, the RAAF Academy and associated buildings are of a Moderate level of significance.

E.9.7 *Parade Ground Precinct*

The Parade Ground is located south of the Staff Residences and Single Officers' Precincts centred about the axis created by Ross Smith Street. The Precinct is defined by perimeter plantings of cypress. The axis is terminated at

the southern end by the 1929 Flying Training School Headquarters building (Building 87), now vacant. The northern end is dominated by the 1938 memorial, dedicated to personnel who lost their lives in World War One. The memorial is partially enclosed by a semi-circular hedge planting to the north.

This precinct has been the ceremonial focus of the site since its establishment, and is an important element in the Base's significance, forming a visual and physical break between the technical and workshop, and the residential and administrative areas. It retains its early axial focus with the culturally significant flagpole and war memorial aligned on its central spine. Building 87 is historically significant as the first purpose built Air Force headquarters building, and is architecturally important as a relatively grand expression of the prevailing Commonwealth Vernacular style.

Building 87

Building 87 holds a key location on the Base, visually terminating Williams Road when approaching from the South Tarmac Area. The building is an accomplished example of the vernacular style used throughout the Point Cook site, displaying formal elements befitting its role, along with the Parade Ground, as the focus of ceremonial life on the Base. The formal timber entrance porch to the south and second floor viewing area to the north (since enclosed), distinguish the building from other buildings at the Base. This is despite its weatherboard cladding and double hung timber windows, both consistent features of Point Cook buildings prior to World War Two.

Australian Flying Corps Memorial

Erected in 1938, the stone monument stands on a concrete plinth at the northern end of the central axis of the Parade Ground, partially surrounded by a curved hedge to the north. It was erected by the Australian Flying Corps Association, established by Sir Richard Williams as a returned servicemen's group, to honour Australian pilots killed in battle in World War One.

Flagpole

It is believed this flagpole is the same one that was originally located at the northern end of the Parade Ground, where the AFC memorial now stands. Originally erected in 1922 it was relocated to its present position in 1932, and alterations were carried out to its base in 1946. The flagpole is an important focal point within the Parade Ground, and reflects the ceremonial nature of the precinct.

Parade Ground

The gravel Parade Ground is defined by a low-scale timber post and chain fence. This perimeter is surrounded by the continuous row of cypress trees believed to have been planted in 1936, which are now mature trees that create a strong visual boundary. Cyprus trees symbolise mourning and sacrifice.

The choice of this species for parade grounds and memorials is symbolic and important to the traditions of the ADF.

The levels of significance of individual buildings within the Parade Ground Precinct are provided in *Table E.21*.

Table E.21 *Significance of Parade Ground Assets*

Asset No.	Current Use	Former Use	Date	Significance
87	Vacant	Flying Training School HQ; RAAF Station HQ; Base Squadron HQ.	1929	Exceptional*
88	Parade Ground including low fence and border cypress plantings	Parade Ground	1929	Exceptional*
86	Flagpole	-	1922 (reloc. 1932)	High
94	Australian Flying Corps Memorial	-	1938	High

*Buildings identified as Exceptional in this table were identified as High in the 2005 HMP. All other rankings remain the same. With the change in heritage status of the site to 'outstanding' through its inclusion on the NHL, subsequent to preparation of the 2005 HMP, each element has been considered against the criteria for National Heritage Listing, and deemed to be of an exceptional level of significance due to their early construction date, integrity and intactness of fabric, and ability to demonstrate the early use of the precinct as a maintenance and technical area. Their contribution to the overall significance of the site has been found to be at an exceptional level, where these buildings and elements specifically embody and represent the key aspects of heritage value at Point Cook.

E.9.8 *Merz Road World War Two Huts*

The area bounded by Merz Road, Swan Street and Dalzell Road is one of two remaining areas clearly indicative of the layout and use of the World War Two huts, once scattered over the site in their hundreds. This collection of buildings is located adjacent to the school site, and according to a 1943 plan was originally used as trainee sleeping quarters. Modifications, including replacement of asbestos cement roofing and enlargement of window openings, have been undertaken to some of the huts, but they retain their simple original form. The huts display the planning basis employed at the time they were introduced, spaced at regular intervals parallel to each other.

This collection of P1 type huts is one of few remaining at the site, from the hundreds brought in to cope with the massive influx of personnel in the lead up to, and during, World War Two. The huts are indicative of the style of accommodation used in times of high need, and reflect the versatility of the force in utilising whatever was available. P1 Huts were used for accommodation, training rooms, mess facilities, workshops, and any other use

that required a space with a roof. They are an increasingly rare sight across the Defence estate, particularly in their original layout, as seen at Point Cook.

The levels of significance of individual buildings within the Merz Road World War Two Huts Precinct are provided in *Table E.22*.

Table E.22 *Significance of Merz Road WWII Huts Assets*

Asset No.	Current Use	Former Use	Significance
277	Child Care Centre	Trainee Sleeping Quarters	Moderate*
228	Vacant	Trainee Sleeping Quarters	Moderate*
455	Playgroup	Trainee Sleeping Quarters	Moderate*
456	Kindergarten	Trainee Sleeping Quarters	Moderate*

* Whilst the above table identifies the assets as being of a Moderate level of significance, it is considered that collectively, the group as a Precinct is of High heritage value, for its ability to demonstrate a once common building type and planning layout that is increasingly becoming rare on the Defence estate.



Figure E.3 *View of Point Cook showing extent of World War Two Huts, 1956 – Building 161 in centre foreground (Courtesy RAAF Museum)*

E.9.9 *Entry Precinct*

The entry to Point Cook is defined by a pair of 1938 Gate Posts, the former Guard House and the substation. Landscape elements also help define the precinct.

Guard House (Building 70)

The Guard House is designed in the vernacular style commonly seen at the Base. It was constructed in 1929, when this location became the formal main entrance to the Base. It is a simple building clad in weatherboard punctuated by double hung timber sash windows, and roofed in corrugated sheet metal.

The veranda was at one stage enclosed with fixed panels and glazing, however the original open veranda, including simple timber balustrades, has been reinstated. The building currently houses the Security Office.

The Guard House exemplifies the early character of the Base, a fact reinforced by its location at the gates to the Base.

Significance Level: Moderate

Sentry Boxes

The brick sentry boxes flanking the entry to the Base were constructed in 1937-38, shortly after the construction of the new Officers' Mess (Building 33). The sentry boxes also acted as gate posts, supporting wrought iron gates displaying a decorative rising sun motif. The gates have been removed, detracting from the impact of the sentry boxes as the defining entry point. The wing wall to the western gate post has been demolished.

The gates and sentry boxes provided the RAAF Base with a greater sense of permanence and formality at a time when the Base was asserting its role in the Australian defence culture and context. They are significant to the place both as a defining element at the entry point, and as a physical reminder of the growing importance of Point Cook in the 1930s.

Significance Level: Moderate



*Photograph E.0.1 Sentry Box East
(Image courtesy of DS-VT)*



*Photograph E.0.2 Sentry Box West
(Image courtesy of DS-VT)*

Substation (Building 81) and Landscape Elements

The substation to the east of the gateway is also an important feature, providing services to the Base early in its existence (dating from 1919) and is of a moderate significance level. Architecturally the substation, like the others at the Base, is undistinguished. The other buildings in this area are not contributory. A stand of cypress trees runs west from the entry, defining the northern boundary of the site.

Significance Level: Moderate



Photograph E.0.3 Building 81 - Substation (Image courtesy of DS-VT)

Security Control Building (Building 145)

The Security Control Building is a modern brick veneer construction with a metal deck roof.

Significance Level: None.

E.10

SIGNIFICANCE OF BUILDINGS OUTSIDE PRECINCTS

The following buildings at Point Cook do not lie within readily identifiable precincts. These buildings contribute to the significance of the place through historical fabric, ongoing and former uses and associations, and are important elements within the context of the whole site. Individual buildings have been given a significance rating both for heritage value of the item in its own right, and as contributory items within the context of the RAAF Base.

A plan showing the locations of these items is provided at *Figures 3.10 and 3.11*.

E.10.1 Building 33 – Officers' Mess



Photograph E.0.4 Officers' Mess (Woodhead International, 2004)

The 1937 Officers' Mess was a significant stylistic departure from the prevailing design philosophy at Point Cook, employing a completely different palette of materials. The Mess is constructed in face red brick, with a rendered portico and window dressings to its central portion, and a terracotta tile roof, used again on the 1937 Commanding Officer's residence (M027-M028) but not previously seen at the Base. The building is also located in a solitary position, visually impressive when viewed from Williams Road, but remote from other precincts. This was a significant departure from the previous planning framework, which generally allowed for buildings to be grouped together according to use and rank.

In 1959 two storey projecting wings were added to the north and south of the building, slightly diminishing the emphasis of the central portion of the original building.

The Mess was one of the last permanent building developments on the Base until construction of the RAAF Academy commenced in 1965. It is evidence of the status of the RAAF as a fully developed component of the Australian Defence Forces, in the lead up to World War Two.

Significance Level: Exceptional

The Officers' Mess has been identified as Exceptional, having been reassessed under the criteria for National Heritage Listing. It has been deemed to be of an exceptional level of significance due to its importance in demonstrating the changing attitudes to the RAAF, as its permanence and contribution to the defence of Australia alongside the Navy and Army was recognised. Its contribution to the overall significance of the site has been found to be at an exceptional level, where the building specifically embodies and represents key aspects of heritage value at Point Cook.

E.10.2 ***Building 34 – Garage***

It is an unassuming, utilitarian building constructed in weatherboard and corrugated sheet metal, complementing the fabric of the Mechanics' Precinct and other adjacent buildings that is of moderate heritage significance for its association with the World War Two era development and activities at Point Cook.

Significance Level: Moderate



Photograph E.0.5 Asset 34 (Photograph courtesy DS-VT)

E.10.3 ***Building 161 – Former School of Instruction***



Photograph E.0.6 Building 161 (Woodhead International, 2004)

Constructed in 1940 and comprising a central two storey brick core with timber framed single storey wings to the north and south, the building has served a number of functions. It appears on a 1943 plan of the RAAF Base as the No 1 Service Flying Training School Headquarters, formed in 1940 to train pilots for the Empire Air Training Scheme. The building variously served as the Armament School of Instruction, the Museum, and as the RAAF College until the construction of the RAAF Academy and new museum complex in the 1960s. The building complements the adjacent Officers' Mess through its scale and use of face red brick, but is less elaborate in its detailing. Modifications to

the window openings to the north wing have disrupted the symmetry of the whole, and the use of asbestos/fibre cement cladding to the wings results in a less architecturally accomplished building than its neighbour (Building 33).

Significance Level: Moderate

E.10.4 ***Building 25, Substation No. 2***



Photograph E.0.7 Substation No. 2 (Woodhead International, 2004)

The third substation to be constructed at Point Cook, Substation No. 2 was built in 1941 and illustrates the growing requirement for services in the busy build up period prior to and during World War Two. The building is out of context in an area of predominantly weatherboard buildings, but is stylistically indicative of its function, using unadorned face red brick and asbestos cement sheet roof. It is understood the building is still in use.

Significance Level: Low

E.10.5 ***Building 71, Airmen's Garage***



Photograph E.0.8 Airmen's Garage (Woodhead International, 2004)

Located across Culley Street to the north of the Mechanics' Precinct, the Airmen's Garage was constructed in 1929 to house 20 vehicles. It is an unassuming, utilitarian building constructed in weatherboard and corrugated sheet metal, complementing the fabric of the Mechanics' Precinct and other adjacent buildings but of no outstanding merit of its own accord. The building's significance lies largely in its association with the Mechanics' Precinct, greatly lessened by the demolition of and alteration to most of the Mechanics' Precinct buildings.

Significance Level: Low

E.10.6 Building 72, Former Barracks Office and Store



Photograph E.0.9 Former Barracks Office and Store (Woodhead International, 2004)

Two of the earliest remaining buildings at Point Cook, the former Barracks Office and Store were built in 1915 and 1917 at the South Tarmac Area. The Office (72W) was constructed adjacent to Building 95 and originally served as the Flight Office and Casualty Building. It was relocated to its current site in 1935 to make way for Building 92. The Store (72E) was also located at the South Tarmac, constructed in c1917 as the Equipment and Bedding Store. It was moved twice, first to the Cole Street mechanics area, and then to its present location in 1946.

The buildings are significant both as remnant early buildings dating from the first years of settlement at the Base, utilising a consistent palette of materials as other early service buildings, and for the way they reflect the nature of development at the site, whereby buildings were relocated as requirements changed (see also the Caretaker's Cottage, and Building 210 in the South Tarmac Precinct).

The multiple relocations and modifications since 1915-1917 have had some effect on the integrity of the building.

Significance Level: High

E.10.7 *Building 74, State School No. 4159*



Photograph E.0.10 State School No. 4159 (Woodhead International, 2004)

The School at Point Cook had been proposed in the 1917 Master Plan as an 'L' shaped building, addressing the circular crescent that was formed at the intersection of Ross Smith Street and Merz Road. The initial stage of the building was not constructed until 1923, and although extended in the 1940s the school never reached its full planned extent.

The school building is typical of the early style utilised at Point Cook, with weatherboard cladding, a corrugated sheet metal roof, and displaying the cross motif on the veranda balustrade found on some residential buildings at the Base. The building is also quite typical of regional school buildings in Victoria during the early twentieth century. It continues to serve its original function as a school. Its significance is associated with this long standing use and the fact that the Base was extensive enough to warrant the construction of a school within the perimeter.

Level of Significance: Moderate

E.10.8 ***Building M026, Caretaker'' Cottage***



Photograph E.0.11 ***Building MO26, Caretaker's Cottage (DS-VT 2012)***

This house was originally erected at the south-west corner of Williams Road and Stutt Street in 1914. In the early years of the Base, this location was originally the entrance point into the Base, however plans to construct additional Officers' barracks in this area resulted in the building being moved in 1936 to its current location. The two proposed barracks blocks were not constructed, one larger building being erected instead (Building 27), and so the original site of this residence remains vacant. Other earlier proposals have included one in 1922 to relocate the building to the site of the present guard house.

The house appears relatively intact and bears a brass plaque on its veranda, stating that the cottage is the oldest married quarters in the RAAF. It is visually separated from the other early residences remaining on the Base, the residences to the immediate south having been constructed in the 1980s to replace a row of fourteen residences dating from 1918 to 1923.

Level of Significance: High

E.10.9 Building 125, P1 Type Hut



Photograph E.0.12 Building 125 (Woodhead International 2004)

Building 125 is a remnant circa World War Two hut, displaying the characteristics of this building type including corrugated sheet metal cladding horizontally laid, timber casement windows and simple rectangular form. The building is an important remnant of a once common building type at the site, although its solitary location is not indicative of the way in which the P1 type huts were originally used.

Significance Level: Moderate

E.10.10 Buildings 155, 156, 158, P1 Huts



Photograph E.0.13 Buildings 158 and 156 – Note metal roof to 158 (Woodhead International, 2004)

This group of three World War Two huts are remnants of the early 1940s boom period, when hundreds of pre-fabricated buildings were erected at the Base to cater for accommodation, service and mess functions. The sudden influx of personnel resulted in a requirement for buildings that were able to be erected quickly, and that presumably were always intended as temporary structures. However these corrugated sheet metal clad buildings proved useful for various locations, serving a variety of functions. These three buildings are presently vacant (158 has most recently been used as a Scout Hut), but would adequately serve as storage or training buildings. The group

is an important remnant of a building type and planning layout once found all over the Base, and is a reminder of this crucial period in the history of Point Cook prior to, and during, World War Two.

Significance Level: Moderate

E.11 ***SIGNIFICANCE OF OTHER SITE ELEMENTS***

There are a number of site elements and landmarks within RAAF Williams (Point Cook) that contribute strongly to the heritage value of the place. These elements are often located at important intersections or terminations or axes of vistas and are of ceremonial importance as well as historical or associative significance. In particular, early plantings of cypress were used to provide windbreaks on the open and exposed farming and grasslands where the RAAF Base was established.

A plan showing the location of these elements is provided at *Figure 3.10*.

E.11.1 ***Rifle Range***

The Rifle Range was established in the 1920s and extended in 1937 to incorporate a machine gun range, at which time the earth embankment was enlarged. Two storage buildings are located within the compound, both in poor repair. The Rifle Range has some significance as an early component of the RAAF Base, but is not an essential component in contributing to the heritage value of the place.

Significance Level: Low

E.11.2 ***Airstrip***

The airstrip had largely assumed its current layout by 1943, if not earlier, as evidenced by historic aerial photos. The 04/22 and 17/35 runways are surfaced, whilst the 13/31 and 26/80 runways are grassed and for use by lighter craft only. The initial focus at Point Cook was on seaplane facilities at the South Tarmac Precinct, however the role of the airstrip has continued to be a crucial one at the Base, and should be considered an important component of the site.

Significance Level: High

The significance rating applied to the Airstrip refers to its use and location, but not specifically to its orientation and layout – future changes to the orientation of the runways for operational reasons would not overly affect the significance of the Airstrip.

E.11.3 *Horizon Tank*



Photograph E.0.14 *Horizon Tank (Woodhead International, 2004)*

The Horizon Tank was constructed as a film set in the 1990s and is believed to be one of only three in the world. The tank has no relationship to the Point Cook site and its location close to the South Tarmac Precinct is intrusive, particularly as its construction involved demolition of the aircrew targeting range dating from the 1920s. The tank may be significant in its own right as a rare example of this type of structure, however it has no contribution to the significance of Point Cook.

Significance Level: None

The significance of the Horizon Tank has been downgraded from Low as stated in the 2005 HMP to None due to its lack of association with Point Cook and the loss of the 1920s targeting range arising from its installation.

E.11.4 *Landscape Elements*



Photograph E.0.15 *Cypress rows and Hercules, Stutt Street (Woodhead International 2004)*

The landscape at Point Cook has been largely sculpted and manipulated by human intervention, with little evidence within the RAAF Base of the scrub and grassland that would have prevailed prior to occupation by the Central Flying School, and later the RAAF. The focus of the building program in 1914 was the intersection of what are now Stutt Street and Williams Road, an area

originally known as the 'Chirnside Triangle'. Photographs from the 1920s show this area as a stand of mature eucalypt trees, with cypress trees planted along roadsides and between precincts still small in stature. Cypress trees symbolise mourning and sacrifice. The choice of this species for parade grounds and memorials is symbolic and important to the traditions of the ADF. The choice of cypress for the extensive planting undertaken at Point Cook is also likely to be due its reputation as a good windbreak. By the 1950s the cypress had matured well, and aerial photographs indicate the extent of plantings.

The Mechanic's Precinct was enclosed on all four sides by cypress trees. Both sides of Williams Road, including in front of the Officers' Mess, were also formally planted. Many of these trees were removed at some time during the 1960s.

Landscaping at the South Tarmac does not appear to have been undertaken until much later than the northern base areas, despite its exposed and windswept location metres from the shore of Port Phillip Bay. Some mature cypress trees now line the shore adjacent to the end of the jetty, and a stand is located behind the concrete slabs that are remnants of Buildings 105 and 106 (c1918 hangars). Of greater note at the South Tarmac area are the plantings located at the entry to various buildings in the former Air Navigation School complex. Different species appear in pairs either side of the entry doors to the Building 91 (Cabbage Trees), Building 92 (Italian Cypress 'Candle Pines'), and Building 96 (Canary Island Palms). The reason for this variation is unknown.

Significance: High

E.11.5 ***Museum Collection***

The Museum collection is extensive and of exceptional significance to the RAAF Base, both as a large collection of early aviation memorabilia, and for its intrinsic links with the activities undertaken at the Point Cook base specifically, and with other Australian RAAF bases. Large items located outside the museum buildings and hangars (such as the Hercules, located at the eastern termination of Stutt Street) are visually effective and prominent reminders of the role of the RAAF Williams (Point Cook). The collection, particularly in its current location at Point Cook, is of an Exceptional level of significance. The collection includes several rare aircraft types, RAAF clothing and uniforms, documents, photographs and other archival material.

Significance level: Exceptional

The significance of the Museum Collection has been upgraded from High as stated in the 2005 HMP to Exceptional due to the strong association of the collection with the history of Point Cook, which is considered to be of outstanding importance to the Nation.

Annex F

1918 Masterplan Building Inventory

F.1

1918 MASTERPLAN BUILDING INVENTORY

This Building Inventory of the 1918 Masterplan assets at Point Cook has been compiled by Peter Navaretti, former Heritage Officer, DS-VT. It is reproduced here with his kind permission.

The tables below outline the buildings and uses shown on the 1918 Future Development Plan for the Central Flying School at Point Cook (24 April 1918).

Table F.1 South Tarmac and Seaplane Jetty Precinct

Original Asset No.	Original Use	Proposed Use (1918+)	Current Asset No.	Heritage Ranking
1	Existing Workshop	Prop. Erecting Shop.	Part of 95	Exceptional
2	Exist. Seaplane Hangar	Prop. Erecting Shop (with No.1 above)	Part of 95	Exceptional
3		Prop. Workshop	Part of 95	Exceptional
4		Prop. Erecting Shop.	?	
5	Existing Office		Relocated, now 72W	High
6	Existing latrines.		demolished	
7	Exist. Equipment Store.		Relocated, now 72E	High
8	Existing Timber Store.		demolished	
9	Existing Battery Room.		demolished	
10	Existing Oil Store.		demolished	
11	Existing Hangar.		210	Exceptional
12	Existing Hangar.		[re-located to 221] Moved to RAAF Richmond, NSW.	
13	Ext Battleplane Hangar		104	Exceptional
14		Prop. Hangar.	demolished	
15		Prop. Hangar.	demolished	
16		Prop. Hangar for Hydro-Aeroplanes.	Part 101. (now extended to north.)	High
17		Prop. Hangar for Hydro-Aeroplanes.	Built ?	
18		Prop. Hangar for Hydro-Aeroplanes.	Built ?	
19		Proposed latrines.	?	
		Future hangars shown eastwards, but not numbered.	Built ?	

Table F.2 Staff Residences and Accommodation Area

Original Asset No.	Original use	Proposed Use (1918+)	Current Asset No.	Heritage Ranking
1		Proposed Chief Instructor's Residence	M000	High
2		Officer's Residence (proposed).	M001	High
3		ditto	M002	High
4		ditto	M003	High
5	Exist. NCO's Cottage	Officer's Residence.	M004	High
6	Exist. NCO's Cottage	Officer's Residence.	M005	High
7	Exist. NCO's Cottage	Officer's Residence.	M006	High
8	Exist. Single Mechanics' Quarters	Building re-located to position 35 across Stutt Street.	demolished	
9	Exist. Gymnasium	To be demolished. New Gym was no.38.	demolished	
10	Exist. Canteen	To be demolished.	demolished	
11		New Quarters for Married Officer	M007	High
12		New Quarters for Married Officer	M008	High
13		New Quarters for Married Officer	M009	High
14	Exist. Warrant Officer's Cottage	Officer's Residence.	M010	High
15		Prop. Motorcycle Store.	?	
16	Exist. Married Quarters.		M011	High
17		Prop. Motor Garage	?	
18		Prop. Motor Garage	?	
19		Prop. Motor Garage	?	
20		Prop. Motor Garage	?	
21	Exist. Motor Garage		?	
22	Exist. Single Officers' Quarters	Prop. Staff Quarters and Kitchen.	488	High
23		Prop. Single Officers' Quarters (2 storey)	23	High
24		Prop. Single Officers' Quarters (2 storey)	24	High
25		Prop. Single Officers' Quarters (2 storey)	Not built.	27 built instead.
26		Prop. Single Officers' Quarters (2 storey)	Not built	27 built instead.
27		Prop. Single Officers' Quarters (2 storey)	28	High
28		Prop. Single Officers' Quarters (2 storey)	29	High
29	Exist. Caretaker's Cottage	Proposed to be relocated near to new entrance gates.[north]	M026 [now in Dalzell Road]	High

Original Asset No.	Original use	Proposed Use (1918+)	Current Asset No.	Heritage Ranking
30		Prop. Single Officers' Mess & Rec. Room.	18	Exceptional
31		Prop. Servants' Quarters (12 men)	?	
32		Prop. Servants' Quarters for 12 men. [for immediate construction]	22 [building moved west]	Moderate
33		Prop. Servants' Mess & Recreation Room. [for immediate construction]	?	
34		Prop. Bedding & Linen Store. [for immediate construction]	21	High
35	Formerly Building 8	Relocated Single Mechanics' Quarters (extended).	Now demolished	
36		Single Mechanics' 320-seat Dining Room & Kitchen.	demolished	
37		Prop. Servants' Mess & Recreation Room.	demolished	
38		Prop. New Gymnasium.	38 [now auditorium]	Exceptional
39		Prop. Single Mechanics' Quarters (1 storey).	demolished	
40		Prop. Single Mechanics' Quarters (1 storey).	demolished	
41		Prop. Single Mechanics' Quarters (1 storey).	41	Moderate
42		Prop. Single Mechanics' Quarters (1 storey).	46	High
43		Prop. Single Mechanics' Quarters (1 storey).	demolished	
44		Prop. Single Mechanics' Quarters (1 storey).	demolished	
45		Prop. Single Mechanics' Quarters (2 storey-38 men)	demolished	
46		Prop. Single Mechanics' Quarters (2 storey-38 men)	42	Moderate
47		Prop. Single Mechanics' Quarters (2 storey-38 men)	demolished	
48		Prop. Single Mechanics' Quarters (2 storey-38 men)	demolished	
49		Prop. NCO's Cottage. [immediate construct]	demolished	
50		Prop. NCO's Cottage.	demolished	

Original Asset No.	Original use	Proposed Use (1918+)	Current Asset No.	Heritage Ranking
51		Prop. NCO's Cottage.	demolished	
52		Prop. NCO's Cottage.	demolished	
53		Prop. NCO's Cottage.	demolished	
54		Prop. NCO's Cottage.	demolished	

Annex G

Compliance Framework

G.1 COMMONWEALTH LEGISLATION

G.1.1 *Environment Protection and Biodiversity Conservation Act 1999*

The guiding legislation for management of Commonwealth land is the *Environment Protection and Biodiversity Conservation (EPBC) Act 1999*. In summary, the key sections of the EPBC Act to be aware of in the management of Point Cook are:

- Part 3, Division 1: Requirements Relating to Matters of National Environmental Significance;
- *Section 26*: Requirement for approval of activities involving Commonwealth land with the potential to have a significant impact on the environment;
- *Section 28*: Requirement for approval of activities undertaken by a Commonwealth agency with the potential to have a significant impact on the environment; and
- *Section 341ZC*: Requirement to minimise adverse impacts on the heritage values of a place included on the National and/or Commonwealth Heritage List.

The EPBC Act also requires a Management Plan to be prepared for a place included on the NHL and/or the CHL (Sections 324S and 341S).

The EPBC Regulations 2000 provide the Heritage Management Principles for National and Commonwealth Places (see *Annex C*) and outline the matters to be addressed in Management Plans (see *Annex D*).

G.1.2 *Matters of National Environmental Significance*

This part of the EPBC Act provides guidance on the requirements for approval for any potentially significant impacts on:

- World Heritage Areas;
- National Heritage Places;
- Wetlands of international importance (Ramsar wetlands);
- Listed threatened species and endangered communities;
- Listed migratory species;
- Nuclear actions; and
- Commonwealth marine environments.

National Heritage List

With the formal inclusion of Point Cook on the National Heritage List, the site is to be managed in accordance with its status as a matter of National Environmental Significance (NES). This means that any action with the potential to have a significant impact on National Heritage values should be avoided or referred for approval by the Minister for the Environment, Heritage and the Arts.

Requirement to Avoid Impacts

The Department of Sustainability, Environment, Water, Population and Communities (SEWPAC) Significant Impact Guidelines for Matters of National Environmental Significance describes likely significant impacts on National Heritage to be caused by:

- The loss of one or more National heritage values;
- The degradation or damage to one or more National heritage values; or
- The notable alteration, modification, or diminishment of one or more National heritage values.

This indicates that the threshold for what could be considered a 'significant impact' on National heritage values is potentially lower than that for Commonwealth heritage values.

If a significant impact is unavoidable, a referral may be required. The decision to refer an action under the EPBC Act is made by the Defence Directorates of Environment Protection and Assessment (DEPA) and Heritage and Biodiversity Conservation (DHBC).

Management Principles

Inclusion of a place on the NHL also requires application of a management framework that is consistent with the National Heritage Management Principles. In summary, the Principles require:

- a proactive approach to conservation and maintenance of all the place's heritage values;
- access to information about the heritage values of the site for the broader community;
- appropriate involvement of the community in the management of the site, taking into account security and safety constraints; and
- regular monitoring and review of the condition of the National Heritage values of the place.

Ongoing Protection

Defence is also required to ensure that the National Heritage values of a place are protected during and after sale or lease.

Additional information about the NHL and its implications for Defence is to be included in the Defence Heritage Toolkit. A copy of this guidance is provided at *Annex H* for ease of reference. The Toolkit can be found on the Defence Intranet through the Infrastructure Maintenance (IM) portal and is also available in hard copy from the Defence Directorate of Heritage and Biodiversity Conservation (DHBC).

Ramsar Wetlands

Point Cook falls within the Port Philip Bay (Western Shoreline) and Bellarine Peninsula wetland, an enormous area of over 22,000 hectares incorporating areas from Altona, south-west along the shoreline as far as Barwon Heads. The Point Cook Metropolitan Park adjacent to the RAAF Base is noted as being of State botanical significance.

This means that changes at Point Cook need to be managed to avoid significant impacts on these listed Ramsar Wetlands. If a significant impact is unavoidable, a referral may be required. The decision to refer an action under the EPBC Act is made by the DEPA and DHBC.

G.1.3

Activities Involving Commonwealth Land and Activities Undertaken By the Commonwealth (Section 26 & 28)

These sections of the Act require that any action that will or is likely to have a significant impact on the environment be referred to the Minister for the Environment, Heritage and the Arts. The term 'environment' in this case is broadly inclusive and defines it as:

- a) ecosystems and their constituent parts, including people and communities; and*
- b) natural and physical resources; and*
- c) the qualities and characteristics of locations, places and areas; and*
- d) heritage values of places; and*
- e) the social, economic and cultural aspects of a thing mentioned in paragraph (a), (b) or (c).*

These provisions of the EPBC Act provide 'blanket' protection for the environment on Commonwealth Land and from actions taken by the Commonwealth. These provisions encourage avoidance of actions that may have a significant impact. If a significant impact is unavoidable, a referral may be required. The decision to refer an action under the EPBC Act is made by the DEPA and DHBC.

G.1.4 *Minimising Impacts on Heritage Values (Section 341ZC)*

This section of the Act requires that a Commonwealth agency must not take an action that has, will have, or is likely to have an adverse impact on the National Heritage values of a National Heritage place or the Commonwealth Heritage values of a Commonwealth listed place, unless:

- a) there is no feasible or prudent alternative to taking the action; and*
- b) all measures that can reasonably be taken to mitigate the impact of the action on those values are taken.*

Point Cook is included on the CHL and the NHL. Consistent with the above mentioned provisions, the preferred approach is to avoid and minimise negative impacts on listed heritage values. If a significant impact is unavoidable, a referral may be required. The decision to refer an action under the EPBC Act is made by the DEPA and DHBC.

G.2 *DEFENCE POLICY AND MANAGEMENT FRAMEWORK*

The following is a list of the relevant Defence policies that apply to the management of Point Cook:

- Defence Environmental Policy;
- Defence Environmental Strategic Plan 2006-2009;
- Defence Ecologically Sustainable Development Strategy;
- Defence Energy Management Strategy;
- Defence Greenhouse Strategy;
- Defence Heritage Strategy;
- Defence Procurement Policy Manual – Chapter 3.16 Environment in Procurement;
- Defence Sustainable Water Management Strategy;
- Defence Material Waste Minimisation Policy;
- Defence Environmental Management System;
- Defence Infrastructure Management;
- Defence Manual of Fire Protection Engineering;
- Defence Safety Manual;

- Defence Asbestos Policy; and
- Defence Security Manual.

Changes at Point Cook are to be managed in accordance with the principles and requirements established in these policies and procedures. Where changes are proposed, consultation with the Defence Support Southern Victoria (DS-VT) Senior Environmental Manager (SEM) and REO is required in the first instance. Consultation with DHBC and DEPA will also be required for larger projects. The Defence Heritage Toolkit can also provide guidance on making changes to heritage listed Defence properties.

There is some potential for heritage values to conflict with certain Defence requirements such as occupational health and safety and security controls. Alternatives that enable the retention of heritage values through the implementation of change are preferred. Where impacts are unavoidable, consistent with requirements under the EPBC Act, mitigation measures are to be identified and implemented.

G.2.1 Environment and Heritage Policy and Vision

Defence's Environmental Policy outlines their Environmental Vision:

"Defence will be a leader in sustainable environmental management to support ADF's capability to defend Australia and its national interests"

It also outlines policy objectives and environmental statements. This policy is a guiding document in the management of the Defence estate and is supported by a variety of dedicated staff as well as more specific policy positions, national initiatives and programs.

Defence also has a heritage vision which states that:

"Defence will be a leader in the management of its properties with heritage values. Defence will seek to provide a sound balance between Defence capability and the conservation of heritage values."

This is outlined in Defence's Heritage Strategy (prepared in accordance with their obligations under the EPBC Act) which is their corporate policy driver for the identification, assessment and management of their heritage resource.

Context

Defence has more than 700 owned or leased properties, containing more than 25,000 built assets and around 2.7 million hectares of land under its environmental stewardship. Management of the Defence Estate is therefore a complex task of balancing operational needs and environmental (including heritage) impacts involving many stakeholders, both within Defence and externally.

Defence has established a comprehensive program of environmental and heritage management plans and processes to help manage its Estate, consistent with its obligations under a range of Commonwealth Acts, including the EPBC Act. It has also established a process for impact assessment that aims to ensure that the effect of its activities on the environment and heritage are appropriately considered and managed.

The Defence Environmental Strategic Plan outlines how Defence will achieve its mission to 'defend Australia and its national interests' while managing the environment in a sustainable way. The strategy includes environmental policy objectives, principles and objectives that aim to assist with achieving environmental best practice in sustainable environment and heritage management.

The Defence EMS

The Defence Environmental Management System (EMS) is a corporate commitment to support the Defence Environmental Policy. Instigated in 2001, the EMS is designed to maintain Defence's assets of land, buildings, and infrastructure. The Defence EMS focuses on three organisational levels:

- Strategic, which sets the policy direction and Defence-wide strategic environmental programs;
- Operational, which applies to the corporate and headquarters function; and
- Tactical, which applies to all Defence sites and facilities.

The Defence EMS also provides a single source of Defence Estate data and is used to capture various streams of information, including heritage matters. The Defence EMS links the various regional Estate centres directly with the central office and provides an interface with other Defence corporate systems. The Defence EMS provides for managing potential and existing environmental and heritage risks, and facilitates planning, management, checking, reporting and review of environmental management to ensure continual improvement. Heritage values are identified as a key environmental aspect under the Defence EMS. Consistent with legislative and policy requirements, potential impacts on heritage values are to be avoided,

minimised and appropriately mitigated. This HMP is a key component of the Defence EMS.

A.1.1 *Defence Instructions*

Defence have a series of instructions and policy guidance relating to the environment and heritage at its sites which provides direction to both civilians and military personnel.

It is primarily under these instructions that Defence undertakes its environmental impact assessments to determine if there will be potential effects and, if there are, to design appropriate mitigation and management to be protective of the environment and, if appropriate, to refer the project to SEWPAC.

If there are no significant impacts to the environment, Matters of NES or no adverse impacts to Commonwealth Heritage values of a Commonwealth heritage place, Defence may undertake its own internal sign-off and management process via an Environmental Assessment Report and/or Environmental Clearance Certificate (ECC).

An ECC may be approved and signed off by DEPA, DHBC and/or the SEM when satisfied that all significant and adverse impacts have been avoided, minimised and managed.

The ECC may also require an Environmental Management Plan (EMP) or series of sign-off conditions under which the activity or task may proceed.

A.1.2 *Other Heritage Listings*

Register of the National Estate

Point Cook was entered into the Register of the National Estate (RNE) in 1980 (Place ID 9996). Several items are also registered as individual buildings or areas, including the Jetty and Boat Dock, Transport Hangar, and Language School Classrooms. The RNE citation is similar to the CHL citation, as it formed the basis of the CHL listing when the CHL was first populated during 2004.

Through 2006 amendments to the EPBC Act, the RNE is no longer a statutory list for Commonwealth agencies. It provides useful information on the potential values of a place, which can assist in determining whether proposed activities are likely to require a referral under ss26 and 28 of the EPBC Act.

Victorian Heritage Register

RAAF Williams Point Cook site was nominated for inclusion on the Victorian Heritage Register. As the site is remaining in Commonwealth ownership, this nomination did not proceed.

As noted previously, the mature Cypress Pines are listed under Victorian Heritage legislation. Archaeological sites are also protected through a listing on the Heritage Inventory. Details can be obtained from Heritage Victoria. Guidance on ensuring the good neighbour policy for State legislation on Commonwealth land in regard to the trees and archaeological areas can be obtained from the DS-VT REO and/or SEM.

While Point Cook remains on Commonwealth land, the Victorian *Heritage Act 1995* does not apply. Under this Act, all historical archaeological sites on non-Commonwealth land have blanket protection. This protection would apply if any land were to leave the ownership of the Commonwealth.

Wyndham City Council Planning Scheme

No Heritage Overlay applies to RAAF Williams (Point Cook) within the Wyndham City Council Planning Scheme. The 1997 Wyndham Heritage Study was conducted to identify heritage assets within the Council area. It identified the Point Cook site as being of State Significance, and describes a number of buildings as distinctive, and contributory to that significance. The study recommended inclusion of the site in the Wyndham Planning Scheme (presumably through an overlay) although this has not been followed through.

There are no statutory implications for Defence in regard to the Planning Scheme, however it is a useful indication of potential external stakeholders with an interest in the protection and management of the heritage values of Point Cook.

National Trust of Australia (Victoria)

The National Trust is a not-for-profit, non-government organisation dedicated to the protection and conservation of places of heritage value.

RAAF Williams Point Cook had previously been classified by the National Trust of Australia (Victoria) as being of 'local' importance. The classification of this site was later upgraded to reflect the place's importance to the nation, and has since been identified as being of 'International' significance.

Classification by the National Trust does not have any statutory implications. However, it indicates a strong interest from the National Trust in Victoria, which is a key lobby group to all levels of Government about heritage matters. The National Trust is therefore a potential external stakeholder to be considered in future consultation about the management of the site.

ERM consulting services worldwide www.erm.com



Environmental Resources Management Australia

Suite 3B, Level 2

40 Brisbane Ave

Barton ACT 2600

T: + 61 2 6253 6888

F: + 61 2 6253 6899

