







TOWN PLANNING
URBAN DESIGN AND HERITAGE

**COCKBURN COAST
CULTURAL HERITAGE
STRATEGY**

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EXECUTIVE SUMMARY

Cockburn Coast is located on the coastline between the Port Coogee and South Beach developments, to the south of Fremantle in Western Australia. Planning is underway to guide the transition of this area from its former industrial use to a vibrant, mixed-use urban environment. This Cultural Heritage Strategy has been commissioned by LandCorp, to inform the development of the Cockburn Coast District Structure Plan Part 2 and associated Local Structure Plans. It provides the basis for the ongoing management, care and interpretation of the indigenous, historic and maritime heritage sites located within in the project area.

The Cockburn Coast coastline and the limestone ridge behind it contains a diverse range of heritage places that provide an insight into the story of the history and development of the area, with the most visually prominent being the South Fremantle Power Station and the Robb Jetty Abattoir Chimney. The area also includes significant shipwrecks, landscape plantings, sculptures, the South Beach Horse Exercise Area and Robb Jetty Camp, an Aboriginal site of historical significance.

The recognition and incorporation of the distinctive heritage of the area is a significant component of the urban renaissance of Cockburn Coast and is integral to creating a distinct and meaningful place. Key themes, stories and associations identified with the heritage of the Cockburn Coast area include:

- Survival of Indigenous People in the post-colonial economy - prior to settlement the coastal dunes are thought to have been used for burial purposes, the last finding being recorded in 1885; from about 1910 until about 1985, an Aboriginal camp was located near Robb Jetty.
- Shipping - Owen Anchorage was used as an early mooring/anchorage area for ships arriving at the newly settled colony.
- Horse Racing - South Beach was the site of the first official horse race in Western

Australia in October 1833 and the beach has also been used for exercising racing horses from that time to the present.

- Feeding the State - the area was an integral part of the agricultural industry of the State, particularly through the development of Robb Jetty, the abattoir and associated industries from the mid-1850s through to the early 1990s.
- Power Generation - the area contains the South Fremantle Power Station, a 'Cathedral of Power', which played an integral part in the development of power generation in the State from the 1950s
- Defence - the South Beach Battery is a remnant of a larger military complex that has associations with the military defence operations of Western Australia during World War Two.

The Cockburn Coast study area has been divided into three precincts: the Power Station Precinct, the Robb Jetty Precinct (and Foreshore) and the Hilltop/Emplacement Precinct. This Strategy provides a management framework for the identified heritage sites in each of the three precincts; setting out how to protect and transmit their heritage values, in accordance with relevant legislative requirements. A summary of the Heritage Management Strategies for each precinct is outlined on the following pages.

1. POWER STATION PRECINCT

1.1 SOUTH FREMANTLE POWER STATION

- Retain, conserve and adapt the South Fremantle Power Station for new uses.
- Any future conservation, management and/or adaptation works to the South Fremantle Power Station are to be undertaken in accordance with State and local policies and procedures.
- Maintain the visual setting of, and interrelationship between, the significant contributory elements of the South Fremantle Power Station.
- Ensure all opportunities to generate awareness and public interest in the building are capitalised upon.
- Acknowledge the significance of high quality urban art, which has been informally applied on the walls of the Power Station since its closure.
- Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the place to the community.

1.2 THE DIANA SHIPWRECK

- Retain in situ and do not disturb.
- Any future conservation, management and/or adaptation works to the place are to be undertaken in accordance with Commonwealth and State legislation, policies and procedures.
- Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the wreck to the community.

1.3 THE JAMES SHIPWRECK

- Retain in situ and do not disturb.
- Any future conservation, management and/or adaptation works to the place are to be undertaken in accordance with Commonwealth and State legislation, policies and procedures.

- Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the wreck to the community.

1.4 INDIAN OCEAN SITE

- Integrate interpretation of the mythological story of the site into the Cockburn Coast project to communicate the tangible and intangible values of the site.
- Should any development be proposed in Owen Anchorage, conduct a maritime survey.

2. HILLTOP/EMPLACEMENT PRECINCT

2.1 SOUTH BEACH BATTERY (REMAINS)

- Retain and conserve the remaining South Beach Battery.
- Views from the South Beach Battery to the Indian Ocean should be retained in future planning.
- Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the place to the community.
- Consideration should be given to the partial reinstatement of earth embankments to allow an appreciation of its original form.

3. ROBB JETTY AND FORESHORE PRECINCT

3.1 ROBB JETTY CAMP

- Any future conservation, management and/or adaptation works to the place are to be undertaken in accordance with State and local policies and procedures.
- Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the place to the community.

- Acknowledge that skeletal material has previously been unearthed in the general vicinity.

3.2 SOUTH BEACH HORSE EXERCISE AREA

- South Beach should continue to be used for the horse training, a use with which it has had a long association.
- Any future conservation, management and/or adaptation works to the place are to be undertaken in accordance with State and local policies and procedures.
- Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the place to the community.

3.3 ROBB JETTY

- Remnants of Robb Jetty should be retained undisturbed.
- Any future conservation, management and/or adaptation works to the place are to be undertaken in accordance with State and local policies and procedures.
- Consideration should be given to providing historic statutory heritage protection to Robb Jetty in its own right.
- Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the place to the community.

3.4 ROBB JETTY CHIMNEY

- Retain and conserve the Robb Jetty Chimney.
- Any future conservation, management and/or adaptation works to the place are to be undertaken in accordance with State and local policies and procedures.
- Any new development adjacent to the Chimney

should ensure it retains its landmark qualities.

- Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the place to the community.

3.5 WYOLA AND BARGE (REMAINS)

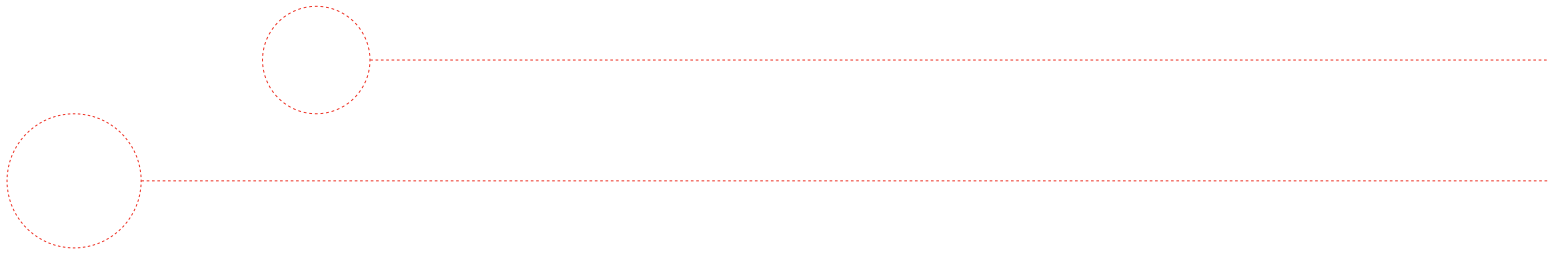
- Investigate the heritage value of the Wyola and barge (remains).
- Any future actions (including conservation, management and/or adaptation works) to the place are to be undertaken in consultation with key stakeholders.
- Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the wreck.

3.6 MORETON BAY FIG TREES

- Retain and conserve the Moreton Bay Figs.

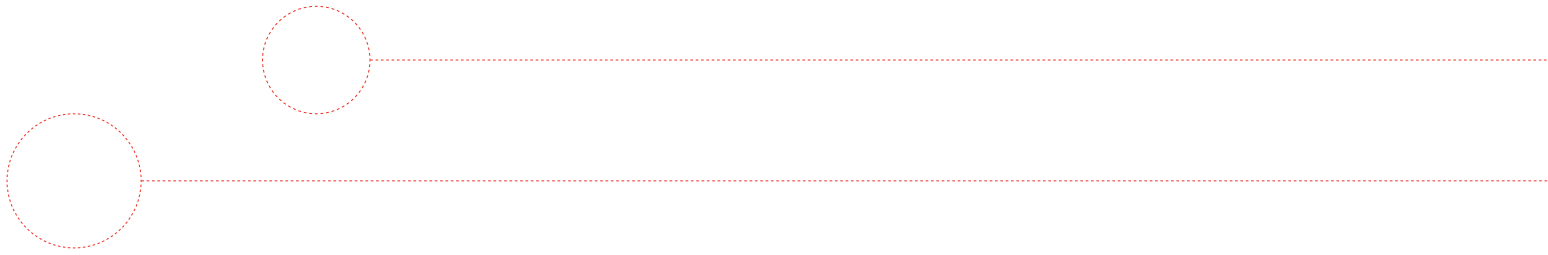
4. PUBLIC ART

- Retain, conserve and include in any overall interpretation strategy the Human Race Artwork and the C Y O'Connor statue.
- Encourage new forms of Public Art in the project area that interprets the cultural heritage of Cockburn Coast.



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1. INTRODUCTION

The Cockburn coastline and the limestone ridge behind it contains a number of significant indigenous, historic and maritime sites with the most visually prominent being the South Fremantle Power Station and the Robb Jetty Abattoir Chimney. The area also includes landscape plantings, sculptures, shipwrecks, the South Beach Horse Exercise Area and the Robb Jetty Camp a site of importance and significance to Aboriginal people.

Subject to development pressure over a number of years, owing to the prime coastal position and proximity to Fremantle, the Department of Planning has prepared a Cockburn Coast District Structure Plan (CCDSP), to guide the future transition of this area from a industrial landscape to a vibrant, mixed use urban location. The recognition and incorporation of the indigenous, historic and maritime sites is a significant component of the urban renaissance of the Cockburn Coast and is integral to creating a distinct and meaningful place.

This Cultural Heritage Strategy, which builds on the heritage studies prepared for the Department of Planning in 2008 for the CCDSP, was commissioned by Landcorp in April 2011, to ensure the next level of detailed planning for the redevelopment of Cockburn Coast area **respects and enhances** this significant collection of sites. Specifically, the Strategy will inform the development of Cockburn Coast District Structure Plan Part 2 and Local Structure Plans.

The primary objectives of this study are to:

- Identify places of cultural heritage values in the study area, through a desktop survey
- Develop management strategies to protect the cultural heritage values identified in the study area
- Identify key themes for interpreting, enhancing and promoting the cultural heritage values in the study area
- Set out an implementation plan to guide the heritage management of the study area

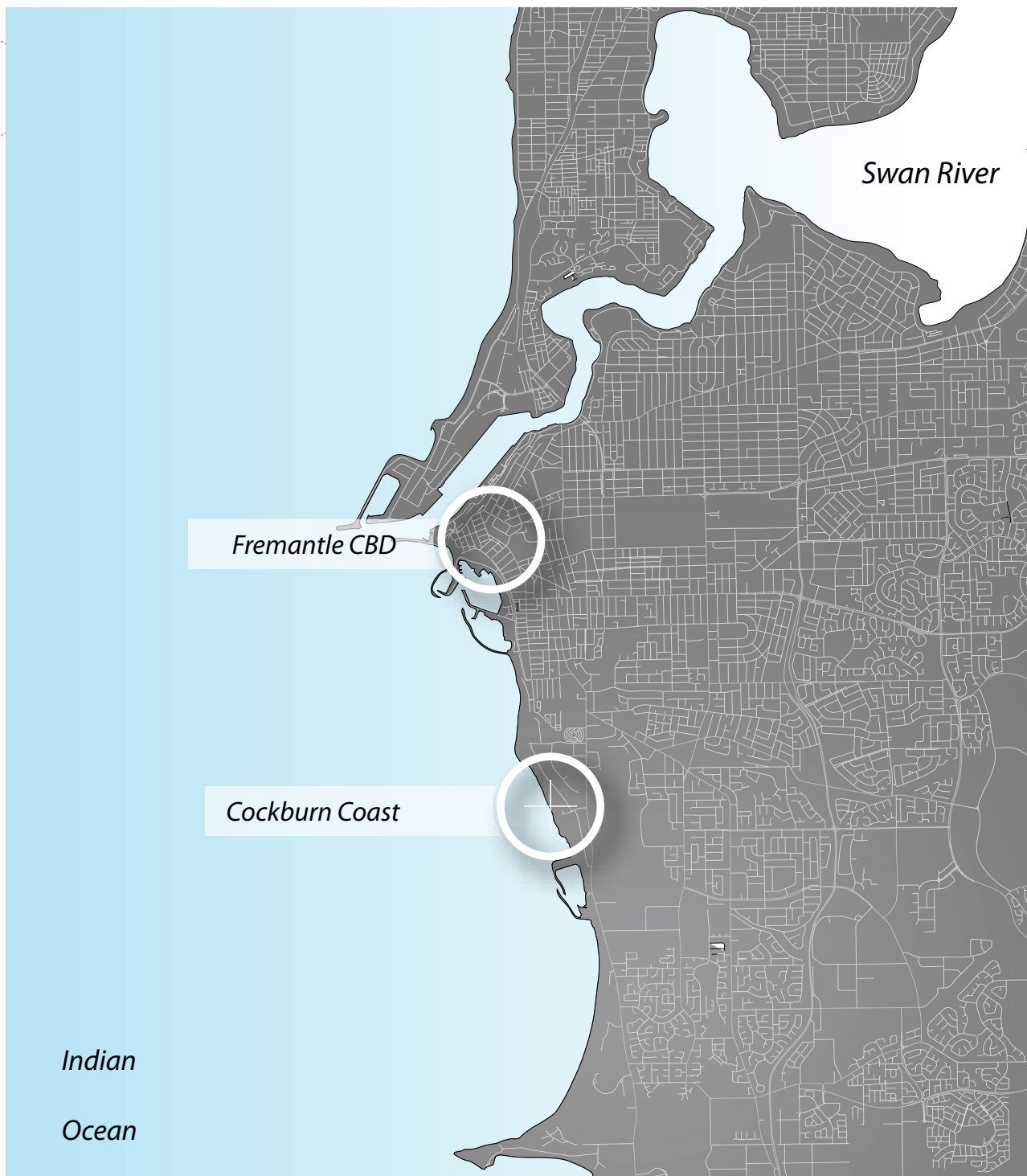


FIGURE 1 - LOCATION PLAN

1.1 BACKGROUND

The Cockburn Coast area covers more than 331 hectares. It is bound by the Indian Ocean to the west and Beeliar Regional Park to the east, the South Beach development to the north and Port Coogee to the south. In its more recent past the area has provided for the location of essential but noxious industries for the Perth region. By the 1970s and into the 1980s, concern regarding the decline in air, water and soil quality and decline in industrial use led the State Government to examine options for the future use of the area.

1.1.1 COCKBURN COAST DISTRICT STRUCTURE PLAN

In 2005, the State Government facilitated a dialogue with the community to identify aspirations for the industrial area of Cockburn. Since this forum, significant work has been undertaken to progress the aspiration for Cockburn Coast to evolve into an exciting mixed-use community, which celebrates both its unique coastal location and its heritage value.

In August 2009, the Western Australian Planning Commission (WAPC) endorsed the Cockburn Coast District Structure Plan (CCDSP), which was the first step in establishing a high-level land use framework, to inform future detailed planning of the Cockburn Coast area. The CCDSP proposes a wide range of uses from medium to high density, mixed use, mixed business and includes activity nodes, a primary school and the redevelopment of the Power Station.

The Cockburn Coast project will be delivered over a 20 year timeframe and will involve significant public investment to relocate the South Fremantle switchyards and to restore and develop the South Fremantle Power Station site.

The CCDSP project area contains a number of state government and private landholdings. It is located in the City of Cockburn but also abuts the City of Fremantle. The project area has been divided into seven precincts:

1. Power Station Precinct
2. Hilltop Precinct
3. Robb Jetty Precinct
4. Emplacement Precinct
5. Darkan Precinct
6. Newmarket Precinct
7. Fremantle Village

1.1.2 COCKBURN COAST DISTRICT STRUCTURE PLAN PART 2

The CCDSP set out a number of staged implementation processes, one of which is the preparation of a Masterplan for the Cockburn Coast Project area. The Masterplan, has been renamed Cockburn Coast District Structure Plan Part 2 (CCDSP 2).

The CCDSP 2 illustrates the next layer of detail for the development of Cockburn Coast and builds on the provisions of the CCDSP. It provides a strategic approach for the equitable and coordinated distribution of key infrastructure and provides detail on movement, open space, district scale water management and built form; as a precursor to the preparation of local structure plans. This Cultural Heritage Strategy is one of a suite of guiding documents, which will accompany the CCDSP 2 to assist in the planning and ongoing management of the area.

The CCDSP 2 applies to the Cockburn Coast Project area south of Rollinson Road only. It excludes the Newmarket and Fremantle Village Precincts, which were included in the CCDSP. These precincts are subject to separate planning policy being prepared and facilitated by the relevant planning agencies.

1.1.3 LOCAL STRUCTURE PLANS

The City of Cockburn Local Planning Scheme No. 3 (LPS No.3) specifies the need for local structure plans or detailed area plans to be prepared for the development zone prior to consideration of development or subdivision of land in the area. The local structure plans are to be consistent with the CCDSP and CCDSP 2.

For the purpose of the CCDSP 2 and the local structure plans, the precinct boundaries have been modified/grouped together and comprise the precinct areas:

1. Power Station Precinct
2. Robb Jetty Precinct (which includes the Darkan Precinct)
3. Emplacement and Hilltop Precinct

The City of Cockburn has initiated an amendment (Amendment No. 89) to the City of Cockburn LPS No. 3, which proposes to rezone the subject area from Industry and Light Industry to Development zone, and include it within a new Development Area. The proposed Development Area provisions set out the requirements for the local structure plans. One requirement stipulates the need for a Cultural Heritage Strategy to support the local structure plan.

In line with this, it is intended that this Cultural Heritage Strategy will support the local structure plan areas to ensure that issues of land use change, infrastructure development and design are coordinated and applied in a manner that respects and enhances the heritage values of each precinct.

1.2 STUDY AREA

This Strategy identifies places of cultural heritage value in the Cockburn Coast District Structure Plan area. However, the management and interpretation strategies are focused on the places located in the area south of Rollinson Avenue, which encompasses the three precinct areas:

1. Power Station Precinct
2. Robb Jetty Precinct
3. Emplacement and Hilltop Precinct

For consistency this Cultural Heritage Strategy is structured in accordance with the above three precincts, for the purpose of setting management and interpretation strategies. The foreshore area, which has not been included in any precinct, will be considered in conjunction with the Robb Jetty Precinct area.



FIGURE 2 - STUDY AREA

1.3 HERITAGE PLACES IN THE STUDY AREA

A number of significant places of indigenous, historic and maritime history are located within the Cockburn Coast study area. The following list identifies each of these places and their current heritage status (if listed) under the statutory provisions afforded to heritage places in Western Australia.

Precinct	Place	Type	Heritage List	Status/Category
Power Station Precinct	South Fremantle Power Station	Historic	State Register of Heritage Places City of Cockburn Heritage List	Interim Listed Category A
	James Shipwreck	Maritime	Register of Historic Shipwrecks Register of the National Estate*	Sailing Vessel Historic
	Diana Shipwreck	Maritime	Register of Historic Shipwrecks Register of the National Estate*	Sailing Vessel Historic
	Indian Ocean	Indigenous	Other Heritage Place - a place of interest however, it is not a formal Aboriginal site	Stored Data Open No Restriction
	Robb Jetty Camp (part of)	Indigenous	Register of Aboriginal sites	Registered Site Open No Restriction
Robb Jetty Precinct and Foreshore	South Beach Horse Exercise Area, inclusive of the following elements: CY O'Connor Statue (see below) Human Race artwork (interpretive element) Robb Jetty (see below) Wyola and barge (see below)	Historic	State Register of Heritage Places City of Cockburn Heritage List (referred to as 'South Beach')	Permanent Listed Category A
	Robb Jetty	Historic	Not individually listed. However, it is included within the State Register of Heritage Places curtilage for the South Beach Horse Exercise Area	N/A
	Robb Jetty Chimney	Historic	State Register of Heritage Places City of Cockburn Heritage List	Interim List Category A
	Robb Jetty Camp (part of)	Indigenous	Register of Aboriginal sites	Registered Site Open No Restriction
	Moreton Bay Fig trees	Historic	City of Cockburn - Local Government Inventory	Trees
	Wyola and barge (remains)	Historic	Not individually listed. However, it is included within the State Register of Heritage Places curtilage for the South Beach Horse Exercise Area	N/A
	CY O'Connor Statue (interpretive element)		City of Cockburn - Local Government Inventory	Category C
Hilltop/Emplacement Precinct	South Beach Battery (remains)	Historic	City of Cockburn - Local Government Inventory	Category D

Precinct	Place	Type	Heritage List	Status/Category
Outside CCDSP 2 Study Area but within CCDSP area	Newmarket Hotel – 1 Rockingham Road, Hamilton Hill	Historic	State Register of Heritage Places City of Cockburn Heritage List	Permanent Entry Category A
	Azelia Ley Homestead, Manning Estate	Historic	State Register of Heritage Places City of Cockburn Heritage List Register of the National Estate	Permanent Entry Category A Historic
	Manning Park Tuart Trees	Historic	City of Cockburn Heritage List	Category B
	Marks' House – 1 Davilak Avenue, Hamilton Hill	Historic	City of Cockburn Heritage List	Category B
	Randwick Stables – 24 Rockingham Road, Hamilton Hill	Historic	State Register of Heritage Places City of Cockburn Heritage List	Permanent Entry Category A

* The Register of the National Estate recognises places of cultural heritage value but has no statutory implications.



FIGURE 3 - HERITAGE PLACES WITHIN THE STUDY AREA AND IMMEDIATE LOCALITY

1.4 SCOPE AND METHODOLOGY

The following actions have been undertaken to inform this Strategy:

- A desktop survey to identify all heritage places and aboriginal sites pertinent to the project area
- Secondary research was undertaken to identify key themes/stories associated with the study area
- An interview with Patrick Hume was undertaken to gain an insight into how the area has evolved. Mr Hume is an 85 year old Aboriginal man, who has spent most his life (since 1939) living and working around the Fremantle area. The interview was undertaken to assist in identifying themes associated with the project area. The interview was not consultation and does not replace the need for consultation with relevant Aboriginal stakeholders, which will occur as part of any section 18 application
- Site visits to the subject area were undertaken by the project team, to view places identified as being significant

Based on the above investigations, a Chronology of the history of the area and a Thematic History have been prepared. The Thematic History assists in emphasising the layers of history of the place over time and the multiple stories associated with it.

From this understanding, a framework for the management of heritage in Cockburn Coast has been developed to enable the places, history and stories of the study area to be embedded in the planning framework for the Cockburn Coast. An Implementation Plan setting out responsibilities, has also been prepared.

NOTE: Detail of the indigenous association with the study area has been compiled through means of a desktop study using readily available resources. The importance of specific consultation with indigenous groups is recognised and will occur independently of this report and in accordance with the requirements of the *Aboriginal Heritage Act 1972*.

1.5 STUDY TEAM

Historic Heritage - TPG Heritage

Nerida Moredoundt - B. Sc., B. Arch., Grad Dip. Sc., RAI, M.COMOS

Susannah Kendall - MA (Urban & Regional Planning), B. A. (Cultural Heritage)

Siân Morgan - B. Sc. (Urban & Regional Planning) Hons., BA (Fine Arts & Psychology)

Maritime and Archaeological - Yates Consulting

Dr Amanda Yates - Ph.D (Geography), B. A. (Archaeology) Hons

Indigenous Heritage - Big Island Research

Dr Guy Wright - Ph.D (Social Anthropology), MA (Social Anthropology), B. A. (Anthropology)

1.6 PREVIOUS RESEARCH

This Cultural Heritage Strategy draws substantially on the technical appendices of the Cockburn Coast District Structure Plan released in June 2008, particularly:

- The Changing Cockburn Coast – Appendices: European Heritage, prepared by Dr Amanda Yates and Julie Mackay
- The Changing Cockburn Coast – Appendice: Indigenous Heritage, prepared by Australian Interaction Consultants

2. UNDERSTANDING THE PLACE

2.1 PEOPLE OF THE ANCIENT LANDSCAPE

The modern landscape of the Cockburn Coast formed between 5,000 and 6,500 years ago. Prior to this time a broad coastal plain stretched from the current shoreline to Rottnest Island and beyond.¹ Marked by a series of hills and ridges, that are still visible today as Rottnest, Carnac, and Garden Islands, these lands no doubt provided a variety of food and other resources comparable to that reported for the Swan Coastal Plain in historical times. A lagoon formed during early Holocene times in the central part of Cockburn Sound and was sheltered from prevailing winds by the limestone ridge that was to become Garden Island. This was probably an attractive camping place, well suited for the exploitation of foods associated with the wetlands.²

Archaeological evidence for Aboriginal occupation of this area is, not surprisingly, difficult to find. Sea level rise following the last ice age, about 18,000 years ago, has long since drowned the flat lands of the continental shelf between Rottnest Island and our modern shoreline, transforming the hills and ridges into offshore islands and submerged reefs.

The Cockburn Coast featured early in the settlement of Western Australia. A map of Cockburn Sound drawn in 1830 shows structures built where the abandoned South Fremantle Power Station now lies. This, together with the wreck of the passenger vessel, the James, in 1830 and occupation by up to 500 settlers of the recently discovered Peel Town on the coast south of Woodman Point, has more than likely destroyed any evidence of hunter-gatherer occupation.³

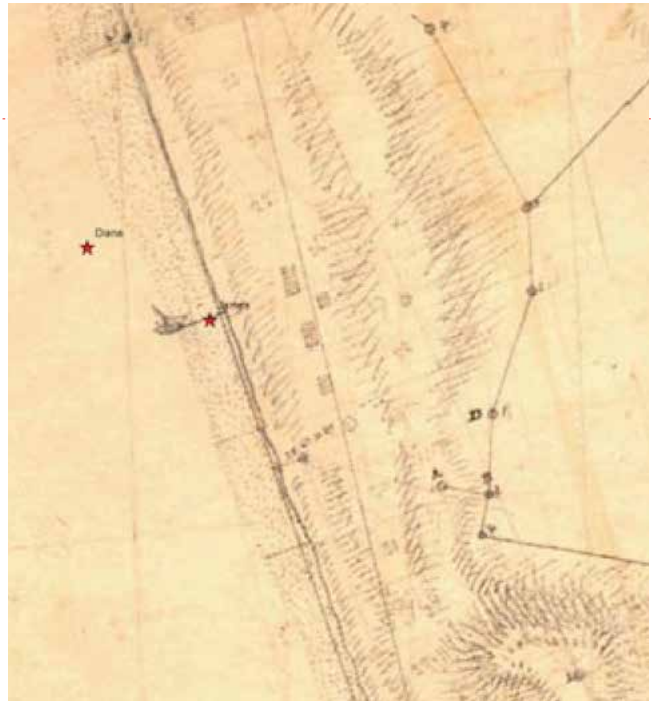


FIGURE 4 - PART OF SHEET 1 OF COCKBURN SOUND BY R. CLINT 1830 SHOWING THE DIANA AND JAMES WRECK SITE AND NEARBY STRUCTURES. SOURCE: GREEN, J (2006) *SURVEY OF THE PORT COOGEE DEVELOPMENT AREA*, p10

No doubt, the extensive use of the coastline by settlers and industry since the founding of the Swan River Colony in 1829 has destroyed virtually all evidence of its previous occupation by hunter-gatherers. Stone artefacts have however been discovered on both Rottnest and Garden Islands.⁴ Accounts of the early settlers and explorers note that local Aboriginal people did not have watercraft of any kind. It is presumed then that the artefacts found on Rottnest and Garden Islands were left by Aboriginal people when the islands were still hills on the coastal plain. Significantly, several of the artefacts are made from Eocene fossiliferous chert, a distinctive stone known to have been sourced from quarries on the now drowned continental shelf.⁵ Other artefacts

1 Skene, D., Ryan, D., Brooke, B., Smith, J. and Radke, L. (2005). *The Geomorphology and Sediments of Cockburn Sound*. Geoscience Australia, Canberra, ACT.

2 Dortch, C.E. 1991. Rottnest and Garden Island Prehistory and the archaeological potential of the adjacent continental shelf, Western Australia. *Australian Archaeology* vol. 33, pp.38-43.

3 Burke, Shane; Di Marco, Peter and Meath, Simon. *The Land 'Flow[ing] ... with Milk and Honey': Cultural Landscape Changes at Peel Town, Western Australia, 1829-1830* [online]. Australasian

Historical Archaeology, Vol. 28, pp. 5-12.

4 *opcit* Dortch, C.E. 1991.

5 Glover, J.E. 1984. 'The geological sources of stone artefacts in the Perth Basin and nearby areas'. *Australian Aboriginal Studies*, vol. 1, pp.17-25; and, Dortch, C.E. 1991. Rottnest and Garden

include a weathered calcrete flake and a broken quartz flake.

Australians are still arguing about how long before 40,000 years ago the first people arrived here. Most accept that the first Australians probably arrived sometime around 45,000 years ago⁶, but some would allow dates of up to 60,000 years BP and even earlier.⁷ Dating stone artefacts is often problematic. However, thermoluminescence dating of quartz sands from the palaeosoils in which the Rottneest artefacts were embedded suggests they are some 20,000 years old. Much older dates have also been suggested but are questioned.⁸

The oldest known sites in the Perth metropolitan area are located near the major river systems on the Swan Coastal Plain, with the earliest evidence for Aboriginal occupation radiocarbon dated to 39,500 years ago at Upper Swan Bridge⁹ and 27,000 years ago on the Helena River in Midland.¹⁰ Other dated sites show occupation 10,000 years ago at Minim

Cove in Mosman Park,¹¹ 8,000 years ago at Walyunga in the Swan Valley,¹² 4,500 years ago at Orchestra Shell Cave in Wanneroo¹³ and 2,500 years ago at Brigadoon in Millendon.¹⁴ These sites confirm Aboriginal occupation of the Swan Coastal Plain, no doubt including the Cockburn Coast area, over tens of thousands of years.

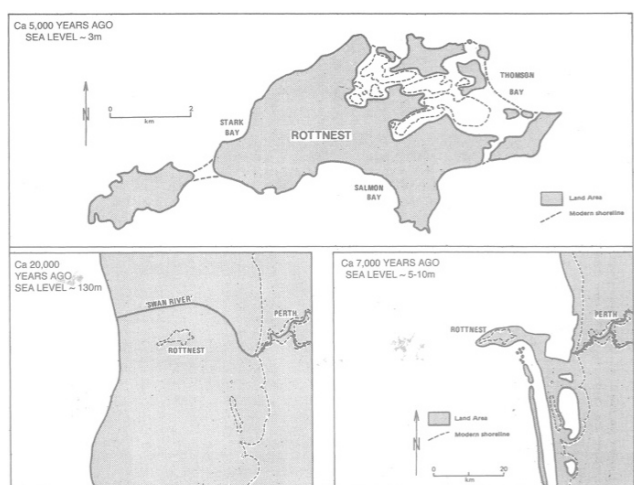


FIGURE 5 - ALTERATIONS IN THE LANDSCAPE WITH SEA LEVEL CHANGES. SOURCE: ERNEST HODGKIN'S, SWANLAND 2005

Island Prehistory and the archaeological potential of the adjacent continental shelf, Western Australia. *Australian Archaeology* vol. 33, pp.38-43.

- 6 O'Connell JF and Allen J. 1998. 'When did humans first arrive in greater Australia and why is it important to know?' *Evolutionary Anthropology*, vol. 6, pp. 132-46.
- 7 Roberts, R.G., R. Jones & M.A. Smith. 1994. Beyond the radiocarbon barrier in Australian prehistory. *Antiquity* vol. 68, pp. 611-6; and, Hesp, P.A., Murray-Wallace, C.V. & Dortch, C.E. 1999. Aboriginal Occupation on Rottneest Island, Western Australia, Provisionally Dated by Aspartic Racemisation Assay of Land Snails to Greater than 50ka, *Australian Archaeology* vol. 49, pp. 7-12; and, Turney, C. S. M., M. I. Bird, L. K. Fifield, R. G. Roberts, M. Smith, C. E. Dortch, R. Grun, E. Lawson, L. K. Ayliffe, G. H. Miller, J. Dortch and R.G. Cresswell (2001). 'Early Human Occupation at Devil's Lair, Southwestern Australia 50,000 Years Ago', *Quaternary Research* vol. 55, pp. 3-13.
- 8 Hesp, P.A., Murray-Wallace, C.V. & Dortch, C.E. 1999. Aboriginal Occupation on Rottneest Island, Western Australia, Provisionally Dated by Aspartic Racemisation Assay of Land Snails to Greater than 50ka, *Australian Archaeology* vol. 49, pp. 7-12.
- 9 Pearce, R.H. and M. Barbetti. 1981. 'A 38,000 year old archaeological site at Upper Swan, Western Australia' *Archaeology in Oceania* vol. 16, pp. 173-178.
- 10 Schwede, M. 1983. Supertrench - Phase 2, a report on excavation results. In Smith, M. (ed) *Archaeology at ANZAAS*, pp. 53-62. Western Australian Museum: Perth.

To date, more than 1,000 Aboriginal sites have been recorded in the Perth metropolitan area. The majority of these are found near fresh water sources on the Swan Coastal Plain, with the largest sites located on elevated dunes and sand ridges near the Swan River and its tributaries, and around lakes and wetlands.¹⁵

- 11 Clarke, J. and Dortch, C. 1977. 'A 10,000 year BP radiocarbon date for archaeological finds within a soil of the Spearwood Dune System, Mosman Park, WA' *Search* vol. 8, pp. 36-38.
- 12 Pearce, R.H. 1978. 'Changes in artefact assemblages during the last 8000 years at Walyunga, Western Australia'. *Journal of the Royal Society of Western Australia* vol. 61, pp. 1-10.
- 13 Hallam, S. J. 1987. 'Yams, Alluvium and Villages on the West Coastal Plain'. In Smith, M. *Archaeology at ANZAAS*. Anthropology Department, Western Australian Museum: Perth.
- 14 Schwede, M. 1990. *Quartz, the Multifaceted Stone: A regional prehistory of the Helena River Valley on the Swan Coastal Plain of Southwestern Australia*. Unpublished PhD Thesis.
- 15 Anderson, J. 1984. *Between Plateau and Plain*. Occasional Papers in Prehistory, Research School of Pacific Studies, ANU Canberra; and, Hallam, S. J. 1987. 'Yams, Alluvium and Villages on the West

There is to date however no archaeological evidence for traditional Aboriginal occupation along the Perth coastline; available evidence suggests that the resources of the coast, most notably marine shellfish, were little used.¹⁶

However, part of the explanation for the paucity of coastal archaeological material may lie in the very active use of the coast by settlers, combined with the shifting and impermanent nature of sandy coastal environments. Archaeological research, together with the records of early settlers indicates that it was the resources of estuaries, rivers and lakes that were key to the economy of local Aboriginal people. It is possible then that further evidence for traditional Aboriginal occupation of the Cockburn area may still be found around the lakes and wetlands that parallel the coast between Manning Park and Lake Coogee.

Remarkably, there appears to be a Noongar cultural remembrance of the inundation of the coastal environment when the current Cockburn Coast was established more than 5,000 years ago. The early settlers were told the Noongar understanding of how the Cockburn Coast was created:

*"They [the Aboriginal people] state, as a fact handed down to them from their ancestors, that Garden Island was formerly united to the main, and that the separation was caused in some preternatural manner by the Waugal."*¹⁷

According to the pioneer diarist George Fletcher Moore (1842/1884), the Swan River Tribes told him how the islands off Fremantle separated from the mainland as a result of cataclysmic events:

*"The natives have a tradition that Rottnest, Carnac and Garden Islands once formed part of the mainland and that the intervening ground was thickly covered with trees; which took fire in some unaccountable way and burned with such intensity that the ground split asunder with great noise and the sea rushed in between, cutting off these islands from the mainland."*¹⁸

This story appears to be associated with the rising sea levels, which flooded the interdunal lake that became Cockburn Sound. It suggests, "that some tectonic disturbance may have coincided with the final phase of sea level rise."¹⁹

According to archaeologist Sylvia Hallam, other stories from the Southwest such as the Great Shaking and Big Water also suggest tectonic movements. Hallam argues that the Swan River legend demonstrates that Aboriginal burning was practiced in the area prior to the mid-Holocene sea level rise. This legend is vital in establishing the antiquity of Aboriginal burning of the Southwest, because most of the evidence comes from caves and dunes formed during the last marine transgression.²⁰

Coastal Plain'. In Smith, M. Archaeology at ANZAAS. Anthropology Department, Western Australian Museum: Perth; and, Bowdler, S., Strawbridge, L. and M. Schwede. 1991. 'Archaeological mitigation in the Perth Metropolitan Region'. Australian Archaeology vol. 32, pp. 21-25; and, Strawbridge, L. 1988. Aboriginal sites in the Perth metropolitan area: a management scheme. Report to the Department of Aboriginal Sites, Western Australian Museum, Perth.

16 Dortch, C.E. & Morse, K. 1984. 'Prehistoric Stone Artefacts on Some Offshore Islands in Western Australia'. Australian Archaeology vol. 19, pp. 31-47.

17 Armstrong, F. 1836. Perth Gazette, Vol. XX, 05 November, p. 797.

18 Moore, G.F. 1842 (reprinted in 1884). Diary of Ten Years of an Early Settler in WA. UWA Press, as cited in Hallam, S. 1975 (reprinted in 1979). Fire and Hearth. Advocate Press, p. 112.

19 Hallam, S. 1975 (reprinted in 1979). Fire and Hearth. Advocate Press.

20 ibid

2.2 DREAMTIME STORIES

Local Aboriginal Dreamtime stories refer to this period of climate change. They infer that sea level rises may not have occurred as gradual fluctuations over a long period of time but as major events.

Aboriginal mythology exists that describes the formation of the coastal reefs and offshore islands somewhat differently from the Swan River legend recorded by Moore. This myth is called "The Legend of the Crocodile and Waugal" and was recorded as part of the research for Yabaroo Budjarra Heritage Trail:

"Whale would come up from the South to meet Shark and Crocodile and cruise around in the warmer waters of the Equator. The area was full of reefs and islands and Whale himself would pretend to be a floating island. Crocodile and Shark used to whack their tails on Whale's sides and imitate the waves washing over the reefs. Fish hearing this would come home in looking for food. When they came up to Whale (who floated along with his mouth open) he closed his mouth and any fish that escaped went to Shark and Crocodile.

Now, these were lean times and tempers were short. Shark got cranky with Crocodile and said that instead of flapping his tail, Crocodile was smooching up to Whale so he would get more fish. So they changed sides, but Shark was still not satisfied.

He went wild as they were swimming south from the Equator, and near the present-day Geraldton region he started attacking Crocodile. When they came as far south as the wetlands they decided to have a big fight out in the Wardandi, as they called this ocean site.

This was during the Nyitting, or Ice Age, and all the animals came to this area and gathered around. The two rocks at Two Rocks represent Yonga the Kangaroo and Bibyur the Scrub Turkey. Yonga was the head of the furred animals and the snakes and goannas, while Bibyur represented the feathered animals. They watched as Shark tore strips off Crocodile, which formed the reefs around Two Rocks. It is said that the waves, which flap over the reefs when the sea is high, come from the skin of Crocodile. In the end Shark was so enraged that he just tore Crocodile's tail right off in two chunks and now those two big chunks are Rottnest Island and Garden Island.

Now that he had lost his tail, Crocodile could not swim. He had no power to push himself forward

and no means of steering himself through the water, so he started walking down the coastline. When Crocodile got to the Fremantle entrance to Swan River, which Aborigines called Derbal-Yarragan, he started to go in there to rest up. But Waugal, the Rainbow Serpent, said he could not go in and told him to get going back up the coast. Waugal was frightened that Crocodile would eat all the animals and flatten the land."²¹

Several Noongar elders have recounted Dreaming stories for the coast from Fremantle to Yanchep. Whale is associated with sand dunes at Leighton Beach. Shark and Crocodile fought in Cockburn Sound until the Creation Snake 'Waugal' intervened. Crocodile, on Waugal's advice travelled to Yanchep where he metamorphosed into Emu (Waitj).²² In another Dreaming story, a fight between Crocodile and Waugal broke up the land and created Rottnest, Garden and Carnac Islands.²³

There is also a Noongar belief that the sea is where the "soul" goes following death. This belief was noted by the pioneer chronicler of Aboriginal cultures Daisy Bates:

"The Aborigines along the whole line of the Western Coast believe that when the body dies, the spirit goes away westward through the sea to some country far away, and that there the spirit lives in much the same manner as it has lived when in the flesh ... In the Swan district, Joobaitch, the last Perth man, stated that when his people died, their kaanya of spirit went away over the sea to another country, called Koorannup or Woordanung."²⁴

21 Indigenous Affairs Department Information Sheet.

22 Colbung in Hill, S. 2006. Indigenous Consultation Report, Draft Report, Indigenous Heritage Public Art Project, Leighton Marshalling Yards Redevelopment (Stage 1), Public Art Commission, p. 10 – 13.

23 Richard Wilkes in Hill, S. 2006. Indigenous Consultation Report, Draft Report, Indigenous Heritage Public Art Project, Leighton Marshalling Yards Redevelopment (Stage 1), Public Art Commission, p. 14 – 15.

24 Bates, D. 1985. The Native Tribes of Western Australia. White, I (eds.), p. 222, cited in The Changing Cockburn Coast: Appendices – Indigenous Heritage, June 2008. For the Western Australian Planning Commission and WA Department for Planning and Infrastructure, p. 38

2.3 MIDGEGOOROO'S COUNTRY

At contact, the senior tribal leader of the area containing the Cockburn Coast was almost certainly Midgegooroo. Midgegooroo was the Noongar leader for the country south and west of the Canning River. An unpublished report entitled "The Execution and Burial of Midgegooroo"²⁵ provides excellent background on this important person. Midgegooroo was Yagan's father, and has been described as a man who was "consistently hostile to the presence of Europeans on his country"²⁶ and "a dangerous and furious ruffian".²⁷

The colonialist view of Midgegooroo's behaviour is likely to have been based in profound ethnocentrism. Midgegooroo is unlikely to have understood his sudden demotion from tribal leader responsible for a large estate, to troublesome "ruffian." He was probably acting on a strong cultural imperative when he apparently avenged the death of one of his people, for stealing food from a farm near Point Walter, by allegedly killing a servant belonging to the same farm. He was soon captured, and without trial he was executed by firing squad on the 22 May 1833 at the Old Deanery site on Saint Georges Terrace. The Deanery was then the location of the first Perth Gaol.

From "The Execution and Burial of Midgegooroo":

"Lyon was told that Midgegooroo ('Midgegoorong') was the principal man for 'Beeliar', 'bounded by Melville water and the Canning, on the north; by the mountains on the east; by the sea on the west; and by a line, due east, from Mangles Bay, on the south.' His main camp ('headquarters') was a place known as 'Mendyarrup, situated somewhere in Gaudoo' which, from other place names

given by Yagan, may have been in the vicinity of Blackwall Reach and Point Walter.

While Beeliar was Midgegooroo's home territory and he was most often encountered at places throughout his country, he appears to have had the right to move and hunt in the country of his neighbours and, over the first few years of the colony, was reported to have been at various places throughout the region including Lake Monger and the Helena River"²⁸

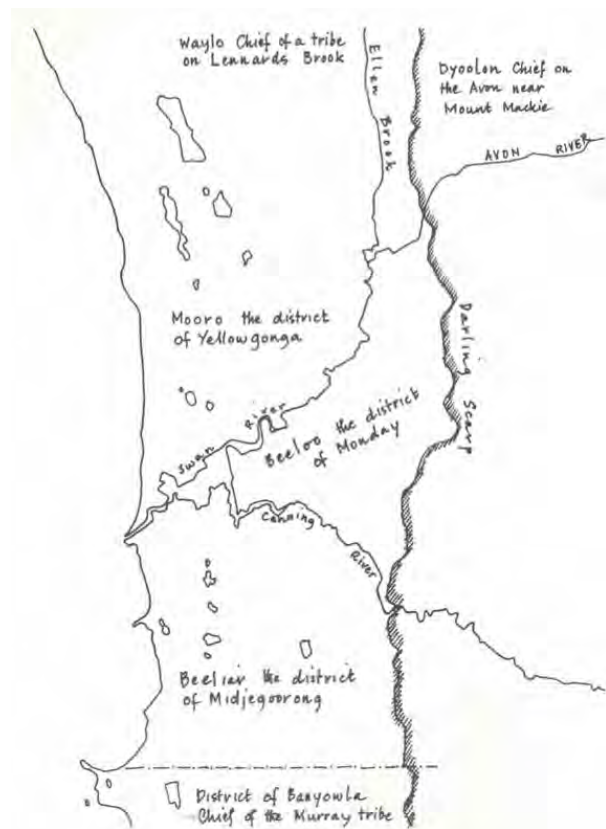


FIGURE 6 - ABORIGINAL FAMILY GROUPS AROUND PERTH ACCORDING TO R M LYON (1833). SOURCE: CANNING RIVER REGIONAL PARK - HISTORICAL SURVEY

25 Allbrook, Jebb and Associates. 2010. The Execution and Burial of Midgegooroo Unpublished Report for Palassis Architects, p. 16.

26 ibid

27 Perth Gazette, 25 May 1833.

28 Hallam, S. J. and Tilbrook, L. 1990. Aborigines of the Southwest Region, 1829-1840 [The Bicentennial Dictionary of Western Australians, Volume VIII]. Nedlands, Western Australia: University of Western Australia Press.

2.4 RECENT ABORIGINAL USE OF THE COCKBURN COAST

It is quite certain that the Cockburn Coast continued to be used by Aboriginal people throughout the period of European settlement. Noongar people had well-known travelling routes that linked water-sources and provided access throughout the southwest.

J. E. Hammond, writing in the 1930s, used a metaphor from the cattle industry by calling these 'pads':

*"All through the South-West there were pads of natives, like cattle pads, and just as plain ... If you take the present site of Perth as the starting point you will find that one pad led along the north bank of the river to where North Fremantle is to-day. There was very shallow water for more than halfway across the river and only a short distance to swim. The pad continued from this crossing to Bibra Lake and through Rockingham to Mandurah, and then pads led up both sides of the Murray River to the ford over the river, above the present site of Pinjarra. It was at this ford that the battle of Pinjarra was fought."*²⁹

It seems likely that the beach and area behind the coastal dunes in the Cockburn Coast area was used for traffic between the southern shore of the Swan River and points further south.

The dunes near Robb Jetty were used by Aboriginal people for camping since about 1910.³⁰ It has been noted that the camping area was located in the sandhills to the south of South Beach, in the vicinity of Catherine Point. Camps were situated between the Bradford Kendall Pty Ltd Iron Foundry and Robb Jetty. It was apparently still being used in 1985: *"although Perth Metropolitan Aboriginal people no longer camp here, it was noticed that Aboriginal visitors from the Kalgoorlie region were living among the sandhills."*

29 Hammond, J.E. 1980 [1933]. *Winjan's People: The Story of the South-West Australian Aborigines*. Perth: Hesperian Press, pp. 17-19.

30 O'Connor, R. Bodney, C. & Little, L. 1985. Preliminary report on the survey of Aboriginal areas of significance in the Perth Metropolitan and Murray River Regions, unpublished report to the Department of Aboriginal Sites, pp. 83-85.

The area is considered likely to have been a traditional camping area, as was the case of other long established fringe camps. However, there was little archaeological remnant of the camp.

*"Though the sands driven by winter winds cover most evidence of human occupation, making individual camps hard to distinguish, in the deeper interdunal swales, campfire ashes, domestic refuse and the remnants of temporary shelters have been observed."*³¹

Subsequent archaeological investigations of the Robb Jetty Camp Site have not been able to identify any archaeological sites or isolated artefacts. This lack of evidence in a site that is a recorded historical camping area is attributed to the mobility of the coastal dunes.³²

The Robb Jetty Camp Site has been placed on the Permanent Register of Aboriginal Sites. The site is also listed as containing a man-made structure and this is almost certainly due to the authors reporting the presence of remnants of temporary shelters.³³

Archival research conducted has identified an Aboriginal campsite adjacent to "The Smelters" to the south of Fremantle. However, the report goes on to say that the available evidence suggests that the Robb Jetty Camp and "The Smelters" camp are in fact one and the same.³⁴

31 *ibid*

32 Shipley L. 1994. Report of an Aboriginal heritage Survey, Robb Jetty Camp (S2207) and Catherine Point Hamilton Hill, Western Australia. Unpublished Report prepared on behalf of McDonald, Hales & Associates PL, for the Department of Commerce and Trade; and, Shipley L. 1995. Addendum to Report of an Aboriginal heritage Survey, Robb Jetty Camp (S2207) and Catherine Point Hamilton Hill, Western Australia. Unpublished Report prepared on behalf of McDonald, Hales & Associates PL, for the Department of Commerce and Trade; and, Jackson, G. 1996. Report of an Archaeological Monitoring Exercise at Robb Jetty Camp (S2207) and Catherine Point, Western Australia. Unpublished Report by Archae-Aus PL for Department of Commerce and Trade.

33 *opcit* O'Connor, R. Bodney, C. & Little, L. 1985.

34 Makin, CF. 1970. Socio-economic anthropological survey of people of Aboriginal descent in the metropolitan region of Perth, Western Australia. University of Western Australia. In McDonald, E. and

2.5 EUROPEAN EXPLORATION

The first recorded sighting of the Cockburn Coast comes from the Dutch explorers in 1658 when the skipper of the “Walkende Boey” visited the area in search of the “Gilt Dragon” (which had wrecked off the south west) and charted parts of the shoreline. These charts are held in the Hague Archives, and reportedly show the Cockburn and Fremantle Coastline including Rottnest and Garden Islands.³⁵ The Islands off Fremantle also appear in the c1700 charts compiled after the exploratory voyages of Dutchman Willem de Vlamingh in 1696.

The exploratory history of the south west then falls silent until the latter half of the next century, when French explorer, Captain de St Alouarn in the “Le Gros Ventre”, claimed the entire west coast for the French Crown. Western Australia was explored more carefully by the French during the 1801 scientific exploration to the South Seas under Nicholas Baudin. During this time, the south west coast line was mapped, and many features given French names such as Geographe Bay, Cape Naturalist, Point Peron, Napoleon Bonaparte Archipelago, Bauche and Bertholte Islands. The latter were subsequently renamed by Captain James Stirling to Garden and Carnac Islands, for the British did not recognise the French’s claim to Western Australia.³⁶

Along with the early explorers, the Cockburn Coast and adjacent off shore Islands were well known by whalers and sealers who operated along the West Coast. American and French whalers in particular, are known to have frequented the south west oceans during most of the nineteenth century in search of the humpback, right and sperm whales.³⁷

The maritime history of the Cockburn and Fremantle Coast begins in earnest with Captain Stirling’s exploration of the Swan River District in 1827 on the HMS “Success” which led to establishment of a new colony on the Swan River.

Grove, D. 2003. Desktop Aboriginal Survey of the Proposed South Beach Village Development, South Fremantle. Unpublished report prepared for Landcorp. June 2003.

35 Cowan, D.C., Caldwell, K, (1937). Garden Island, Western Australia, p. 1

36 Ibid

37 Green, Neville Unpublished History - Garden Island History Prior to the Turn of the Century

2.6 SETTLEMENT AND DEVELOPMENT OF COCKBURN COAST

The Cockburn Coast is associated with the earliest settlement of the Swan River Colony with the first settlers anchoring off Owen Anchorage and taking up land grants in 1830.

Owen Anchorage continued to be used for shipping throughout the nineteenth century and was particularly busy during the Gold Rush era. While the anchorage was relatively safe, a number of shipwrecks have occurred over the years with several wrecks washed up on the shoreline.

Robb Jetty was constructed in the late nineteenth century to service the cattle industry. While the rural landholdings gradually changed to residential suburbs, the coastal strip steadily grew as an industrial area from the late nineteenth century with the introduction of the rail line between Fremantle Port and Robb Jetty in 1898.

Following the war, the construction of the South Fremantle Power Station represented the pinnacle of industrial development in Western Australia. The closure of the power station in 1985 marked the beginning of a transformation of this coastal area from primarily industrial use. This culminated in the release of the Cockburn Coast District Structure Plan in 2009 with the vision for mixed use urban development.

The following chronology provides an overview of the history of the study area. Aerial images are also presented, after the chronology, and provide an understanding of the changes that have occurred in the landscape from 1953.



FIGURE 7 - UNLOADING CATTLE AT ROBB JETTY (c 1920)
SOURCE: FREMANTLE CITY LIBRARY LOCAL HISTORY COLLECTION IMAGE
NUMEBR 2500



FIGURE 8 - THE KOOLINDA AT ROBB JETTY (c 1930) SOURCE:
FREMANTLE CITY LIBRARY LOCAL HISTORY COLLECTION IMAGE NUMBER 1702

2.6.1 CHRONOLOGY

The following chronology has been prepared to provide an understanding of the post settlement history of the whole Cockburn Coast project area (inclusive of the Newmarket Precinct and Fremantle Village Precinct which are outside the study area). It is not considered a complete history of the place.

- 1829 Swan River Colony founded in Perth with the landing of the first settlers at Garden Island, and later at Fremantle
- 1829/30 The first European settlement in Cockburn was Thomas Peel's short lived settlement at Clarence, now Woodman Point Reserve, which is south of the study area.³⁸ The settlement was dogged by bad luck and indifferent management and two years after its beginning the Town of Clarence lay deserted.³⁹
- Jan 1830 The *Leda* commanded by Captain George Robb anchored at Owen Anchorage, just south of Catherine Point.
- Captain Robb took up a 2000 acre land grant, and unloaded stock, grain and building materials for the establishment of a farm. Robb left Sidney Smith behind to tend to his investments in the new colony. In a letter dated 27 August 1839, Smith gives the address of the farm as Hamilton Hill, from which the district takes its name.⁴⁰
- Oct 1830 Charles McFauld was assigned a grant of land near the coast close to Robb's grant. He constructed a house, well and outhouses and established the colony's first vineyard.
- May 1830 The **James** was shipwrecked in Owen Anchorage, close to James Rocks, about 50 metres from shore.⁴¹ A map of Cockburn Sound drawn in 1830 (refer to section 2.1) shows structures built near the wreck of the *James*, where the abandoned South Fremantle Power Station now lies. These structures are evidence of the early use of the area by settlers.
- 1833 On 2 October 1833, the first recorded official horse race in Western Australia was run on 'The Downs' at South Fremantle by seven Timor ponies. This began the association of horse racing with **South Beach** that has continued through into the 21st century.⁴²
- 1836 Clarence townsite was surveyed. However, by 1840 blocks in the townsite were still held in the hands of absentee landowners and the area remained undeveloped.⁴³
- 1841 A new road was established that stretched from Fremantle to Pinjarra on Murray River via the Cockburn coast. The road retraced two original tracks: Old Clarence Road (now Cockburn Road) and Dunnage's Track (now Russell Road). The road was serviced by seven wells along its 46 mile length.
- 1850 Henry Manning directed his younger brother Charles Manning to move to the Swan River Colony to represent the interests of the Manning Family. The Mannings were a shipping merchant family from High Holborn, London. The family bought up land around Davilak Lake.
- 1854 John Wellard purchased, Charles Macfauld's original land grant. Here sheep were slaughtered for the convict establishment and represents the pioneering of the area's the meat industry. Later the slaughter house of Copley and Co, operated on this site.

38 Berson, M., (1978), Making of a Community, Shire of Cockburn p 2

39 *ibid*, p13

40 *ibid*, p19

41 Australian National Shipwreck Database

42 Heritage Council of Western Australia Assessment Documentation for South Beach Horse Exercise Area, 30 March 2007, p. 4

43 O'Brien Planning Consultants (date unknown) City of Cockburn Heritage Inventory – Thematic Framework, p 2

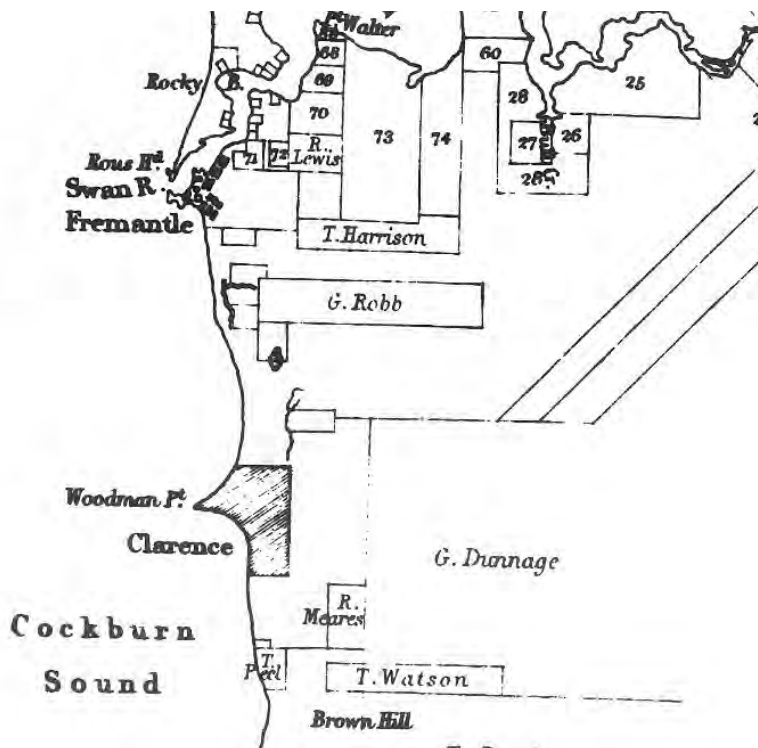


FIGURE 9 - EARLY LAND GRANTS IN COCKBURN AREA 1833, SHOWING ORIGINAL LOCATION OF THE CLARENCE TOWNSITE SOURCE: BERSON(1979) p14

- 1858 Charles Manning, now acting as the French Consul and leading merchant, built a 10-room farmhouse north of Davilak Lake, to supply his grand residence in Fremantle, Manning Hall.
The produce from the farm; fruit, vegetables, meat and condiments graced the table at receptions of visiting ships and other guests.
- 1866 The Davilak Homestead was built by Charles Manning for his son Lucius and his new wife. This homestead located to the south of Davilak Lake comprised a solid limestone house with 14 rooms and a shingled roof. The limestone was quarried on the Manning Estate and the timber, including the Yorkshire flags that made the kitchen floor, were pit sawn on site.⁴⁴
- 1869 Charles Manning died, leaving behind a massive estate that stretched from the coast to Bibra Lake and down to Coogee.
- 1876 170 hectares of the Clarence town site west of Cockburn road was gazetted as a Quarantine Ground for Stock. This was first used in 1897 in response to the outbreak of cattle diseases in the Kimberley region.⁴⁵
- 1877 An article in the Western Australian, dated 27 July 1877, outlines that a tender was accepted by the Government for James Brown to erect a **jetty** at Owen Anchorage, for a sum of £385. An article in the Inquirer and Commercial News, dated 16 January 1878, states that the jetty has been built by this time. This Jetty is believed to be what is referred to as **Robb's Jetty**.
- 1878 The **Diana** was shipwrecked at Owen Anchorage on 16 July 1878. Its port of origin was Port of Natal, Brazil.⁴⁶

44 Berson, op. cit, p 100

45 Heritage Council of Western Australia Assessment Documentation for Quarantine Station (fmr), Woodman Point, 31 March 2006, p. 6

46 Australian National Shipwreck Database

- 1887 The Mannings lost a large part of their estate when the Government rejected their claim to George Robb's original land grant.
- 1886 The first recorded arrival of passengers into Quarantine Station (fmr), Woodman Point was in December 1886 from the ship Elderslie, which carried two cases of Scarlet Fever among its 127 passengers. The Quarantine Station (fmr), was a disembarkation point, and therefore the first experience of Australia, for many overseas visitors and new migrants from 1886 to the 1970s.⁴⁷
- 1888 Electricity arrived in Western Australian in the form of lighting, provided by the Western Australian Electric and Power company.⁴⁸



FIGURE 10 - CATTLE YARDS AND SHIPS AT ROBB JETTY (c 1890) SOURCE: FREMANTLE CITY LIBRARY LOCAL HISTORY COLLECTION IMAGE NUMBER 4816

- 1892 Lucius Manning died and the Manning Estate was run by his son Alfred.
- Gold Rush The population of Perth and Fremantle grew rapidly during the gold rush years, bringing a demand for food and building materials. In the Cockburn district new settlements and industries sprung up to meet this demand.
- By the turn of the century: the slaughter houses of Forrest, Emanuel and Co and Conner, Doherty and Durack, were in full swing and literally fed the metropolitan area and Goldfields. These slaughter houses were located near Robb Jetty.
- Next to the abattoir at Robb Jetty an explosives magazine was built in the sand hills for use in the Goldfields to assist with mining.
- 1896 With the growth of the cattle trade, **Robb Jetty** was extended to a length of 427 foot (approximately 130 metres).⁴⁹
- 1896 The Davilak Murder Mystery - Afghan cameleer Abdul Hoosin was found dead at Lampey's Hollow at Davilak. The ensuing police investigation and inquest identified the murderer; far too late because by the time they put two and two together the culprit, a fellow Afghan, had fled to Karachi. Abdul Hoosin's murderer was never brought to justice.

⁴⁷ Heritage Council of Western Australia Assessment Documentation for Quarantine Station (fmr), Woodman Point, 31 March 2006, p. 6

⁴⁸ Bodycoat, R. (2003). South Fremantle Power Station Conservation Plan, p 16

⁴⁹ The Western Australian. 29 January 1896, p5

1898 A railway from Fremantle to Robb Jetty, was opened and the two slaughter houses continued to expand to meet the demand of their products.

1900 Fremantle smelting works were established south of Island Street. Smoke poured into the sky as it processed lead and base bullion from Kalgoorlie.⁵⁰

The railway from Robb Jetty was extended south to Woodman Point. The explosive magazines were also moved there, further away from Fremantle.⁵¹

Azelia Ley Homestead built on the Manning Estate on the west side of Davilak Lake as a home for newlyweds Azelia Manning and John Ley.

1902 Engineer **C. Y. O'Connor** tragically took his life at South Beach. The site of the tragedy has been commemorated with the installation of an interpretive statue in the water off the beach in 1999.

1903 A lighthouse was built, to replace the limestone obelisk at Clarence townsite. It was used as a navigation aid to mark the Challenger passage between Carnac and Garden Islands

1904 Lime kilns were established at Hamilton Hill for the growing building trade.

1912 The **Newmarket Hotel** was built on the corner of Rockingham and Cockburn Roads, and soon became a popular watering hole for the workers in the industrial areas. It later became a focal point for the southern metropolitan racing fraternity.

The larger estates at Hamilton Hill such as the Manning's were subdivided into smallest lots.

Shops began to spring up along Rockingham Road in north Cockburn.

Three skeletons were discovered at Coogee Beach.



FIGURE 11 - NEWMARKET HOTEL (DATE UNKNOWN) SOURCE: AZELIA LEY HOMESTEAD MUSEUM IMAGE NUMBER: AL.84.37

50 Berson, op. cit, p 100

51 Berson, op. cit, p 102

- 1915 10th Light Horsemen camped at Woodman Point and trained on the Cockburn beach from Woodman Point to Robb Jetty.
- 1919/20 The **Robb Jetty Abattoir** opened. At this time it operated under the name 'Fremantle Freezing and Meat Works.'
- 1920 **Randwick stable** and house constructed on Rockingham Road. The owners of this place – the Marks family - are leading members of the local horse racing fraternity.
- 1942 As a result of management difficulties, the State Government purchased the Fremantle Freezing and Meat Works (the **Robb Jetty Abattoir**). The name of the company was changes to the 'Western Australian Meat Preservers', although several years later this was again altered to become the 'Western Australian Meat Exporters'.⁵²
- 1944 The **South Beach Battery** located in Emplacement Crescent was constructed to provide high level anti-aircraft and coast artillery cover for Cockburn Sound. One of the three original emplacements remain, though the guns were never installed.
- 1946 Construction began on **South Fremantle Power Station**.



FIGURE 12 - SOUTH FREMANTLE POWER STATION (1957) SOURCE BATTYE LIBRARY 239097PD

- 1951 Bradford Kendal Foundry constructed on the original site of the lead smelter on Island Street.
- On 27 June the **South Fremantle Power Station** officially opened to supply the South West with electricity. The new station was 'built like a fortress – a magnificent cathedral of power' a symbol of the commanding place electricity would play in the future of Western Australia.⁵³
- 1970 The 306-ton steam tug **Wyola** was run ashore at **Robb Jetty** for dismantling and scrapping in 1970.
- 1975 **Robb Jetty** was burnt and dismantled, although some timber piles remain.

52 Gibbs, M (1995) Robb Jetty Abattoir – Archeological report, p 3

53 Bodycoat, op. cit, p.19

- 1985 **South Fremantle Power Station** officially closed. The surviving Main Building, now stripped of all plant, equipment and services, remains as a significant landmark on the coast. The switchyard to the north of the site remains operational.
- Robb Jetty Camp** (DIA ID 3707) recorded as an Aboriginal Site
- Indian Ocean site** (DIA ID 3776) entered in the Department of Indigenous Affairs database
- 1992 The **Robb Jetty Abattoir** ceased operation.
- 1996 On 14 May 1996 the **Robb Jetty Chimney** was entered onto the State Register of Heritage Places on an interim basis.
- 1997 On 28 October 1997 the **South Fremantle Power Station** was entered onto the State Register of Heritage Places on an interim basis.
- 1999 A statue of C.Y. O'Connor on horseback was erected 50 metres from the shore of the South Beach Horse Exercise Area. Executed by sculptor Tony Jones at a cost of \$70,000.⁵⁴
- 2007 On 30 March 2007 the **South Beach Horse Exercise Area** was entered onto the State Register of Heritage Places on a permanent basis.
- 2009 Cockburn Coast District Structure Plan released with a vision for the transformation of the area into a mixed use urban development.



FIGURE 13 - ROBB JETTY (REMAINS) AND C.Y.O'CONNOR STATUE (2011)

2.6.2 AERIAL PHOTOGRAPHS

The following selection of aerial photographs, sourced from City of Cockburn Intramaps, demonstrate the evolution of the subject area and its surrounds from 1953. The South Fremantle Power Station has been identified as a point of reference.

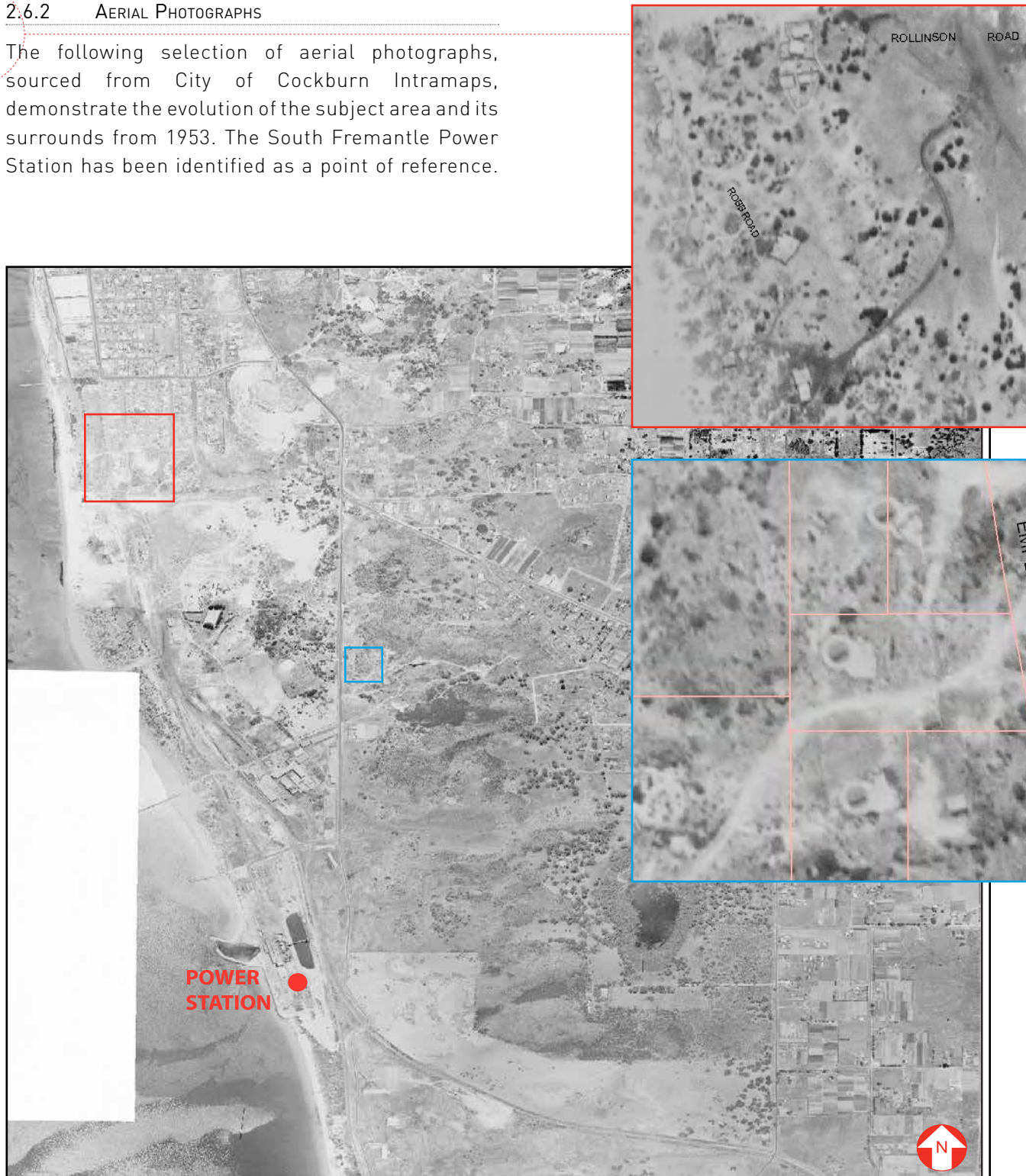


FIGURE 14 - AERIAL 1953 - RED INSET SHOWING STRUCTURES IN FORESHORE AREA, POSSIBLY REMNANT CAMPING AREAS
BLUE INSET SHOWING THE THREE GUN EMPLACEMENTS OF THE SOUTH BEACH BATTERY



FIGURE 15 - AERIAL 1965 - INSET SHOWING ROBB JETTY



FIGURE 16 - AERIAL 1974 - INSET SHOWING WYOLA AND BARGE (REMAINS) ADJACENT TO ROBB JETTY, WHICH RAN ASHORE IN 1970



FIGURE 17 - AERIAL 1981 - INSET SHOWING SOUTH FREMANTLE POWER STATION IN OPERATION



FIGURE 18 - AERIAL 1995 - INSET SHOWING THE EXTENSIVE OPERATIONS OF THE ROBB JETTY ABATTOIR, WHICH WAS DEMOLISHED IN 1995



FIGURE 19 - AERIAL 2006 - INSET SHOWING SOUTH FREMANTLE POWER STATION, WHICH CLOSED IN 1985

3. KEY INTERPRETIVE THEMES



FIGURE 20 - VIEW OF THE FORMER CATTLE RUN AT ROBB JETTY WITH INTERPRETIVE ARTWORK

The Australian Historic Themes Framework (AHTF) published by the Australian Heritage Council provides a consistent framework that is a useful tool for heritage management and is particularly beneficial in assisting in the interpretation of heritage places.

The framework emphasises the human activities that have produced the places we value, and the human response to Australia's natural environment. Places are related to the processes and stories associated with them, rather than to simply the type or function of place. Themes provide a way of investigating and interpreting the history of a place.

The themes are not intended to follow a chronological order. Rather, they are designed to be applied and interlinked, regardless of the period or place. They embrace prehistory to the modern period and a multiplicity of human activities.

The following themes are those that most particularly apply to the heritage of the Cockburn Coast study area.

3.1 TRACING CLIMATIC AND TOPOGRAPHICAL CHANGE

Australian Historic Themes Framework 1.1

The modern landscape of the Cockburn Coast formed between 5,000 and 6,500 years ago. Prior to this time a broad coastal plain stretched from the current shoreline to Rottnest Island and beyond.⁵⁵ The plain was marked by a series of hills and ridges, that are still visible today as Rottnest, Carnac, and Garden Islands.

Sea level rise following the last ice age has long since drowned the flat lands of the continental shelf between Rottnest Island and our modern shoreline, transforming the hills and ridges into offshore islands and submerged reefs.

There are local Aboriginal Dreamtime beliefs that refer to this period of climate change, and infer that sea level rises may not have occurred as gradual fluctuations over a long period of time, but as major events. These beliefs were noted by early settlers:

"They [the Aboriginal people] state, as a fact handed down to them from their ancestors, that Garden Island was formerly united to the main, and that the separation was caused in some preternatural manner by the Waugal."⁵⁶

"The natives have a tradition that Rottnest, Carnac and Garden Islands once formed part of the mainland and that the intervening ground was thickly covered with trees; which took fire in some unaccountable way and burned with such intensity that the ground split asunder with great noise and the sea rushed in between, cutting off these islands from the mainland."⁵⁷

55 Skene, D., Ryan, D., Brooke, B., Smith, J. and Radke, L. (2005). *The Geomorphology and Sediments of Cockburn Sound*. Geoscience Australia, Canberra, ACT.

56 Armstrong, F. 1836. *Perth Gazette*, Vol. XX, 05 November, p. 797.

57 Moore, G.F. 1842 [reprinted in 1884]. *Diary of Ten Years of an Early Settler in WA*. UWA Press, as cited in Hallam, S. 1975 [reprinted in 1979]. *Fire and Hearth*. Advocate Press, p. 112.

3.2 EXPLORING THE COASTLINE

Australian Historic Themes Framework 3.1

Owen Anchorage near Catherine Point on the Cockburn Coast was the focus of shipping from the first days of settlement, as it offered relatively safe anchorage and landing.

One of the first ships to land was the *Leda* commanded by Captain George Robb (from which Robb Jetty takes its name) in January 1830. By the gold rush at the turn of the century Owen Anchorage was jammed full with tall masted sailing ships. At this time the Fremantle port was considered inadequate and one of the proposals was to open up a passage through Success Bank at Owen Anchorage and build to a wharf at Catherine Point that could be connected by rail to the customs house at Cliff Street. However, this proposal was rejected and the Fremantle inner harbour was built⁵⁸.

After Perth was founded in 1829, many ships were wrecked along the coastline and around Fremantle. Islands, reefs and uncharted rocks, and poor navigational aids all played their part in the fate of many colonial period ships.⁵⁹ Owen Anchorage is now the grave yard for a number of ship wrecks and associated maritime relics and features, including the now submerged remnants of Robb Jetty.

The earliest wreck site and potentially the most significant is the *James* which was driven ashore in 1830. A cannon was found recently and more artefacts may still exist. Other wrecks in Owen Anchorage include the *Diana* and the *Omeo*. Other unfound ships are known to have been lost near Catherine Point such as the *Sea Nymph*. Graves said to be associated with the *James* were exposed in 1912. A letter to the editor of the *West Australian*, displayed in the 3 February 1912 edition gives an insight into the graves:

"I remember that when I was a lad nearly half a century ago there was to be seen a few yards from the beach in the vicinity of where Robbs Jetty now is a dilapidated railing enclosing the grave of two seamen who were drowned in the wrecks of the Brig James (after which James Rocks were named) about 70 years ago. A decaying jarrah slab recorded their names and fate, but the rude memorial was so hidden by the dense scrub that its existence was but little known save to a few boys who had come across it in their quest for birds nests or "yorkie Nuts". It is probably the remains of these two sailors that they have found."

Another account in another article in the *Western Argus*, dated 6 February 1912, states that the inscription on the oar set out that the grave was the resting place of '*Edward Henry Livesly and Edward Seal, owners of the brig James.*'

⁵⁸ Berson, M. (1978), *Making of a Community*, Shire of Cockburn.

⁵⁹ Visit the Fremantle Wreck Trail, Western Australian Museum, p 2

3.3 MOVING GOODS & FEEDING PEOPLE

Australian Historic Themes Framework 3.8 & 3.12

3.3.1 SHIPPING TO OWEN ANCHORAGE (AUSTRALIAN HISTORIC THEMES FRAMEWORK 3.8.1)

Robb Jetty, located in Owen Anchorage, was built circa 1877. Initially it consisted of a few bays of piles, driven into the beach, on which rough decking was provided to assist in the landing from boats and small craft generally. The jetty was also connected with the developing northwest meat trade.

The population of Perth and Fremantle grew rapidly during the gold rush years, bringing a demand for food and building materials. In the Cockburn district new settlements and industries sprung up to meet this demand. The growth of the cattle trade resulted in the need for an improved means of landing stock at Owen Anchorage and the Government extended the jetty to a length of 427 ft.

Stock from the pastoral stations in the Kimberly were shipped down the coast to Owen Anchorage. Initially stock were off-loaded into the water and forced to swim, as opposed to using Robb's Jetty. A fleet of small boats then directed the cattle to shore, where stockman were waiting to herd them into galvanised yards, which ran parallel to the beach. An account in the *Western Mail*, dating from 17 March 1899, gives an account of why the stock were initially forced to swim to shore:

'to prevent the spread of the tick the vessels are not allowed to come alongside. After being inspected by the Stock Department officials the cattle are swam ashore, and then driven into the yards.'

The jetty was the first obvious landmark in the area and, along with the Robb Jetty Chimney, it forms recognisable markers in the historic landscape that assist in the interpretation of historical photographs and early maps.



FIGURE 21 - UNLOADING CATTLE AT ROBB JETTY (DATE UNKNOWN)
IMAGE COURTESY OF DR M MCCARTHY



FIGURE 22 - LANDING CATTLE AT ROBB JETTY (DATE UNKNOWN)
SOURCE: FREMANTLE CITY LIBRARY LOCAL HISTORY COLLECTION IMAGE NUMBER -1478A



FIGURE 23 - CATTLE UNLOADING FROM THE KIMBERLY - WA MEATWORKS AND ROBB JETTY CHIMNEY IN BACKGROUND (DATE UNKNOWN)
SOURCE: DALGETY ALBUM PG 68

3.3.2 BUILDING A RAILWAY (AUSTRALIAN HISTORIC THEMES FRAMEWORK 3.8.6)

In 1898 a railway from Fremantle to Robb Jetty was opened and a few years later extended south to Woodman Point. An article in the Western Australian, dated 10 November 1896, outlines how stock was moved prior to the construction of the railway:

“The importance of a short line of about three miles from Fremantle to Robbs’ Jetty, could not be too highly estimated. Thousands of head of cattle, horses, sheep, etc., had to be landed at Robbs’ Jetty, and driven through the town to the railway stock- yards at Fremantle and elsewhere, much to the danger and nuisance of the townspeople, and large quantities of explosives and inflammable substances also had to be carted from the magazine near Robb’s Jetty through the town. If a line were constructed all this would be obviated...”

Early in the twentieth century, success in the agricultural areas of Jandakot and Forrestdale led to an increasing demand for a railway to the area from the port of Fremantle. After much lobbying the Fremantle-Jandakot railway was completed in 1906 and a link to Armadale was completed in 1907. The railway led to a regular service to the siding at Robbs Jetty and also connected with Spearwood, Bibra Lake, Jandakot, Banjup, Skeets Crossing, East Crossing and Murphy’s Crossing. This rail greatly improved communication with the Cockburn Coast area and assisted in the transport of goods to market.

In 1963, part of the Fremantle to Armadale railway via Forrestdale was closed and later removed as a result of the completion of a new line linking Jarrahdale and Kwinana.

Today the rail from Fremantle, through the subject area, is used as a freight line delivering goods through to Kewdale and Kwinana.



FIGURE 24 - AERIAL VIEW OF ROBB FREIGHT TERMINAL WITH SOUTH FREMANTLE POWER STATION IN BACKGROUND (UNDATED) SOURCE: MAUNSELL COLLECTION STATE LIBRARY OF WESTERN AUSTRALIA

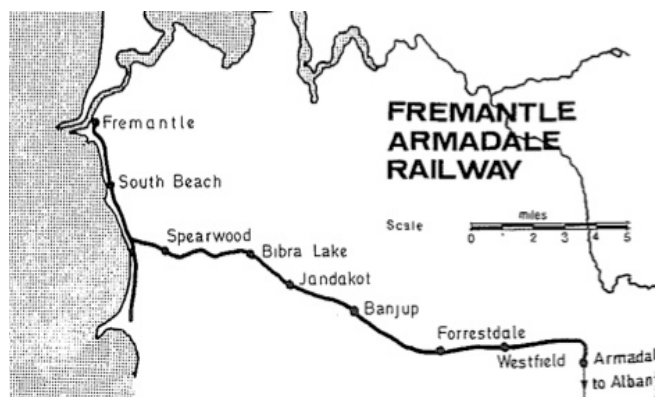


FIGURE 25 - FORMER FREMANTLE TO ARMADALE RAILWAY SOURCE: TECHNIC 10 NATIONAL ESTATE STUDY (1975)

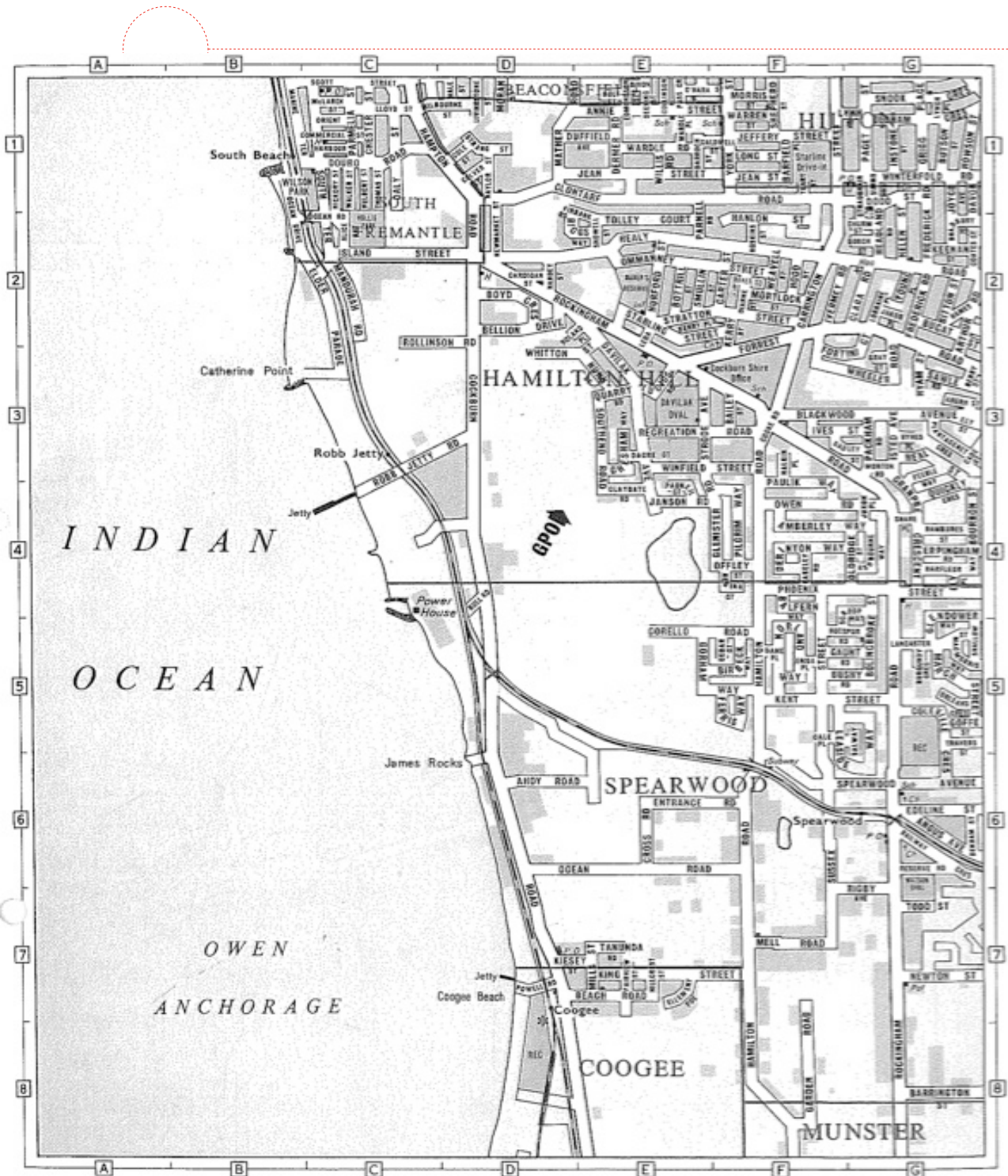


FIGURE 26 - STREET MAP SHOWING LOCATION OF RAILWAY AND ASSOCIATED SIDING AT ROBB JETTY (1972) SOURCE: METROPOLITAN STREET DIRECTORY 13TH ED

3.3.3 DEVELOPING SOURCES OF FRESH LOCAL PRODUCE (AUSTRALIAN HISTORIC THEMES FRAMEWORK 3.12.2)

The slaughterhouses of Forrest, Emanuel and Co and Conner, Doherty and Durack, were in full swing at the turn of the twentieth century. Located in the vicinity of Robb Jetty, the slaughterhouses literally fed the metropolitan area and Goldfields, at this time. These companies were called the 'Kimberley Ring' because they held large pastoral properties in the Kimberley and controlled the shipping of all stock to Owen Anchorage.

Stock was shipped down from the Kimberly and off loaded into Owen Anchorage or onto Robb Jetty. The beach had yards to hold the cattle upon arrival. Prior to the development of cold storage stock had to be pastured until it was ready for slaughter. Thousands of acres of the Cockburn district was used for pasturage and holding paddocks.

The Robb Jetty abattoir appears to date from 1919. During the 1920s, the abattoir operated under the name 'Fremantle Freezing and Meat Works'. In its early stages the company not only slaughtered animals and butchered meat, but also provided cold storage for potatoes and fruit, manufactured ice and carried out wool scouring.

The Robb Jetty abattoir struggled financially through the post WW2 era, until it ceased trading in 1992. The abattoir and most associated infrastructure have been demolished, removed and the landscape environmentally remediated. The Robb Jetty Chimney, the railway and some remains of the Jetty remain in the modern landscape as reminders of this important phase of history.



FIGURE 27 - ROBB JETTY CHIMNEY (1993) SOURCE: THE ROBB JETTY ABATTOIR SITE ARCHAEOLOGICAL REPORT, GIBBS, M & BUSH, F (1995) P. 29

“ *Between the coast and the Jandakot Agricultural area three quarters of the Fremantle Roads Board District was used as holding paddock leaving small enclosures of cultivated land at Lake Coogee and Hamilton Hill. For the settlers who were ringed by these paddocks of sheep and long-horned, half wild cattle travel along the District's few roads was a chancy business* ”

[Berson, M (1978) Making of a Community, Shire of Cockburn].

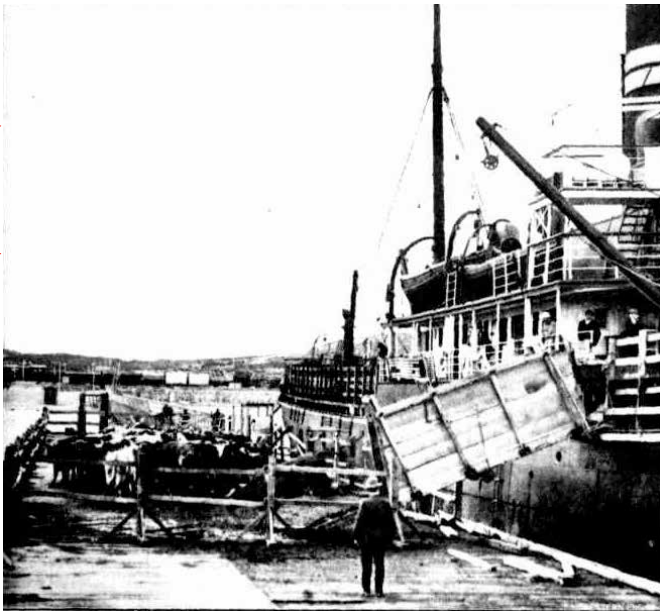


FIGURE 28 - CATTLE UNLOADING ONTO ROBB JETTY (1911) SOURCE: THE WESTERN MAIL, SATURDAY 5 AUGUST 1911, P. 52



FIGURE 29 - CATTLE BEING HELD ONSHORE IN YARDS NEAR ROBB JETTY (1905) SOURCE: THE WESTERN MAIL, SUNDAY 27 MAY 1905

3.4 SUPPLYING URBAN SERVICES

Australian Historic Themes Framework 4.2

The South Fremantle Power Station officially opened in 1951 to supply the southwest with electricity. It was the second and largest purpose-built thermal power station in Western Australia, operating for 34 years until 1985. In 1994 some parts were demolished, however the surviving main buildings, now stripped of all plant, equipment and services, remain highly significant. Another significant feature of the Power Station is the two groynes that project into Cockburn Sound to contain a water basin for the unusual practice of the intake of circulating seawater that was used in the process of steam and power generation.



FIGURE 30 - SOUTH FREMANTLE POWER STATION (c1964)
SOURCE: FREMANTLE CITY LIBRARY LOCAL HISTORY COLLECTION IMAGE NUMEBR 2497



FIGURE 31 - SOUTH FREMANTLE POWER STATION (1953)
SOURCE: EDMONDS, L; CATHEDRALS OF POWER PG 38



FIGURE 32 - SOUTH FREMANTLE POWER STATION (1955)
SOURCE: EDMONDS, L; CATHEDRALS OF POWER PG 39

3.5 SURVIVING AS INDIGENOUS PEOPLE IN A WHITE-DOMINATED ECONOMY

Australian Historic Themes Framework 5.7

The dunes near Robb Jetty were used by Aboriginal people for camping since about 1910. It has been noted that the camping area was located in the sandhills to the south of South Beach, in the vicinity of Catherine Point. It was apparently still being used in 1985 by Aboriginal visitors from the Kalgoorlie.

In an interview Mr Patrick Hume, an Aboriginal man who has spent most of his 85-years living and working around the study area, recalled the use of the dunes for camping:

“Over there, there is a registered site and that’s where mostly Aboriginal people used to come down from the Wheatbelt and camp. They built their little tin houses and they painted them white with the limestone... the lime-paint... We called it “Hollywood”, all these humpies (laughs).”⁶⁰

The local shire eventually moved everyone off the site due to there being no public amenities. This occurred around 3-4 years after World War II had finished.

Mr Hume also remembered other Aboriginal, as well as European, holiday-goers coming to the site later on, but again the government put a stop to this. He believes this was around the 1980’s.⁶¹



FIGURE 33 - SANDHILLS ALONG THE FORESHORE WITH SOUTH FREMANTLE POWER STATION IN THE BACKGROUND



FIGURE 34 - PICNIC SHELTER INSTALLED AT CATHERINE POINT, WHICH HAS BEEN DESIGNED TO INTERPRET THE STRUCTURES ONCE FOUND IN THE DUNES

60 Big Island Research (2011/12) Oral Histories Paper Interview with Patrick Hume for TPG Town Planning and Urban Design and Heritage, pp. 14-15.

61 ibid

3.6 ORGANISING RECREATION & GOING TO THE BEACH

Australian Historic Themes Framework 8.1 & 8.2

The foreshore has been used as a horse exercise area since the early stages of settlement and it continues through until today. The nearby Randwick Stables continue to operate.

The Cockburn Coast association with Horse Racing began in 1833 with the first recorded official horse race in WA being run on “the Downs” at South Fremantle. This race was so successful it was repeated again the following year.⁶²

Horse exercising continued along the Cockburn Coast through the 19th Century. In the early 1900s the Cockburn coast horse exercisers boasted a famous member, noted engineer Charles Yelverton O’Connor, who is reported to have ridden the length of the Cockburn Coast with his daughter every morning before work.⁶³ Sadly, this is the place that the State’s Engineer in Chief took his own life, amidst a public controversy over his presumed failure of the Coolgardie Water Scheme. This area is now memorialised with a stature showing O’Connor riding his horse into the water.

As the numbers of Registered horse trainers in the Fremantle area grew during the pre WW1 era, so too did the usage of the Cockburn Coast. The stretch from James Rocks to Robb Jetty was about 750 metres, and when the tide was out there was enough room to gallop 5 abreast. During the war the 10th light horsemen used the horse exercise area for training, prior to campaigns in the First World War, including Palestine and Gallipoli.⁶⁴



FIGURE 35 - THE 10TH LIGHT HORSEMEN TRAINED ON THE BEACH (UNDATED) SOURCE: FREMANTLE CITY LIBRARY LOCAL HISTORY COLLECTION

More stables were established in Fremantle during the interwar and post WW2 period, such as the Randwick Stables that still exist today. By the 1950s there were about 400 horses that were stabled and trained on the Cockburn Coast. However, the growing urban encroachment into Fremantle and Cockburn during the 1960s and 70s forced the long established stables to either move to another district or close. By the 1990s the number of horses regularly using the South Beach Horse Exercise Area had reduced to 50, with some of them travelling from stables outside the area.

In 1991 there was a re-enactment of the first horse race that was widely attended by the Horse Racing Fraternity and the wider community. Since this time there has been steady pressure by the local horse trainers to revive and maintain the South Fremantle Horse Exercise area in the face of urban coastal redevelopment. This has led to the site being formally recognised for its heritage value by its nomination for inclusion on the State Heritage Register.

⁶² Perth Gazette 5 October 1833 p2

⁶³ West Australian 11 March 1902 p 5

⁶⁴ Heritage Council of Western Australia Assessment Documentation for South Beach Horse Exercise Area, 30 March 2007



FIGURE 36 - HORSE ON SOUTH BEACH (UNDATED) SOURCE: FREMANTLE CITY LIBRARY LOCAL HISTORY SECTION IMAGE NUMBER 3339



FIGURE 37 - HORSES ON SOUTH BEACH SOURCE: THE WEST AUSTRALIAN 9 NOVEMBER 1936, P. 19

The South Fremantle Horse Exercise Area is an unusual listing in that it pertains to the usage of a place rather than the built fabric. The horse exercise area is still being used regularly as a horse training area by the local trainers from the Patterson, Randwick and Johnston Stables. Trainers are beginning to come from Claremont and Jandakot to train on the beach. This continued usage as a horse training area is a significant example of living history. Although the training is regularly conducted early in the mornings, it attracts appreciative onlookers which in turn promotes the unique heritage value of the place and its association with horse racing.

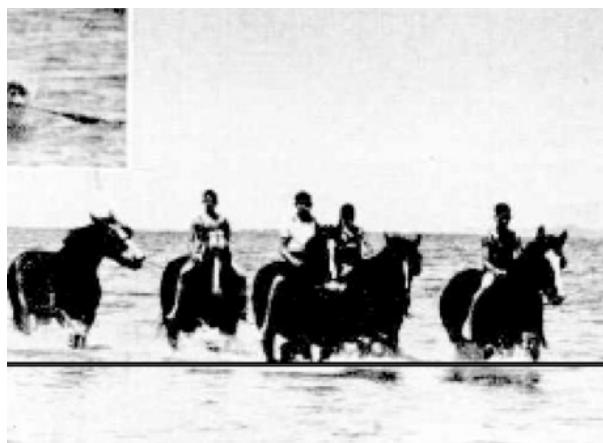


FIGURE 38 - HORSES ON SOUTH BEACH SOURCE: THE WEST AUSTRALIAN 9 NOVEMBER 1936, P. 19

3.7 DEFENDING AUSTRALIA

Australian Historic Themes Framework 7.7

Defence has been a dominant theme in the Cockburn Sound area since initial settlement, when the threat of French intervention to the developing Swan River settlement was ever present. It has been argued that Stirling's decision to establish a temporary settlement at Garden Island was motivated by the strategic advantages of Cockburn Sound to defend against a possible naval attack by the French.

Cockburn Coast was used as a training area for the 10th light horsemen during WW1. Plans to secure Cockburn Sound against attack re-surfaced during the Second World War. Subsequent to the loss of the Singapore naval facilities to the Japanese in 1942, the British Admiralty urgently required a secure base for the British Far Eastern Fleet. Having already surveyed Cockburn Sound for the Henderson Naval Base proposal, the British Admiralty was aware of the strategic advantages of the sound. This deep expanse of water is practically land locked by the mainland, Garden Island and the Parmelia and Success sand banks, and could be easily protected by the placement of anti-aircraft guns on Garden Island and the mainland⁶⁵.

Efforts to secure the sound commenced in 1942, with the construction of boom defences to protect against enemy submarines. This involved driving jarrah poles five metres into the sea bed, from the northern end of Garden Island across to Woodman's Point on the Mainland. These poles were set in clusters of four and were spaced about 100 meters apart to carry submerged nets. A boom gate to admit shipping was built across Parmelia Bank.

The southern naval boom comprised a hurdle type tabular steel bridge between Cape Peron and the southern end of Garden Island, and approximated the alignment of the current causeway.⁶⁶

The next step to securing Cockburn Sound was the establishment of further artillery batteries along the coast and off-shore islands to supplement Fremantle Fixed Defences. The South Beach Battery, located on what is now Emplacement Crescent represented part of the mainland coastal defence installations.

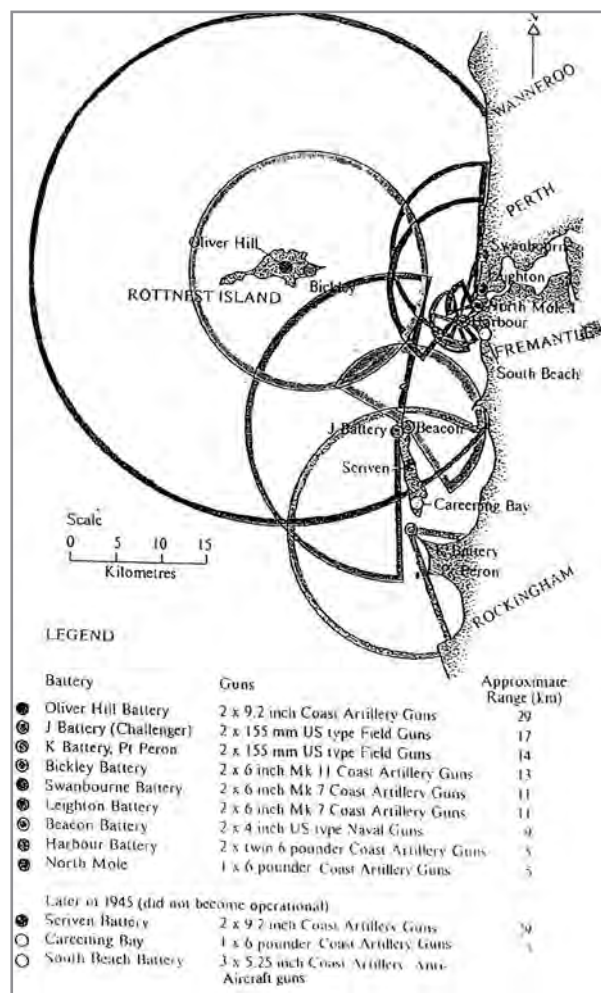


FIGURE 39 - MAP OF FREMANTLE FIXED DEFENCE COASTAL ARTILLERY BATTERIES 1943 SOURCE: OLIVER HILL CONSERVATION ASSESSMENT, G B HILL & PARTNERS (1995) APPENDIX 4

65 Jeffery, V. 1984 "H.M.A.S. Stirling" H.M.A.S. Stirling Supplement - October

66 ibid

In an interview, Mr Patrick Hume remembered when the entire coast near the Robb Jetty Chimney site was covered with barbed wire entanglement. The Japanese were perceived as an imminent threat at the time, especially after the bombing in Darwin. Along the hill behind the study area, large Ack-ack (anti-aircraft) guns were in place to protect the area.

"Mostly this all here was barbed wire fences... All along these sand hills here... All along this coast here they had the guns, machine guns, and the big 'Ack-ack' guns up there, up on top of that hill up there."⁶⁷

Access to the beach in this area was difficult as the barbed wire entanglement was put in thick and high (around 6-feet). It ran from the Robb Jetty area right up to the tip (near Fremantle Harbour). Patrick recalled at that time the whole area was all bush, there were no houses there like there is today. This was the same all down the coast, right down to Rockingham where several more Ack-ack guns were placed.

"You couldn't get in along the beach because of the barbed wire entanglement... It was all rolled out all along the beach. It went all the way up to the tip, South Fremantle tip and it stopped there."⁶⁸

4. HERITAGE MANAGEMENT FRAMEWORK

4.1 GUIDING PRINCIPLES

Heritage management is an essential means of preserving the stories of the past, enhancing the 'sense of place' and shaping the future identity of Cockburn Coast. This section provides a framework for the management of heritage in Cockburn Coast, setting out how to protect and transmit the heritage values inherent in the study area.

Guiding Principles:

- The management of 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 them
- The management of heritage places should respect all heritage values of the place and seek to integrate the input of agencies with responsibilities for those places
- The management of heritage places should ensure that their use and presentation is consistent with the conservation of their heritage values
- The management of heritage places should make appropriate provision for community involvement, especially by people who have a particular interest in, or associations with, the place

4.2 STATUTORY FRAMEWORK

In Western Australia the statutory protection of heritage places is set out in three main pieces of legislation, all three are relevant to the study area:

- Indigenous Heritage - *Aboriginal Heritage Act 1972*
- Maritime Heritage - *Maritime Archaeology Act 1973*
- Historic Heritage - *Heritage of Western Australia Act 1990*

The *Planning and Development Act 2005* also sets out provisions for heritage protection in local government areas.

Commonwealth legislation that is relevant to the study area is as follows:

- Maritime Heritage - *Historic Shipwrecks Act 1976*

4.2.1 INDIGENOUS HERITAGE

The *Aboriginal Heritage Act 1972* provides “for the preservation on behalf of the community of places and objects customarily used by or traditional to the original inhabitants of Australia or their descendants, or associated therewith, and for the purpose incidental thereto.”

The Department of Indigenous Affairs maintains the Aboriginal Sites Register. All places reported to the Registrar of Aboriginal Sites are assessed within the terms of section 5 of the Act. The Register has seven types of site status, those that are relevant to the study area are as follows:

- R Registered Site
- S Stored Data (lodged information is assessed as not meeting the terms of section 5 of the Act)

Sites can be a diverse range of places. They can be put into two basic but overlapping categories:

- Archaeological sites - places where material remains associate with past Aboriginal land use
- Anthropological sites - places of spiritual importance and significance to Aboriginal people.

Many sites have both archaeological and anthropological aspects.

There are a large range of Aboriginal site types that can be found in Western Australia. The following types have been identified in the Cockburn Coast area.

Mythological - A place that is connected to the great spirit ancestors, in their various manifestations, of the ‘Dreamtime’ which continues to be important and of special significance to persons of Aboriginal descent.

Historical - A place that has historical associations with Aboriginal people and may or may not contain physical evidence of those associations.

Man-made Structures - The placement or arrangement, by Aboriginal people, of stone, wood or other material made into a structure for ceremonial or utilitarian purposes.⁶⁹

If any proposed ground disturbance will affect an Aboriginal site protected by the *Aboriginal Heritage Act*, a Section 18 application to disturb the site under the Aboriginal Heritage Act will be required. The Department of Indigenous Affairs, Aboriginal Material Cultural Committee (ACMC) considers applications from landowners to use land on which Aboriginal sites and objects are located.

⁶⁹ Government of Western Australia, Department of Indigenous Affairs and Department of Premier and Cabinet, “Cultural Heritage Due Diligence Guidelines, Version 2.0, 18 November 2011”

4.2.2 MARITIME HERITAGE

The *Historic Shipwrecks Act 1976* protects historic wrecks and associated relics in Commonwealth waters (or those that were in Commonwealth waters at the time of listing) for their heritage values and for recreational, scientific and educational purposes. Each of the States has complementary legislation, which protects historic shipwrecks in State waters, such as bays, harbours and rivers. The Act is administered by the Australian Government in conjunction with Delegates in each of the States.

The State of Western Australia has its own legislation, the *Maritime Archaeology Act 1973* that protects maritime archaeological sites on land and in State waters, such as bays, harbours and rivers. In addition to shipwrecks the Act also protects relics, such as an anchors, and land sites associated with historic ships.

Commonwealth ministerial approval is required prior to any proposed disturbance of a Commonwealth registered shipwreck. The Maritime Museum of Western Australia's advice must be sought prior to any action on or near any registered shipwreck. In addition, because of historical use of the Owen Anchorage, the area below the low water mark will require a Maritime Archaeological Survey under the *Historic Shipwrecks Act*, should any development be proposed.

4.2.3 HISTORIC HERITAGE

Historic heritage in Western Australia is afforded statutory protection under the *Heritage of Western Australia Act 1990* and the *Planning and Development Act 2005*.

The Heritage Council of Western Australia maintains the State Register of Heritage Places under the *Heritage of Western Australia Act*, which aims to recognise and protect places of cultural heritage significance to the people of Western Australia. The Register includes historic buildings, structures, gardens, cemeteries, landscapes and archaeological sites. Any proposals in relation to a State listed place must be referred to the Heritage Council for advice.

Places of local heritage value are identified by local government through inclusion on their Local Government Inventory (previously referred to as a Municipal Heritage Inventory) and/or their Heritage List. These lists have different intentions and implications. The Local Government Inventory is a requirement under the *Heritage of Western Australia Act* and is a document that records the places in the City that are or may have cultural heritage value and explains why these places are special. The City of Cockburn has recently endorsed changes to its Scheme to afford some level of statutory protection to these places. It has also endorsed changes to its Scheme, which will afford protection to trees on its Significant Tree List, as there are no current provisions to protect trees on the Inventory or Heritage List.

The Heritage List is a statutory list prepared under the *Planning and Development Act 2005* and places on this list are afforded protection under the City of Cockburn Town Planning Scheme No.3 and the provisions of the *State Planning Policy 3.5 Historic Heritage Conservation*.

5. MANAGEMENT OF HERITAGE PLACES IN EACH PRECINCT

This section provides a framework for the management of indigenous, maritime and historic heritage in the study area. It provides a separate framework for each place in the three precincts of the CCDSP Part 2: Power Station Precinct, Hilltop/Emplacement Precinct and the Robb Jetty Foreshore Precinct.

A framework for each place been developed based on the methodology contained in the Burra Charter:

Identify – places of indigenous, maritime and historic heritage in each precinct have been identified and a description of each place has been provided.

Understand – A Statement of Significance for each place, where available, has been included to provide an understanding of the heritage value of the place.

Develop – The philosophy embodied in the Burra Charter has been used as a basis for the formulation of strategies, which seek to

safeguard the heritage value of each place as part of any future development of the area. Strategies also outline what approvals are required to meet the various legislative requirements.

Manage – an implementation plan for each place has also been developed to outline who should be responsible for each strategy and the timeframe for implementation.

Note: The Burra Charter forms an important reference document for the present and future custodians of the significant places in the Cockburn Coast project area and may assist in resolving any issues relating to the conservation of places that are not explicitly dealt with in this Strategy.

5.1 POWER STATION PRECINCT

The Power Station precinct is located on the coast at the southern end of the Cockburn Coast project area.



FIGURE 40 - THE POWER STATION PRECINCT PLAN

5.1.1 SOUTH FREMANTLE POWER STATION



FIGURE 41 - SOUTH FREMANTLE POWER STATION (2010) SOURCE NEARMAPS

Heritage Type

Historic

Key Interpretive Theme

Supplying Urban Services (AHTF 4.2)

Heritage Status

State Register of Heritage Places

HCWA Database No.	3381
Interim Listed	28 October 1997

City of Cockburn Heritage List

Place No.	075
Category	A
Listed	14 July 2011

Statement of Significance

South Fremantle Power Station has cultural heritage significance for the following reasons:

the surviving Main Building, now stripped of all plant, equipment and services, remains aesthetically significant; the building demonstrates the strong expression of a structure specifically designed for an industrial process;

the internal areas of the cleared building are impressive in the former Boiler House and Turbine Room, where the structural elements are of striking dominance, the vistas through the building are significant and the transparency of the external walls is uncompromisingly apparent in the empty building;

the place is a good example of an Art Deco Industrial structure, being the largest one to be built in Western Australia, and,

the building and site housed the first major power generating equipment in the State specifically designed to generate alternating current at the Australian and British Standard Frequency of 50 Hertz. It therefore enabled the initial changeover of the Metropolitan Area Power Supply from 40 Hertz to 50 Hertz operation.⁷⁰

⁷⁰ Heritage Council of Western Australia Registration Documentation for South Fremantle Power Station 28 October 1997, p. 1

Heritage Management

South Fremantle Power Station is recognised in the CCDSP as a significant component of the Cockburn Coast area owing to its physical dominance and uniqueness. The heritage values of the site are to be retained and the significance of the place interpreted.

1. Retain, conserve and adapt the South Fremantle Power Station for new uses.
2. Any future conservation, management and/or adaptation works to the South Fremantle Power Station are to be undertaken in accordance with State and local policies and procedures.
3. Maintain the visual setting of, and interrelationship between, the significant contributory elements of the South Fremantle Power Station.
4. Ensure all opportunities to generate awareness and public interest in the building are capitalised upon.
5. Acknowledge the significance of high quality urban art, which has been informally applied on the walls of the Power Station since its closure.
6. Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the place to the community.

Refer to Section 6 for the Implementation Plan which provides detail on the key actions for each management strategy.

Description

The South Fremantle Power Station remains as a prominent element on the shoreline in the coastal sand dunes south of Fremantle. An important step in the development of power generation in the State, as the second largest thermal power station in Western Australia, construction on the facility commenced in January 1946. It was officially opened 5 years later. The Power Station closed in 1985 because power generation in the site had become uneconomic and had been superseded by other power plants in the grid.

Today the Power Station survives as a building shell stripped of all plant and machinery (except for the original overhead crane in the Turbine Room) and external elements including smoke stacks, coal conveyors and subsidiary buildings. Road access to the Power Station is located on the northern approach to the site from McTaggart Cove.

The main power station building is a high volume, industrial building designed specifically for the function of power generation. It is a prominent landmark, which is cream in colour, with large areas of glazing. It comprises the following elements:

- Station A - boiler house
- Station A - turbine room
- Station B - boiler house
- Station B - turbine room
- Coal handling
- Ash disposal
- Switch house, control room and transformers

The historical placement of infrastructure in close proximity to the shoreline has resulted in the need for coastal engineering works, which have altered the original coastal form. Extending into the ocean on the western side of the Power Station are two rock groynes, which formed a water basin for the extraction of cooling water formerly used in the power generation process.⁷¹

The railway formerly servicing the Power Station runs close to the inland eastern boundary of the site. There are no other structures in close proximity to the Station Building, which now stands isolated and unused in the coastal landscape. Since the closure of the facility, un-commissioned urban artworks have been applied to both internal and external walls of the building. These various layers of art are significant in their own right and are evidence of the community's on-going use and sense of ownership of the building.



FIGURE 42 - SOUTH FREMANTLE POWER STATION (1952)
SOURCE: LANDGATE



FIGURE 43 - SOUTH FREMANTLE POWER STATION (1981)
SOURCE: LANDGATE

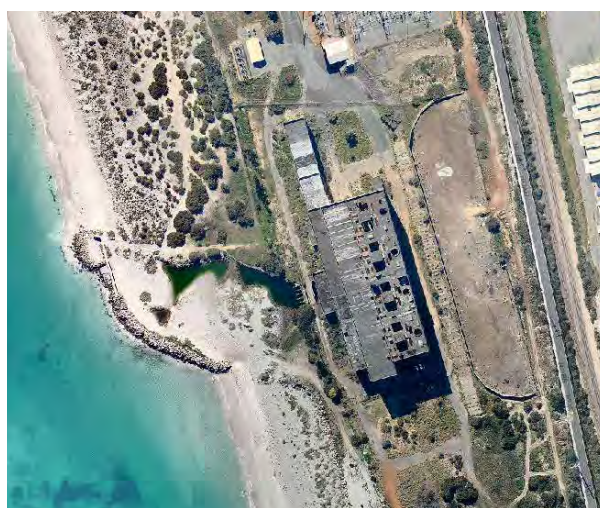


FIGURE 44 - SOUTH FREMANTLE POWER STATION (2010)
SOURCE: NEARMAPS

71 Bodycoat, op. cit



FIGURE 45 - SOUTH FREMANTLE POWER STATION



FIGURE 46 - SOUTH FREMANTLE POWER STATION



FIGURE 47 - SWITCH YARD AND POWER STATION



FIGURE 48 - SOUTH FREMANTLE POWER STATION AND COAL STORE



FIGURE 49 - COOLING PONDS AND GROUYNE AT SOUTH FREMANTLE POWER STATION



FIGURE 50 - TURBINE HALL OF THE SOUTH FREMANTLE POWER STATION



FIGURE 52 - INTERNAL STAIRCASE WITHIN SOUTH FREMANTLE POWER STATION



FIGURE 51 - URBAN ART WITHIN SOUTH FREMANTLE POWER STATION



5.1.2 THE DIANA SHIPWRECK



FIGURE 53 - THE DIANA SHIPWRECK

Heritage Type

Maritime

Key Interpretive Theme

Exploring the coastline (AHTF 3.1)

Heritage Status

Register of Historic Shipwrecks

Shipwrecks ID No. 3951

Heritage Management

1. Retain in situ and do not disturb.
2. Any future conservation, management and/or adaptation works to the place are to be undertaken in accordance with Commonwealth and State legislation, policies and procedures.
3. Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the wreck to the community.

Refer to Section 6 for the Implementation Plan which provides detail on the key actions for each management strategy.

Description

The Diana was shipwrecked on 16 July 1878. This wreckage site lies south west of the South Fremantle Power Station and is concealed beneath the sand.

THE WRECK EVENT:

The Diana came into Fremantle with a load of ballast from Port Natal on 4 July 1878. The first record of the arrival was a telegram from the harbour-master to the colonial secretary reporting that it had struck the Parmelia Bank while sailing into Gage Roads without a pilot. The vessel was safely disembarked and anchored at Owen Anchorage.

On the night of 15 July a severe storm drove four vessels (Clarence Packet, Argo, Will Watch, and Myth) ashore at Fremantle. Captain Humphery had Diana's royal yards taken down and two anchors layed out.

"I had about 97 1/2 fathoms (177 metres) chain on the starboard anchor and about 38 (69 metres) on port - in a heavy squall about 3 p.m. of 16th she parted both cables and went on the beach and has become a total wreck and been sold as such. I produce a certificate of the testing of the chain (starboard) which was a new one. The port one was the same link (Inquirer, 10 July 1878)"

From the inquiry it was considered that no blame could be layed with the captain or crew. Diana, full of water and with its back broken was condemned as a wreck and sold at auction by Messrs L. A. Manning. The hull was bought by Mr McCleery for £85.⁷²

DETAILS:

Built:	Teignmouth, Devon, UK
Length:	33.6 metres (110.2 feet)
Breadth:	7.2 metres (23.5 feet)
Depth:	5.5 metres (18.1 feet)
GPS position:	Latitude 32° 05.9000 ' S Longitude 115° 45.4530 ' E

5.1.3 THE JAMES SHIPWRECK



FIGURE 54 - THE JAMES SHIPWRECK

Heritage Type

Maritime

Key Interpretive Theme

Exploring the coastline (AHTF 3.1)

Heritage Status

Register of Historic Shipwrecks
Shipwrecks ID No. 4276

Heritage Management

1. Retain in situ and do not disturb.
2. Any future conservation, management and/or adaptation works to the place are to be undertaken in accordance with Commonwealth and State legislation, policies and procedures.
3. Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the wreck to the community.

Refer to Section 6 for the Implementation Plan which provides detail on the key actions for each management strategy.

Description

The James was shipwrecked on 21 May 1830. This wreckage site lies south west of the South Fremantle Power Station and the Diana. It is now concealed beneath the sand.

James was an American-built vessel owned by Chapman and Company. The vessel was sheathed in copper (1828), carried two chain and one hempen cable, and was armed with three cannons. It had a single deck with beams, a raised new deck and new upperworks in 1828. The vessel was involved in the passenger trade from Europe. There is archival evidence that drowned sailors from the wreck of the James were buried in the sand dunes near Robb's Jetty.

THE WRECK EVENT:

The James reached the Swan River on 8 May 1830, with twelve crew and 74 passengers and moored at Owen Anchorage. On 21 May James was blown ashore along with the brig Emily Taylor.

The Captain, Captain Goldsfield refused to deliver passengers their goods until ordered to do so by the colonial secretary. Several incidents occurred involving injury to a man using explosives on the vessel, and another drowned during the transfer of goods by boat from the wreck to Fremantle.

Plans were made for the wreckage of the vessel to be incorporated into the building of a jetty but this never eventuated.⁷³

DETAILS:

Built: America
 Depth: 3.6 metres (12 feet)
 GPS position: provisional
 Latitude 32° 05.8562 ' S
 Longitude 115° 45.4643 ' E

73 Western Australian Museum. 2011.

5.1.4 INDIAN OCEAN SITE

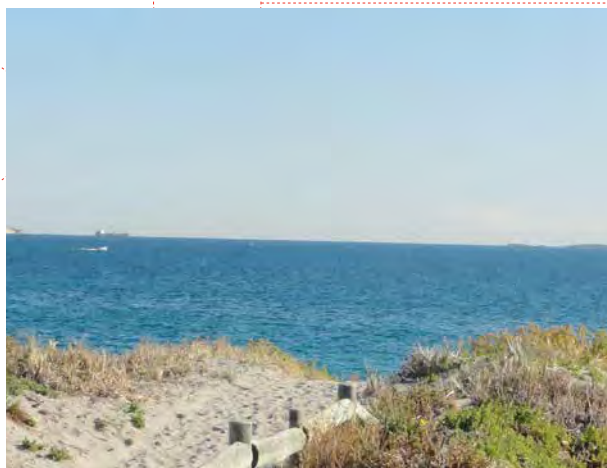


FIGURE 55 - INDIAN OCEAN

Heritage Type

Indigenous

Place ID: 3776

Stored Data⁷⁴, Open, Non Restricted

Significance – Mythological

Maritime

Potential artefacts from shipwrecks

Heritage Management

1. Integrate interpretation of the mythological story of the site into the Cockburn Coast project to communicate the tangible and intangible values of the site.

2. Should any development be proposed in Owen Anchorage, conduct a maritime survey.

Refer to Section 6 for the Implementation Plan which provides detail on the key actions for each management strategy.

⁷⁴ Data Status. This site was on the Permanent Register of Aboriginal Sites, but was reassessed as 'Not a Site' under the Aboriginal Heritage Act 1972 (AHA). Places that are assessed as not meeting the terms of Section 5 of the AHA have a status of 'stored data' on the Register of Aboriginal Sites. The provisions of the AHA do not apply to these places unless further information is lodged with the Registrar requiring a reassessment of the place. Information relating to stored data is not deleted from the Register, but is retained and displayed for a number of reasons:

- It is possible that information provided about a place at one point in time may be incomplete and further information will be provided in the future that may change the assessment of the place.
- To alert people to the possibility that even though a place may not meet the terms of the AHA, there may still be some level of Aboriginal heritage value associated with a place.
- To identify the location of places reported as sites but assessed as not meeting the terms of the AHA for planning purposes.

Description

This mythological site covers the large area of water between the mainland and the three islands (Rottnest, Carnac & Garden) and relates to mythological narratives concerning the creation of Cockburn Sound and the offshore islands, especially Rottnest.

5.1.5 ROBB JETTY CAMP

A portion of the Robb Jetty Camp, which is a Registered Aboriginal site, is located within the Power Station Precinct. Refer to Sections 5.3.1 and 6.3 relating to the Robb Jetty Precinct and Foreshore for the Heritage Management and Implementation Plan details for the Robb Jetty Camp.

5.2 HILLTOP/EMPLACEMENT PRECINCT

The Hilltop/Emplacement Precinct is located on a ridge immediately north of the Power Station precinct and extends up to Rollinson Road between Manning Reserve to the east and Cockburn Road in the west.



FIGURE 56 - THE HILLTOP/EMPLACEMENT PRECINCT PLAN

5.2.1 SOUTH BEACH BATTERY (REMAINS)



FIGURE 57 - THE REMAINS OF THE SOUTH BEACH BATTERY

Heritage Type

Historic

Key Interpretive Theme

Defending Australia (AHTF 7.7)

Heritage Status

City of Cockburn Local Government Inventory
Place No. 106
Category D
Listed 14 July 2011

Statement of Significance

South Beach Battery has cultural heritage significance for the following reasons:

South Beach Battery (remains) is evidence of the importance of defending the Western Australian coastline, and in particular Fremantle Harbour and Cockburn Sound; and,

South Beach Battery (remains) may have some archaeological potential to reveal information about military construction techniques in the 1940s.⁷⁵

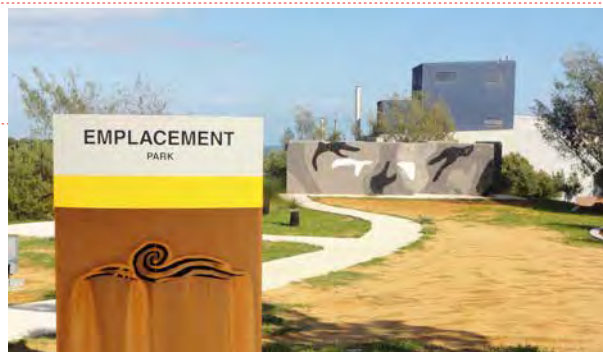


FIGURE 58 - THE REMAINS OF THE SOUTH BEACH BATTERY

Heritage Management

1. Retain and conserve the remaining South Beach Battery.
2. Views from the South Beach Battery to the Indian Ocean should be retained in future planning.
3. Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the place to the community.
4. Consideration should be given to the partial reinstatement of earth embankments to allow an appreciation of its original form.

Refer to Section 6 for the Implementation Plan which provides detail on the key actions for each management strategy.

⁷⁵ City of Cockburn, 2011. Local Government Inventory, p. 311

Description

A former gun emplacement is located in a Local Parks and Recreation Reserve (Reserve No. 43945), which is accessed from Emplacement Crescent. The Reserve is nestled amongst new commercial buildings and has been landscaped with native plantings. The remains of the battery is setback approximately 45 metres from the street boundary and has been painted grey with a black and white ‘camouflage’ pattern.

The South Beach Battery was constructed as part of the coastal defence system during World War II for the Fremantle Port. The system also included batteries at Rottneet and Garden Islands, Swanbourne, Arthur Head, Fremantle Harbour and Point Peron. During the war the threat from air attack prompted the construction of gun emplacements for three 5.25 inch dual role coast artillery/anti aircraft in mid 1944.⁷⁶

Leighton Battery and South Beach Battery were the two places earmarked for the location of the new 5.25 inch emplacements and three emplacements were to be constructed at each site. Three emplacements were constructed at the subject site however guns were never installed and the battery was never operational. Leighton Battery was the only place in Australia where the plans for the 5.25 inch battery actually became operational.⁷⁷

The South Beach Battery is a remnant of one of three gun emplacements. The entire structure now in evidence would have originally been buried to the roof line, and would have been concealed.⁷⁸

The remnant semi-circular structure, constructed on concrete, would have been set into the ground with the gun protruding above. A concrete structure of underground rooms including engine room, two small rooms, a passage and entrance steps would have connected to the 5.25 inch gun emplacement.⁷⁹



FIGURE 59 - AERIAL PHOTOGRAPH OF THE SOUTH BEACH BATTERY, SOUTH FREMANTLE, 7 JUNE 1968 SOURCE: BATTYE LIBRARY 261930PD



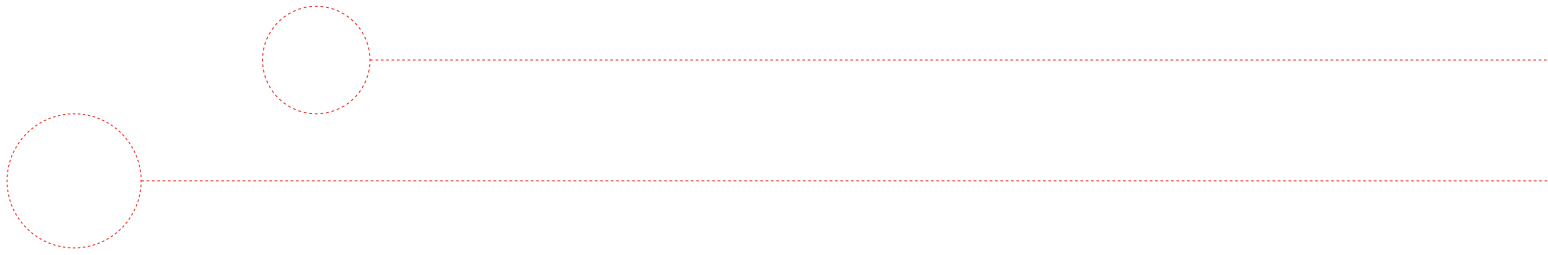
FIGURE 60 - REMNANT PIT OF 5.25 INCH BATTERY AT LEIGHTON BATTERY. BANNER IN BACKGROUND SHOWS 5.25 INCH GUN AT PORT MORESBY

76 Heritage Council of Western Australia (HCWA). 1999. Assessment Documentation – Leighton Battery

77 ibid.

78 City of Cockburn. 2011. Draft Municipal Heritage Inventory p. 306

79 HCWA 1999



5.3 ROBB JETTY PRECINCT AND FORESHORE

The Robb Jetty Precinct and Foreshore is located at the northern end of the study area.



FIGURE 61 - ROBB JETTY PRECINCT AND FORESHORE PLAN

5.3.1 ROBB JETTY CAMP



FIGURE 62 - ROBB JETTY CAMP SOURCE GOOGLEMAPS

Heritage Type

Indigenous

Key Interpretive Theme

Living as Australia's earliest inhabitants (AHTF 2.1)

Surviving as Indigenous people in a white-dominated economy (AHTF 5.7)

Heritage Status

Register of Aboriginal sites

Place ID: 3707

Permanent Register, Open, Non Restricted

Significance – Man-Made Structure, Historical

Heritage Management

1. Any future conservation, management and/or adaptation works to the place are to be undertaken in accordance with State and local policies and procedures.
2. Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the place to the community.
3. Acknowledge that skeletal material has previously been unearthed in the general vicinity.

Refer to Section 6 for the Implementation Plan which provides detail on the key actions for each management strategy.

Description

The register documentation for the Robb Jetty Camp is focused on the location of Robb Jetty and the site extends approximately 1.2 km long, its width no greater than 100m.

The dunes near Robb Jetty were used by Aboriginal people for camping since about 1910.⁸⁰ It has been noted that the camping area was located in the sandhills to the south of South Beach, in the vicinity of Catherine Point. Camps were situated between the Bradford Kendall Pty Ltd Iron Foundry and Robb Jetty. It was apparently still being used in 1985: *“although Perth Metropolitan Aboriginal people no longer camp here, it was noticed that Aboriginal visitors from the Kalgoorlie region were living among the sandhills.”*

The area is considered likely to have been a traditional camping area, as was the case of other long established fringe camps. However, there was little archaeological remnant of the camp.

The coastal dunes of the Swan Coastal Plain are considered to be a favoured area for prehistoric burials because the soils are easy to dig by hand. A number of Aboriginal burials have been found along the coast sand dunes. Including one, which was noted in the West Australian dated 12 December 1885, as follows:

“Yesterday the skeleton of a man was found in a sand hill on the south of Fremantle. By direction of the Resident Magistrate, the remains were examined by Dr. Barnett, who found the bones to be those of an old male aboriginal, hearing evidence of having been very many years under the ground.”

80 O'Connor, R. Bodney, C. & Little, L. 1985. Preliminary report on the survey of Aboriginal areas of significance in the Perth Metropolitan and Murray River Regions, unpublished report to the Department of Aboriginal Sites, pp. 83-85.

5.3.2 SOUTH BEACH HORSE EXERCISE AREA



FIGURE 63 - SOUTH BEACH HORSE EXERCISE AREA SOURCE: GOOGLEMAPS

Heritage Type

Historic

Key Interpretive Theme

Organising recreation & going to the beach (AHTF 8.1 & 8.2)

Heritage Status

State Register of Heritage Places

HCWA Database No.	16120
Interim Listed	9 May 2006
Permanent Listed	30 March 2007

City of Cockburn Heritage List

Place No.	082
Category	A
Listed	14 July 2011

Statement of Significance

South Beach Horse Exercise Area, a managed coastal landscape of parks, beach facilities, groynes, public art, fenced and unfenced tracks, dune vegetation and re-vegetation, and a beach with archaeological remains, has cultural heritage significance for the following reasons:

the place was the site of the first official horse race in Western Australia in October 1833 and has been used for exercise and training of horses, both recreational and sporting, in particular horse racing from that time to the present;

the place was used regularly for horse training by C.Y. O'Connor, Engineer-in-Chief, who died there in 1902, and by the 10th Light Horse Regiment during World War I in preparation for service overseas;

the place has associations with numerous champion horses and outstandingly successful trainers and jockeys;

the place has played an integral part in the history of the horse racing industry in Western Australia, in particular in the 1830s, and in the period from c. 1900 to the mid-1970s, when the industry thrived in Fremantle;

the place includes sites of Aboriginal heritage significance, including mythological sites pre-dating European settlement, and the site of the Aboriginal stockmen's camp at Robb Jetty;

the place is valued by the horse racing community for the integral role it played and continues to play in the lives of many involved in the State's horse racing industry, as commemorated in the public artworks erected at the place in the late 20th century, and by the wider community who value its recreational use as a beach and park; and,

the place is an attractive managed coastal landscape with views to Garden, Carnac and Rottne Islands, together with vistas to Woodman Point and Fremantle.⁸¹

81 Heritage Council of Western Australia Registration Documentation

Heritage Management

1. South Beach should continue to be used for the horse training, a use with which it has had a long association.
2. Any future conservation, management and/or adaptation works to the place are to be undertaken in accordance with State and local policies and procedures.
3. Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the place to the community.

Refer to Section 6 for the Implementation Plan which provides detail on the key actions for each management strategy.

Description

South Beach Horse Exercise Area is the portion of South Beach extending south past Catherine Point to McTaggart Cove. It includes the southern portion of South Beach south of Ocean Road and the whole of the C.Y. O'Connor Reserve. Since 1833, this portion of the coast has been used for the exercise and training of horses and in the period before the completion of South Fremantle Power Station, the area extended to Woodman Point in the south and back to Fremantle in the north.



FIGURE 64 - HORSES FROM RANDWICK STABLES ON THEIR WAY TO THEIR REGULAR SATURDAY MORNING TRAINING SESSION
SOURCE: YATES HERITAGE CONSULTING



FIGURE 65 - HORSES AT THE SOUTH BEACH EXERCISE AREA
SOURCE: YATES HERITAGE CONSULTING

5.3.3 ROBB JETTY

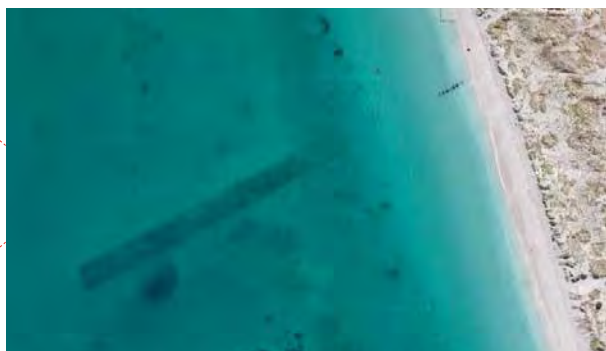


FIGURE 66 - AERIAL SHOWING THE REMAINS OF ROBB JETTY

Heritage Type

Historic

Key Interpretive Theme

Moving goods & feeding people (AHTF 3.8 & 3.12)

Heritage Status

Robb Jetty is not Heritage Listed, however, it partially sits within the State Register of Heritage Places curtilage for the South Beach Horse Exercise Area (HCWA Database No. 16120)

Statement of Significance

Robb Jetty has cultural heritage significance for the following reasons:

the remains are a visual reminder and marker of the former Robb Jetty that was connected to the northwest meat trade. It contributes to the community's sense of place and history

the place is representative of the importance of shipping in the provision of stock for slaughter, to feed the growing metropolitan area and Goldfields, in the nineteenth and early twentieth century.

Robb Jetty has played an integral part in the agricultural industry of the State, particularly as it facilitated the development of slaughterhouses and associated industries in the Cockburn area from the nineteenth century through to the twentieth century

Heritage Management

1. Remnants of Robb Jetty should be retained undisturbed.
2. Any future conservation, management and/or adaptation works to the place are to be undertaken in accordance with State and local policies and procedures.
3. Consideration should be given to providing historic statutory heritage protection to Robb Jetty in its own right.
4. Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the place to the community.

Refer to Section 6 for the Implementation Plan which provides detail on the key actions for each management strategy.



FIGURE 67 - AERIAL SHOWING ROBB JETTY IN 1965 SOURCE: CITY OF COCKBURN INTRAMAPS



FIGURE 68 - REMAINS OF ROBB JETTY 2012



FIGURE 69 - REMAINS OF ROBB JETTY 2012

Description

The remains of Robb Jetty are located off C Y O'Connor Beach, approximately 550 metres north of the South Fremantle Power Station site. Submerged piles extend from the foreshore out into the Indian Ocean.

Robb Jetty, constructed circa 1877, was used for the unloading of cattle from the state's north-west to the abattoirs situated here that operated between 1890s–1970s. An article in the *West Australian* 1896, identifies that the jetty initially consisted of a few bays of piles driven into the beach, on which a rough decking was provided. With the growth of the cattle trade the Jetty was extended by the government to a length of 427 ft (approximately 130 metres).⁸² Robb Jetty was later extended to 265 metres, to meet the needs of the expanding abattoir in 1920s. It was a notable landmark at Cockburn Sound until it was burnt and dismantled in 1975.⁸³

82 The *West Australian*. 1896. P. 5

83 Heritage Council of Western Australia (HCWA). 2007. Assessment Documentation Assessment Documentation – South Beach Horse Exercise Area

5.3.4 ROBB JETTY CHIMNEY



FIGURE 70 - ROBB JETTY CHIMNEY SOURCE GOOGLEMAPS

Heritage Type

Historic

Key Interpretive Theme

Moving goods & feeding people (AHTF 3.8 & 3.12)

Heritage Status

State Register of Heritage Places

HCWA Database No.	3211
Interim Listed	14 May 1996

City of Cockburn Heritage List

Place No. 063
 Category A
 Listed 14 July 2011

Statement of Significance

Robb Jetty Chimney has cultural heritage significance for the following reasons:

as the sole remaining structure of the Robb Jetty Abattoir, it is a visual reminder and marker of the former complex, and contributes to the community's sense of place and history, and it is a significant landmark in the industrial area south of Fremantle.⁸⁴

84 Heritage Council of Western Australia Registration Documentation for Robb Jetty Chimney, 14 May 1996, p. 1

Heritage Management

1. Retain and conserve the Robb Jetty Chimney.
2. Any future conservation, management and/or adaptation works to the place are to be undertaken in accordance with State and local policies and procedures.
3. Any new development adjacent to the Chimney should ensure it retains its landmark qualities.
4. Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the place to the community.

Refer to Section 6 for the Implementation Plan which provides detail on the key actions for each management strategy.

Description

The Robb Jetty Chimney is situated to the west of Cockburn Road and the east of Robb Road. The Chimney stands as the only remnant of the former Robb Jetty abattoir, which was demolished in 1995. The Abattoir was for many years a component of the meat industry in Western Australia, and a major source of employment.

The remaining Chimney is a cylindrical stack resting on a square block of masonry with a total height of approximately 28 metres.⁸⁵ The brickwork is English bond with stretcher bricks curved to the radius of the shaft and header bricks tapered to maintain a uniform thickness of the mortar joints. The chimney is unlined, with the wall thickness decreasing from 470 mm just above the plinth to 230 mm at the top.⁸⁶



FIGURE 71 - ROBB JETTY CHIMNEY



FIGURE 72 - ROBB JETTY CHIMNEY

85 Gibbs, M & Bush, F (1995) The Robb Jetty Abattoir Site Archaeological Report, p. 21

86 *ibid.* p. 5

5.3.5 WYOLA AND BARGE (REMAINS)



FIGURE 73 - THE REMAINS OF THE WYOLA AND BARGE SOURCE
GOOGLEMAPS



FIGURE 74 - THE REMAINS OF THE WYOLA

Heritage Type

Historic

Key Interpretive Theme

Moving goods & feeding people (AHTF 3.8 & 3.12)

Heritage Status

The Wyola Wreck is not Heritage Listed, however, it sits within the State Register of Heritage Places curtilage for the South Beach Horse Exercise Area (HCWA Database No. 16120)

Heritage Management

1. Investigate the heritage value of the Wyola and barge (remains).
2. Any future actions (including conservation, management and/or adaptation works) to the place are to be undertaken in consultation with key stakeholders
3. Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the wreck.

Statement of Significance

The Wyola and barge (remains) has cultural heritage significance for the following reasons:

the Wyola and barge (remains) remain as a tangible and visible reminder of the maritime history associated with Owen Anchorage.

the Wyola is associated with both World Wars and had a long and important association with the Fremantle Harbour shipping industry, through its involvement in long-distance towing, salvage and rescue.

Refer to Section 6 for the Implementation Plan which provides detail on the key actions for each management strategy.

Description

The stern frame of the 306-ton steam tug Wyola can be seen protruding from the beach just north of Robb Jetty. The bottom of the hull lies buried in the sand. The Wyola worked in the Port of Fremantle. It was built in South Shields, UK in 1912 and run ashore at Robb Jetty for dismantling and scrapping in 1970.

An article in The Daily News, dated Saturday 20 April 1946, provides an insight into the use and operation of the Wyola:

'One of the busiest crafts in the harbour the Wyola is run by the Swan River Shipping Company...

The Wyola served in World War I in the Mediterranean and Dardanelles. Her skipper was then and still is 63-year old Carl Douglas, of East Fremantle.

*During busy war years the Wyola handled all types of vessels, wartime requirements calling for work at all hours in and out at harbour. She has participated in long-distance towing jobs, salvage and rescue, and has a long life ahead.'*⁸⁷

A timber barge buried in the sand just to the north of the Wyloa and sometimes visible is said to have been used in the scrapping of Wyola.

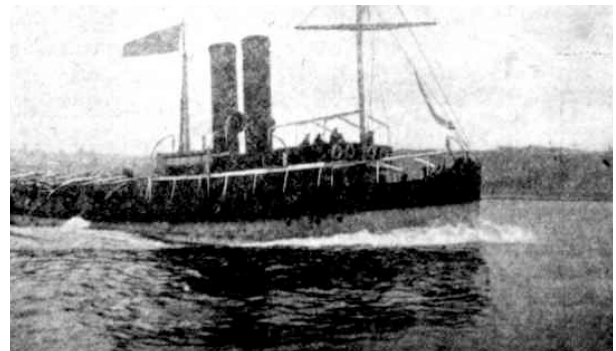


FIGURE 75 - THE WYOLA (1912) SOURCE: THE SUNDAY TIMES, SUNDAY 27 OCTOBER 1912, P. 32

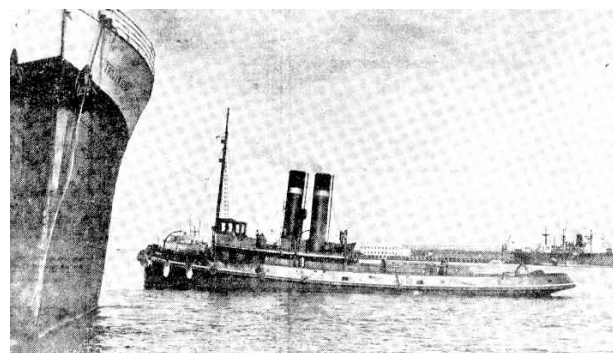


FIGURE 76 - THE WYOLA (1946) SOURCE: THE DAILY NEWS, SATURDAY 20 APRIL 1946, P. 24



FIGURE 77 - THE WYOLA (c 1963) SOURCE: THE WESTERN AUSTRALIAN MUSEUM



FIGURE 78 - THE REMAINS OF THE BARGE (2012)

87 The Daily News, *Tugboat*, Saturday 20 April 1946, p. 24

5.3.6 MORETON BAY FIG TREES



FIGURE 79 - AERIAL SHOWING MORETON BAY FIG TREES IN 2010

Heritage Type

Historic

Key Interpretive Theme

Moving goods & feeding people (AHTF 3.8 & 3.12)

Heritage Status

City of Cockburn Local Government Inventory

Place No. 88

Listed 14 July 2011

Statement of Significance

The Moreton Bay Figs have cultural heritage significance for the following reasons:

An historic connection exists with these Fig trees as they are the only reminder of the areas past use (apart from the Robb Jetty Chimney).

It is also unusual to have trees of this type lining a main road through the City.⁸⁸

Heritage Management

- 1. Retain and conserve the Moreton Bay Figs.

Refer to Section 6 for the Implementation Plan which provides detail on the key actions for each management strategy.



FIGURE 80 - MORETON BAY FIG TREES

Description

There are approximately 25 Moreton Bay Fig trees which are around 50 years of age. The trees run parallel to Cockburn Road and start at the Mc Taggart Cove/Cockburn Road intersection. It is understood that the stand of Moreton Bay Fig trees was once part of the Robb Jetty abattoir complex.

88 City of Cockburn, 2011. Local Government Inventory, p. 270

5.3.7 PUBLIC ART



FIGURE 81 - PUBLIC ART NEAR ROBB JETTY SOURCE GOOGLMAPS



FIGURE 82 - CY O'CONNOR STATUE

Heritage Type

Interpretation

Key Interpretive Theme

N/A

Heritage Status

Contained within the State Register of Heritage Places curtilage of the South Beach Horse Exercise Area (HCWA Database No. 16120).

Heritage Management

1. Retain, conserve and include in any overall interpretation strategy the Human Race Artwork and the C Y O'Connor statue.
2. Encourage new forms of Public Art in the project area that interprets the cultural heritage of Cockburn Coast.

Refer to Section 6 for the Implementation Plan which provides detail on the key actions for each management strategy.

Description

There are two pieces of public art in South Beach Horse Exercise Area, both located in the vicinity of the southern end of the C.Y. O'Connor Reserve. Both artworks were installed as part of the North Coogee Landscape project.

1. *CY O'Connor Statue*

The CY O'Connor statue is a bronze statue located in the Indian Ocean approximately 20 - 30 metres off the South Beach. The statue of a man on a horse aims to depict C.Y. O'Connor on the occasion of his suicide on 10 March 1902 at South Beach.

The monument to O'Connor was sculpted by Tony Jones and put in place at an unveiling ceremony in 2001. The location of the statue recognises not just the scene of his suicide but his close association with the horse training that still occurs on South Beach.

2. *Human Race Artwork*

Located east of Robb Jetty, past the sand dunes an artwork in the form of metal fencing, gates and wind veils, designed by Artist Tony Jones, has been installed. The artwork, titled 'Human Race' has been designed to follow part of the line of the original race that ran from Robb Jetty to the slaughter yards. Made of recycled fencing salvaged from the original structure, the fencing runs in two long lines spaced according to the dimensions of the original cattle race. The fencing on both sides features metal cut out shapes of cattle.⁸⁹ There is a pole mounted weather vane at the western end of the race on the beach side of the cycle way.



FIGURE 83 - HUMAN RACE ARTWORK

5.4 PLACES OUTSIDE CCDSP 2 STUDY AREA

A desktop heritage survey has identified heritage-listed places in the larger Coast District Structure Plan study area. Specifically, heritage listed places were identified in the Newmarket Precinct and in areas not designated with a specific precinct.

This section documents these places.



FIGURE 84 - NEWMARKET PRECINCT PLAN



FIGURE 85 - PLACES OUTSIDE A CCDSP PRECINCT

5.4.7.1 NEWMARKET HOTEL



FIGURE 86 - AERIAL SHOWING THE NEWMARKET HOTEL SOURCE: CITY OF COCKBURN INTRAMAPS 2011

HERITAGE TYPE

Historic

Key Interpretive Themes

Eating and Drinking & Lodging People (AHTF 8.4 & 3.22)

Heritage Status

State Register of Heritage Places

HCWA Database No. 00504

Interim Listed 23 September 2005

Permanent Listed 7 September 2006

City of Cockburn Heritage List

Place No. 038

Category A

Listed 14 July 2011

Statement of Significance

The Newmarket Hotel is a two-storey building originally constructed in the Federation Filigree style with random rubble limestone and brick walls, an iron roof and a two-storey timber verandah, has cultural heritage significance for the following reasons:

the place is a landmark as an imposing two-storey building located on a prominent corner site and featuring a distinctive parapeted form that is truncated at the corner;

the place is associated with the horse racing industry – which thrived in the area from the early 1900s to the 1970s – as a consequence of the Hotel’s location near South Beach Horse Exercise Area;

the place is associated with the expansion of industry and agriculture south of Fremantle from the late nineteenth century, in particular the horse racing industry which thrived in the area from the 1900s to the 1970s; and,

the place was run from 1945 to 1949 by hotelier George Russell Thompson, a professional boxer from 1922 to 1930 who was the Australian heavyweight boxing champion.⁹⁰

90 Heritage Council of Western Australia Registration Documentation for Newmarket Hotel , 7 September 2006 p. 1



FIGURE 87 - NEWMARKET HOTEL 2011

Heritage Management

1. Retain and conserve.
2. Any new development adjacent to the building should ensure it retains its landmark qualities.
3. Interpret the story of how the place was developed to service the expansion of industry and agriculture south of Fremantle from the late nineteenth century and its association with horse racing industry.

Description

The Newmarket Hotel is a two-storey limestone and brick building with an iron roof, constructed in the Federation Filigree style of architecture. It is situated at the southeastern section of the intersection of Rockingham Road and Cockburn Road, Hamilton Hill. It was built c.1912 to service the expansion of industry and agriculture south of Fremantle from the late nineteenth century.

The Hotel was named after the town of Newmarket, in Suffolk, England, which remains as the centre of British horseracing. In early times market gardeners, dairy farmers and orchardists from the Cockburn district stopped off at Newmarket Hotel on their way home from the Fremantle Markets; nearby racehorse owners, trainers and jockeys; and workers from the surrounding meat processing and other industries also frequented the Hotel. The Hotel was a starting place for many bicycle races which were popular before the advent of the motor car.

The building features random rubble limestone walls. The main street facing north and west elevations have a flush-pointed limestone finish with coursed joints, and tuck-pointed brick quoining. The horizontal brick banding and the quoining has been painted white. The building features a two-storey wrap-around veranda; vertically proportioned double-hung and arched windows and two entries, one located on the truncated corner and the other, off Cockburn Road.

At the time of writing this Cultural Heritage Strategy the Hotel is vacant and subject to various conservation works.

5.4.7.2 Azelia Ley Homestead, Manning Estate



FIGURE 88 - AERIAL SHOWING THE AZELIA LEY HOMESTEAD, MANNING ESTATE SOURCE: CITY OF COCKBURN INTRAMAPS 2011

Heritage Type

Historic

Key Interpretive Theme

Developing sheep and cattle industries; working in the home; & associating to preserve traditions and group memories (AHTF 3.4, 5.5 & 8.5.1)

Heritage Status

State Register of Heritage Places

HCWA Database No.	0533
Interim Listed	5 June 1992
Permanent Listed	22 June 2001

City of Cockburn Heritage List

Place No. 01
Category A
Listed 14 July 2011

Statement of Significance

Azelia Ley Homestead, Manning Estate, comprising a single storey residence of limestone construction with features from the Victorian Regency style, set in mature, established gardens, the freestanding lavatories, the single roomed limestone building and the stables, and the Davilak Homestead ruin, has cultural heritage significance for the following reasons:

the place is an uncommon and intact example of a precinct of farm buildings in the Cockburn area and in the Perth metropolitan area;

the place is part of the original estate first established by prominent Fremantle merchant Charles Manning in the 1850s and 1860s. The place has a long association with the Manning family who owned the estate from the 1850s up until the 1950s, and with Azelia Ley (nee Manning) in particular, for whom the homestead residence was built;

the limestone homestead is a well proportioned example of a home in the Victorian Regency style, set in the Paradise Oasis style gardens of Manning Park;

the place is representative of the early settlement and development of the Cockburn district and has rarity value for its association with a farming land use that is no longer practised in this area;

the place has aesthetic value as a precinct of farm buildings of uniform construction and style, which contribute to the aesthetic qualities of the landscape of Manning Park; and,

the place, especially the ruins of Davilak Homestead and the archaeological remains of the first Manning homestead on the site, has the potential to reveal information about the lives of the Manning family and the farming occupations associated with the estate.⁹¹

91 Heritage Council of Western Australia Registration Documentation for Azelia Ley Homestead, Manning Estate 22 June 2001, p. 1



FIGURE 90 - AZELIA LEY HOMESTEAD 2011

Heritage Management

1. Retain and conserve.
2. Interpret the association with farming and the Manning family.

Description

Azelia Ley Homestead is located within Manning Estate. The estate was originally owned by Charles Manning a prominent Fremantle merchant in the 1850s and 1860s. Charles acquired a considerable number of land grants in the vicinity of Manning Lake (former Davilak Lake) that grew to several thousand acres. Although Charles died in 1869, the land was kept in the Manning family until 1959. A 'to let' notice in the West Australian in 1891 provides a detailed description of the extent of Davilak, which consisted of:

"...large paddocks, 700 acres; 2 orchards, a vineyard, walled in; grass meadows, all well watered; dwelling house of 14 rooms; numerous and substantial stone outhouses, consisting of stables, coach-houses, dairy, poultry-houses, laundry, servants lodge (14 rooms); deep well of pure water with windmill, with piping laid on to house, laundry and private garden; carpenter shop; small forge; a good road running through the estate; valuable lime kilns. Paddocks suitable for butchers or grazing horses. The house would be let separate or with the whole. It is a pleasant country residence. The farm has every advantage for dairy, market garden and poultry-breeding."

Today Manning Estate comprises a main homestead residence (c.1900) and associated outbuildings, the ruins of another former Manning homestead, Davilak (1866) and possible archaeological evidence of the first Manning homestead constructed on the site (c.1850s). The precinct is located in the Manning Park recreation reserve. The Azelia Ley homestead residence is a single storey building of limestone construction with stylistic features from the Victorian Regency period.

Azelia Helena Manning, the oldest daughter of Lucius Alexander Manning and granddaughter to Charles Manning, was born at Davilak House in 1872. When Azelia married, a residence for her was erected on the west side of Lake Manning around 1920. This residence is now known as Azelia Ley Homestead. After Azelia died in 1959 the estate was sold. In September 1963, the property was transferred to the Metropolitan Region Planning Authority for the purpose of 'parks and recreation'.

5.4.7.3 Randwick Stables



FIGURE 91 - AERIAL SHOWING THE RANDWICK STABLES SOURCE: CITY OF COCKBURN INTRAMAPS 2011

Heritage Type

Historic

Key Interpretive Theme

Breeding animals & making suburbs (AHTF 3.5.2 & 4.1.2)

Heritage Status

State Register of Heritage Places

HCWA Database	No. 09242
Interim Listed	23 November 2001
Permanent Listed	14 May 2002

City of Cockburn Heritage List

Place No.	079
Category	A
Listed	14 July 2011

Statement of Significance

Randwick Stables, a complex comprising a single storey timber framed dwelling, stone and timber framed stables, laundry, well, and other minor improvements, in a culturally modified landscape setting has cultural heritage significance for the following reasons:

with its open culturally modified landscape setting, scattered mature parade Palms, and the homestead with curious fully enclosed verandahs the place has a landmark quality;

it represents the large number of registered horse stables that operated in the Cockburn region in the first half of the twentieth century, when the area played an integral role in the development of the State's horse racing industry;

it is representative of the establishment and growth of the horse racing industry in Western Australia, and of the consequent development of horse racing stables and associated industries such as blacksmith shops in the areas of South Fremantle and Hamilton Hill;

the built elements of the Randwick Stables have a rustic charm in their culturally modified landscape setting, and the interior of the house is of particular aesthetic interest with its simple system of flat galvanized metal sheet lining, timber floors, and French doors leading onto the verandahs;

it represents an ethic of 'making do' and improvisation over a considerable period of time from the establishment of the stables to the present; and,

it was developed by local South Fremantle racing identities and trainers brothers Frederick 'Jack' Marks and Sol Marks, and Jimmy Banks.⁹²

92 Heritage Council of Western Australia Registration Documentation for Randwick Stables 14 May 2002, p. 1

Heritage Management

1. Retain and conserve.
2. Interpret the historical association of the place with horse racing and as part of the development of horse racing stables and associated industries in the areas of South Fremantle and Hamilton Hill in the first half of the twentieth century.



FIGURE 92 - RANDWICK STABLES 2011

Description

Randwick Stables comprises a series of paddocks, timber framed bungalow, stables, laundry, stone well, water closet, and metal clad stables constructed in the 1920s for Frederick Charles John 'Jack' Marks, a member of the prominent horse racing Marks family. It was not until 1927/1928, that the name of the property and business is recorded as Randwick Stables, a year after the death of Jack Marks.

A large number of registered horse stables operated in the Cockburn region in the first half of the twentieth century, when the area played an integral role in the development of the State's horse racing industry. At the height of the industry, it is believed that approximately 400 horses were stabled in the area and trained at South Beach. Associated businesses such as blacksmiths and saddlers were established, and the trainers and jockeys such as the Collison, Millers, Cockell and Marks families became well known local identities.

The extant house was originally built in Cheetham Street, Kalgoorlie. It was owned by Jack Marks when he was living in the Goldfields prior to residing in South Fremantle. When Jack was unable to sell his house he dismantled it and transported it by train, along with all the family's furniture and belongings, to his newly purchased property in Rockingham Road, Hamilton Hill. The original four-roomed house complete with walls and ceilings of compressed tin was reassembled by Jack on Lots 26 and 27 fronting Rockingham Road. A verandah was added on three sides of the house after it had been reconstructed. The lattice work which encloses the verandah is also said to date from this time.

In 1999 Randwick stables was sold to the Main Roads WA. The purchase of the property by Main Roads was part of a scheme for a road highway network. Randwick Stables is occupied by tenants, who continue to operate the place as a licensed stable.

5.4.7.5 Manning Park and Tuart Trees



FIGURE 93 - AERIAL SHOWING MANNING PARK SOURCE: CITY OF COCKBURN INTRAMAPS 2011

Heritage Type

Historic

Key Interpretive Theme

Developing sheep and cattle industries; working in the home; & associating to preserve traditions and group memories (AHTF 3.4, 5.5 & 8.5.1)

Heritage Status

City of Cockburn Local Government Inventory
Place No. 33
Category B
Listed 14 July 2011

Statement of Significance

Manning Park and Tuart Trees have cultural heritage significance for the following reasons:

Manning Park has high social significance as a place of both active and passive recreation.;

Manning Park has high significance for its association with the Manning family; and

Manning Park is associated with the Azelia Ley Homestead and Davilak Ruins, both of which are located within the Park.⁹⁴

Heritage Management

1. Retain and conserve.
2. Interpret the association with farming and the Manning family.

Description

Manning Park was named after a prominent citizen of Cockburn in the early 19th century, Lucius Manning. The Manning family developed a large estate with two homes around the lake which was once known as Davilak (now Manning). The Aboriginal name for the lake was Dgilgie's Lake which was changed to Devil's Lake by Manning. The Aborigines then pronounced it Davilak. Devil's Lake refers to the local Aboriginal people's belief that devils haunted the lake after dark, and Davies was a hermit who frequented the area around the lake

Close to the park is one of the houses built by Manning for his daughter Azelia Ley. It remains as a museum for the district.

The vegetation around Manning Lake consists of swamp paper bark and some large tuart trees. There are not many of these stands of trees left in Cockburn. The lake is currently recognised for its value for recreation and leisure pursuits. The banks are cleared and some landscaping has taken place around the natural trees. Children's play equipment attracts families to the setting.



FIGURE 94 - MANNING PARK SOURCE: CITY OF COCKBURN

94 City of Cockburn, 2011. Local Government Inventory, p. 108

5.4.7.4 Marks' House



FIGURE 95 - AERIAL SHOWING MARK'S HOUSE SOURCE: CITY OF COCKBURN INTRAMAPS 2011

Heritage Type

Historic

Key Interpretive Theme

Breeding animals & making suburbs (AHTF 3.5.2 & 4.1.2)

Heritage Status

City of Cockburn Local Government Inventory

Place No. 34

Category B

Listed 14 July 2011

Statement of Significance

Marks' House has cultural heritage significance for the following reasons:

Marks' House has a high level significance for its architectural style, and setting; and

Marks' House is associated with prominent local residents, the Marks family.⁹³

Heritage Management

1. Retain and conserve.
2. Interpret the historical association of the place with horse racing and as part of the development of horse racing stables and associated industries in the areas of South Fremantle and Hamilton Hill in the first half of the twentieth century.

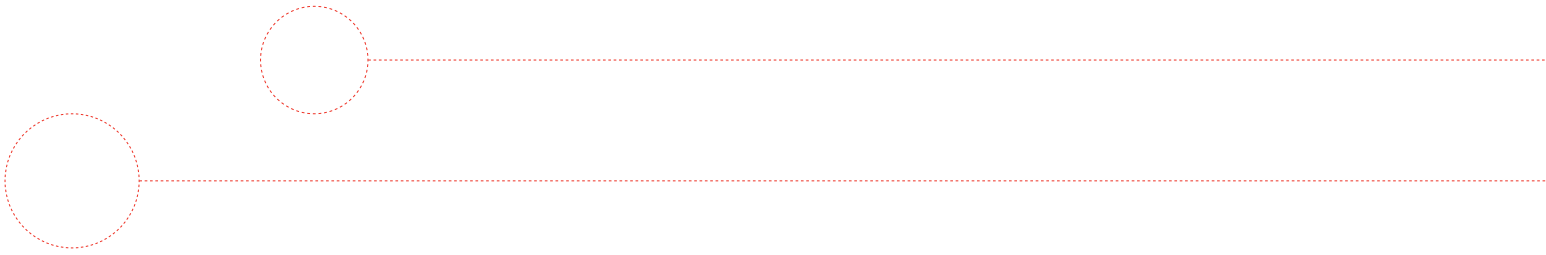
Description

Marks' House was built for Percy Marks, a racehorse trainer, circa 1929. The house was built on a 10-acre plot, which was used for stables, vegetable and flower gardens. By 1943 the property was not used for stabling horses. The Marks sold the property in 1947.



FIGURE 96 - MARK'S HOUSE SOURCE: CITY OF COCKBURN

⁹³ City of Cockburn, 2011. Local Government Inventory, p. 113



6. IMPLEMENTATION PLAN

This section outlines how the Heritage Management Strategies identified in the previous section should be implemented, who should be responsible and the timeframe for implementation.

The Burra Charter sets out the principles generally accepted in Australia for the conservation of heritage places. The philosophy embodied in that document has been used as a basis for the formulation of the Heritage Management Strategies in this Cultural Heritage Strategy. As such, the Burra Charter forms an important reference document for the present and future custodians of the significant places in the Cockburn Coast project area and may assist in resolving any issues relating to the conservation of places that are not explicitly dealt with in this Strategy.

6.1 POWER STATION PRECINCT

STRATEGY	KEY ACTIONS TO BE UNDERTAKEN	REASON FOR ACTION	RESPONSIBLE AUTHORITY	TIMING
South Fremantle Power Station (Ref: 5.1.1)				
1. Retain, conserve and adapt the South Fremantle Power Station for new uses	<ul style="list-style-type: none"> Adaptation works should include the retention of the following significant fabric: <ul style="list-style-type: none"> The steel framing exposed internally The overhead crane in the Turbine Hall and associated support framing Large internal central space in the Turbine Hall The exposed wall dividing the Turbine Hall and Boiler 	<ul style="list-style-type: none"> To ensure the significance of the Power Station is maintained by retaining those elements that contribute to its significance 	<ul style="list-style-type: none"> Owner of the Power Station 	Ongoing
	<ul style="list-style-type: none"> Relocate the switchyard. Should the switchyard remain, it should be appropriately screened 	<ul style="list-style-type: none"> To optimise the adaptive reuse potential of the South Fremantle Power Station 	<ul style="list-style-type: none"> Owner of the switchyard 	Long term
2. Any future conservation, management and/or adaptation works to the place are to be undertaken in accordance with State and local policies and procedures	<ul style="list-style-type: none"> Seek approval for any works, alteration or adaptation of the South Fremantle Power Station from the Heritage Council of Western Australia 	<ul style="list-style-type: none"> To ensure compliance with the <i>Heritage Act of Western Australia 1990</i> 	<ul style="list-style-type: none"> Owner of the Power Station 	Development application stage
	<ul style="list-style-type: none"> All future planning and development of the South Fremantle Power Station should involve the input from appropriately qualified specialists including structural engineers and a heritage architect 	<ul style="list-style-type: none"> To ensure the place is conserved and adapted in accordance with best practice heritage management 	<ul style="list-style-type: none"> Owner of the Power Station 	On going
3. Maintain the visual setting of, and interrelationship between, the significant contributory elements of the South Fremantle Power Station	<ul style="list-style-type: none"> Ensure future planning maintains: <ul style="list-style-type: none"> The open space and associated link between the main building and the Indian Ocean The open thoroughfare on the eastern side of the Power Station building The open space of the entry forecourt between the northern side of the main building and the eastern side of the administration wing 	<ul style="list-style-type: none"> To ensure that an appropriate setting and context for the Power Station is maintained and enhanced To ensure that the Power Station retains its visual prominence 	<ul style="list-style-type: none"> Owner of the land Landcorp 	As part of: <ul style="list-style-type: none"> Power Station Masterplan Local Structure Planning
	<ul style="list-style-type: none"> Ensure future planning incorporates and/or interprets the cooling pond and groynes into any future development 	<ul style="list-style-type: none"> To enhance the public understanding of the original layout of the site and relationship of the Power Station to the Indian Ocean 	<ul style="list-style-type: none"> Owner of the land Landcorp 	As part of: <ul style="list-style-type: none"> Power Station Masterplan Local Structure Planning

STRATEGY	KEY ACTIONS TO BE UNDERTAKEN	REASON FOR ACTION	RESPONSIBLE AUTHORITY	TIMING
<p>4. Ensure all opportunities to generate awareness and public interest in the building are capitalised upon</p>	<ul style="list-style-type: none"> Encourage ephemeral uses and events to generate awareness and activate the site. An events based program is considered an effective means of activating the site and 'sparking' community interest and involvement 	<ul style="list-style-type: none"> To establish the South Fremantle Power Station as the key activator in the Cockburn Coast area To generate interest in the Cockburn Coast Project To establish a sense of public ownership and pride in the building 	<ul style="list-style-type: none"> Owner of the Power Station Landcorp City of Cockburn 	<p>Ongoing</p>
<p>5. Acknowledge the significance of high quality urban art, which has been informally applied on the walls of the Power Station since its closure</p>	<ul style="list-style-type: none"> Identify high quality urban art throughout the building and develop strategies for the conservation of the artworks 	<ul style="list-style-type: none"> To ensure the sense of identity, public ownership and pride in the building is maintained To contribute to a unique, lively and dynamic environment To demonstrate that a period of abandonment and neglect has been part of the history and evolution of the building 	<ul style="list-style-type: none"> Owner of the Power Station Landcorp 	<p>As part of the Public Art and Cultural Interpretation Strategy</p>
<p>6. Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the place to the community</p>	<ul style="list-style-type: none"> Ensure that the Public Art and Cultural Interpretation Strategy being prepared for Cockburn Coast interprets history of the site. Interpretation should include reference to: <ul style="list-style-type: none"> Its important contribution to the development of power generation in the state The involvement of the workforce which designed, built and operated the public utility The importance of the design of the utility as a 'Cathedral of Power' The changes and advancement in power generation, which led to the close of the utility The period of abandonment, subsequent informal use of the building and associated application of urban art 	<ul style="list-style-type: none"> To reveal the history of the place and to provide an insight into its significance To enrich the visitor's experience by making it more meaningful 	<ul style="list-style-type: none"> Owner of the Power Station Landcorp 	<p>As part of the Public Art and Cultural Interpretation Strategy</p>

STRATEGY	KEY ACTIONS TO BE UNDERTAKEN	REASON FOR ACTION	RESPONSIBLE AUTHORITY	TIMING
The Diana Shipwreck (Ref: 5.1.2)				
7. Retain the Diana shipwreck in situ and do not disturb	<ul style="list-style-type: none"> Ensure that the land above the wreck is maintained in public ownership with provisions for future accessibility. Construction of any structure shall not disturb the wreck 	<ul style="list-style-type: none"> To comply with the requirements of the <i>Historic Shipwrecks Act 1976</i> To ensure the shipwreck will remain accessible to future research 	<ul style="list-style-type: none"> Landcorp City of Cockburn 	As part of: <ul style="list-style-type: none"> Power Station Masterplan Local Structure Planning
8. Any future conservation, management and/or adaptation works to the place are to be undertaken in accordance with Commonwealth and State legislation, policies and procedures	<ul style="list-style-type: none"> Seek Commonwealth Ministerial approval prior to any proposed disturbance the shipwreck 	<ul style="list-style-type: none"> To ensure compliance with the <i>Historic Shipwrecks Act 1976</i> 	<ul style="list-style-type: none"> Landcorp City of Cockburn 	Prior to any ground disturbance
	<ul style="list-style-type: none"> Obtain the Maritime Museum of Western Australia's advice prior to any action on or near the shipwreck 	<ul style="list-style-type: none"> To ensure compliance with relevant statutory mechanisms 	<ul style="list-style-type: none"> Landcorp City of Cockburn 	Prior to any ground disturbance
9. Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the wreck to the community	<ul style="list-style-type: none"> Ensure that the Public Art and Cultural Interpretation Strategy being prepared for Cockburn Coast interprets the story of the wreck and wreck event 	<ul style="list-style-type: none"> To identify the location of the wreck which is concealed by sand To reveal the history of the place and to provide an insight into its significance To enrich the visitor's experience by making it more meaningful 	<ul style="list-style-type: none"> Landcorp 	As part of the Public Art and Cultural Interpretation Strategy
The James Shipwreck (Ref: 5.1.3)				
10. Retain the James Shipwreck in situ and do not disturb	<ul style="list-style-type: none"> Ensure that the land above the wreck is maintained in public ownership with provisions for future accessibility. Construction of any structure shall not disturb the wreck 	<ul style="list-style-type: none"> To comply with the requirements of the <i>Historic Shipwrecks Act 1976</i> To ensure the shipwreck will remain accessible for future research 	<ul style="list-style-type: none"> Landcorp City of Cockburn 	As part of: <ul style="list-style-type: none"> Power Station Masterplan Local Structure Planning
11. Any future conservation, management and/or adaptation works to the place are to be undertaken in accordance with Commonwealth and State legislation, policies and procedures	<ul style="list-style-type: none"> Seek Commonwealth Ministerial approval prior to any proposed disturbance the shipwreck 	<ul style="list-style-type: none"> To ensure compliance with the <i>Historic Shipwrecks Act 1976</i> 	<ul style="list-style-type: none"> Landcorp City of Cockburn 	Prior to any ground disturbance
	<ul style="list-style-type: none"> Obtain the Maritime Museum of Western Australia's advice prior to any action on or near the shipwreck 	<ul style="list-style-type: none"> To ensure compliance with relevant statutory mechanisms 	<ul style="list-style-type: none"> Landcorp City of Cockburn 	Prior to any ground disturbance
12. Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the wreck to the community	<ul style="list-style-type: none"> Ensure that the Public Art and Cultural Interpretation Strategy being prepared for Cockburn Coast interprets the story of the wreck and wreck event 	<ul style="list-style-type: none"> To identify the location of the wreck which is concealed by sand To reveal the history of the place and to provide an insight into its significance To enrich the visitor's experience by making it more meaningful 	<ul style="list-style-type: none"> Landcorp 	As part of the Public Art and Cultural Interpretation Strategy

STRATEGY	KEY ACTIONS TO BE UNDERTAKEN	REASON FOR ACTION	RESPONSIBLE AUTHORITY	TIMING
Indian Ocean Site (Ref: 5.1.4)				
<p>13. Should any development be proposed in Owen Anchorage, conduct a maritime survey.</p>	<ul style="list-style-type: none"> Given the historically significant use of Owen Anchorage for shipping, investigations are required to be undertaken to identify any potential underwater cultural heritage material, inclusive of shipwrecks and associated relics 	<ul style="list-style-type: none"> To comply with the <i>Historic Shipwrecks Act 1976</i>, which protects all wrecks more than 75 years old, together with their associated relics, whether or not the existence and location of the remains are known. 	<ul style="list-style-type: none"> Landcorp 	<p>As part of the design phase for any future water based structures</p>
<p>14. Integrate interpretation of the mythological story of the site into the Cockburn Coast project to communicate the tangible and intangible values of the site</p>	<ul style="list-style-type: none"> Ensure that the Public Art and Cultural Interpretation Strategy being prepared for Cockburn Coast interprets the mythological story regarding the separation of the islands from the mainland 	<ul style="list-style-type: none"> To reveal the history of the place and to provide an insight into its significance To enrich the visitor's experience by making it more meaningful 	<ul style="list-style-type: none"> Landcorp 	<p>As part of the Public Art and Cultural Interpretation Strategy</p>
Robb Jetty Camp (Ref: 5.3.1)				
<ul style="list-style-type: none"> A portion of the Robb Jetty Camp, which is a Registered Aboriginal site, is located within the Power Station Precinct. Refer to Sections 5.3.1 and 6.3 relating to the Robb Jetty Precinct and Foreshore for the Heritage Management and Implementation Plan details for the Robb Jetty Camp 				

6.2 EMPLACEMENT PRECINCT

STRATEGY	KEY ACTIONS TO BE UNDERTAKEN	REASON FOR ACTION	RESPONSIBLE AUTHORITY	TIMING
South Beach Battery (Remains) (Ref: 5.2.1)				
1. Retain and conserve the remaining South Beach Battery	<ul style="list-style-type: none"> Inspect structure for cracks, spalling and signs of movement or other failure and repair as required 	<ul style="list-style-type: none"> To protect the place from harm, loss or deterioration To ensure the place remains as a link to the past, a reminder of the history and former use of the area 	<ul style="list-style-type: none"> City of Cockburn 	Annually
	<ul style="list-style-type: none"> Ensure any graffiti is removed as quickly as practicable as a deterrent 	<ul style="list-style-type: none"> To manage the incidences of graffiti 	<ul style="list-style-type: none"> City of Cockburn 	On-going
2. Views from the South Beach Battery to the Indian Ocean should be retained in future planning	<ul style="list-style-type: none"> Ensure future planning maintains views to the Indian Ocean from the Battery site. This can be achieved by setting appropriate building heights for new development in the area to the west of the South Beach Battery. 	<ul style="list-style-type: none"> To ensure that the historic connection of the Battery to the Indian Ocean can be suitably interpreted 	<ul style="list-style-type: none"> Landcorp 	As part of Local Structure Planning
3. Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the place to the community	<ul style="list-style-type: none"> Ensure that the Public Art and Cultural Interpretation Strategy being prepared for Cockburn Coast interprets defence history of the site. Interpretation should include reference to: <ul style="list-style-type: none"> the two other gun emplacements that were constructed at the same time and in close vicinity; and the connection of the South Beach Battery to the defence network established along the coast during World War II 	<ul style="list-style-type: none"> To reveal the history of the place and to provide an insight into its significance To enrich the visitor's experience by making it more meaningful 	<ul style="list-style-type: none"> Landcorp 	As part of the Public Art and Cultural Interpretation Strategy
4. Consideration should be given to the partial reinstatement of earth embankments to allow an appreciation of its original form	<ul style="list-style-type: none"> Conduct further investigations into the original design and layout of the South Beach Battery to enable an accurate reconstruction of the emplacement facility 	<ul style="list-style-type: none"> To enhance the public understanding of the place and its original design intent 	<ul style="list-style-type: none"> City of Cockburn 	Long term

6.3 ROBB JETTY PRECINCT AND FORESHORE

STRATEGY	KEY ACTIONS TO BE UNDERTAKEN	REASON FOR ACTION	RESPONSIBLE AUTHORITY	TIMING
Robb Jetty Camp (Ref: 5.3.1)				
1. Any future conservation, management and/ or adaptation works to the place are to be undertaken in accordance with State and local policies and procedures	<ul style="list-style-type: none"> Submit a Section 18 application to the Department of Indigenous Affairs for any proposed disturbance in this registered area Consultation with relevant Aboriginal people having native title links and/or heritage knowledge of the Cockburn Coast area should be undertaken at this time 	<ul style="list-style-type: none"> To ensure compliance with the <i>Aboriginal Heritage Act 1972</i> To ensure any works have minimal impacts on Aboriginal cultural heritage To ensure Aboriginal community concerns or requests made with respect to a proposed project/ development are addressed 	<ul style="list-style-type: none"> Private landowners Landcorp City of Cockburn Developers 	Development application stage or prior to the commencement of works
2. Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the place to the community	<ul style="list-style-type: none"> Ensure that the Public Art and Cultural Interpretation Strategy being prepared for Cockburn Coast interprets the Robb Jetty Camp and stories associated with it 	<ul style="list-style-type: none"> To reveal the history of the place and to provide an insight into its significance To enrich the visitor's experience by making it more meaningful 	<ul style="list-style-type: none"> Landcorp 	As part of: <ul style="list-style-type: none"> Public Art and Cultural Interpretation Strategy Foreshore Management Plan
	<ul style="list-style-type: none"> Oral histories should be undertaken with indigenous people who have had an association with the Robb Jetty Camp to inform future interpretation 	<ul style="list-style-type: none"> To gain an understanding of the coastal landscape from a different perspective, providing an opportunity to learn stories that are not written down Incorporate these experiences and factors into the development and management of the Cockburn Coast project 	<ul style="list-style-type: none"> Landcorp 	Immediately and prior to the Public Art and Cultural Interpretation Strategy
3. Acknowledge that skeletal material has previously been unearthed in the general vicinity.	<ul style="list-style-type: none"> Prior to the commencement of construction works a suitably qualified archaeologist should be engaged to develop an Archeological Watching Brief to ensure any sub surface archaeological material located in the area are not unduly disturbed. This will be need to be done in consultation with and include the participation of the Traditional Owners Note: This is generally a condition of a Section 18 consent. 	<ul style="list-style-type: none"> To ensure any artefacts located in the area are not unduly disturbed and managed in accordance with relevant legislation and the wishes of the Traditional Owners 	<ul style="list-style-type: none"> Landcorp City of Cockburn Developers 	Development application stage or prior to the commencement of works

STRATEGY	KEY ACTIONS TO BE UNDERTAKEN	REASON FOR ACTION	RESPONSIBLE AUTHORITY	TIMING
South Beach Horse Exercise Area (Ref 5.3.2)				
4. South Beach should continue to be used for the horse training, a use with which it has had a long association	<ul style="list-style-type: none"> Provide facilities, such as areas for horse float parking to enable the ongoing use of the beach for horse training 	<ul style="list-style-type: none"> To maintain the long standing association with training horses in the area. To ensure that the established unique, and dynamic environment is maintained for use by both horse riders and the general public 	<ul style="list-style-type: none"> Landcorp City of Cockburn 	As part of: <ul style="list-style-type: none"> Foreshore Management Plan Local Structure Planning
5. Any future conservation, management and/or adaptation works to the place are to be undertaken in accordance with State and local policies and procedures	<ul style="list-style-type: none"> Seek approval for any works, alteration or adaptation of the place from the Heritage Council of Western Australia 	<ul style="list-style-type: none"> To ensure compliance with the <i>Heritage Act of Western Australia 1990</i> 	<ul style="list-style-type: none"> Landcorp Developers City of Cockburn 	Development application stage or prior to the commencement of works
6. Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the place to the community	<ul style="list-style-type: none"> Ensure that the Public Art and Cultural Interpretation Strategy being prepared for Cockburn Coast interprets the historical association and significance of horse training at South Beach 	<ul style="list-style-type: none"> To reveal the history of the place and to provide an insight into its significance To enrich the visitor's experience by making it more meaningful 	<ul style="list-style-type: none"> Landcorp 	As part of the Public Art and Cultural Interpretation Strategy
Robb Jetty (Ref: 5.3.3)				
7. Remnants of Robb Jetty should be retained undisturbed	<ul style="list-style-type: none"> Any potential new jetty development or other structure should be offset from the original alignment, to ensure the original structure is not damaged or obscured. This will also enable a variety of interpretive opportunities for the jetty 	<ul style="list-style-type: none"> To ensure the jetty remains as a link to the past, a reminder of the history and former use of the area 	<ul style="list-style-type: none"> Landcorp City of Cockburn 	As part of: <ul style="list-style-type: none"> Foreshore Management Plan Local Structure Planning
8. Any future conservation, management and/or adaptation works to the place are to be undertaken in accordance with State and local policies and procedures	<ul style="list-style-type: none"> Given the Jetty falls within the Register Curtilage of the South Each Horse Exercise Area approval for any works, alteration or adaptation of the jetty should be sought from the Heritage Council of Western Australia Given the Jetty partially falls within the Robb Jetty Camp, submit a Section 18 application to the Department of Indigenous Affairs for any proposed disturbance to the Jetty 	<ul style="list-style-type: none"> To ensure compliance with the <i>Heritage Act of Western Australia 1990</i> To ensure compliance with the <i>Aboriginal Heritage Act 1972</i> 	<ul style="list-style-type: none"> Landcorp Developers 	Development application stage or prior to the commencement of works

STRATEGY	KEY ACTIONS TO BE UNDERTAKEN	REASON FOR ACTION	RESPONSIBLE AUTHORITY	TIMING
9. Consideration should be given to providing historic statutory heritage protection to Robb Jetty in its own right	<ul style="list-style-type: none"> Liaise with the Heritage Council of Western Australia and the City of Cockburn to consider potential heritage listing 	<ul style="list-style-type: none"> Listing gives public recognition to heritage places and acknowledges it as an important place of distinction 	<ul style="list-style-type: none"> Landcorp 	Immediately
10. Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the place to the community	<ul style="list-style-type: none"> Ensure that the Public Art and Cultural Interpretation Strategy being prepared for Cockburn Coast interprets the importance of Robb Jetty as an integral part of the industrial history and development of the area 	<ul style="list-style-type: none"> To reveal the history of the place and to provide an insight into its significance To enrich the visitor's experience by making it more meaningful 	<ul style="list-style-type: none"> Landcorp 	As part of the Public Art and Cultural Interpretation Strategy
Robb Jetty Chimney (Ref: 5.3.4)				
12. Retain and conserve the Robb Jetty Chimney	<ul style="list-style-type: none"> Conduct periodic structural assessments to ensure the Chimney retains its structural integrity Ensure any graffiti is removed as quickly as practicable as a strict deterrent 	<ul style="list-style-type: none"> To protect the place from harm, loss or deterioration To manage the incidences of graffiti 	<ul style="list-style-type: none"> City of Cockburn City of Cockburn 	<p>Annually</p> <p>On-going</p>
13. Any future conservation, management and/or adaptation works to the place are to be undertaken in accordance with State and local policies and procedures	<ul style="list-style-type: none"> Seek approval for any works, alteration or adaptation of the place from the Heritage Council of Western Australia 	<ul style="list-style-type: none"> To ensure compliance with the <i>Heritage Act of Western Australia 1990</i> 	<ul style="list-style-type: none"> Landcorp Developers 	Development application stage or prior to the commencement of works
14. Any new development adjacent to the Chimney should ensure it maintains its landmark qualities	<ul style="list-style-type: none"> Development immediately surrounding the Chimney should sit appropriately below the height of the chimney 	<ul style="list-style-type: none"> To ensure that new buildings adjacent to the chimney are sympathetic to and do not visually overwhelm the significance of the place 	<ul style="list-style-type: none"> Landcorp City of Cockburn 	As part of: <ul style="list-style-type: none"> Local Structure Planning Design Guidelines
15. Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the place to the community	<ul style="list-style-type: none"> Ensure that the Public Art and Cultural Interpretation Strategy being prepared for Cockburn Coast interprets the former abattoir use of the site, its role in feeding the people of Perth and the goldfields, and its former connection to Robb Jetty 	<ul style="list-style-type: none"> To reveal the history of the place and to provide an insight into its significance To enrich the visitor's experience by making it more meaningful 	<ul style="list-style-type: none"> Landcorp 	As part of the Public Art and Cultural Interpretation Strategy

STRATEGY	KEY ACTIONS TO BE UNDERTAKEN	REASON FOR ACTION	RESPONSIBLE AUTHORITY	TIMING
Moreton Bay Figs (Ref: 5.3.6)				
16. Retain and conserve the Moreton Bay Figs	<ul style="list-style-type: none"> An arboricultural assessment of the trees should be undertaken to ensure the health and vigour of the trees is maintained New development in the vicinity should not negatively impact on the trees A tree replacement strategy should be prepared and implemented if and when required 	<ul style="list-style-type: none"> To ensure the health and vigour of the trees is maintained 	<ul style="list-style-type: none"> Owner of land and/or developer City of Cockburn 	Development application stage or prior to the commencement of works
Wyola and Barge (remains) (Ref: 5.3.5)				
17. Investigate the heritage value of the Wyola and barge (remains)	<ul style="list-style-type: none"> Liaise with the Heritage Council of Western Australia, the Maritime Museum of Western Australia and the City of Cockburn to consider the heritage value of the remains and the potential for heritage listing 	<ul style="list-style-type: none"> The Wyola and barge remain as the only visible evidence of shipwrecks in the area. They provide an important opportunity for interpretation and an important link to the maritime history of the area. 	<ul style="list-style-type: none"> Landcorp City of Cockburn 	<ul style="list-style-type: none"> Prior to any disturbance
18. Any future actions (including conservation, management and/or adaptation works) to the place are to be undertaken in consultation with key stakeholders	<ul style="list-style-type: none"> Given the Wyola and barge (remains) falls within the Register Curtilage of the South Beach Horse Exercise Area approval for any works, alteration or adaptation to the remains should be sought from the Heritage Council of Western Australia Obtain the Maritime Museum of Western Australia's comment prior to any action involving the Wyola and barge (remains) Given the remains fall within the Robb Jetty Camp, submit a Section 18 application to the Department of Indigenous Affairs for any proposed disturbance to the remains 	<ul style="list-style-type: none"> To ensure compliance with the <i>Heritage Act of Western Australia 1990</i> To ensure compliance with the <i>Aboriginal Heritage Act 1972</i> 	<ul style="list-style-type: none"> Landcorp Developers 	Development application stage or prior to the commencement of works
19. Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the wreck to the community	<ul style="list-style-type: none"> Ensure that the Public Art and Cultural Interpretation Strategy being prepared for Cockburn Coast interprets the story of the Wyola and barge (remains) 	<ul style="list-style-type: none"> To reveal the history of the place and to provide an insight into its significance To enrich the visitor's experience by making it more meaningful 	<ul style="list-style-type: none"> Landcorp 	As part of the Public Art and Cultural Interpretation Strategy

STRATEGY	KEY ACTIONS TO BE UNDERTAKEN	REASON FOR ACTION	RESPONSIBLE AUTHORITY	TIMING
Public Art (Ref: 5.3.7)				
<p>20. Retain, conserve and include in any overall interpretation strategy the Human Race Artwork and the C Y O'Connor statue</p>	<ul style="list-style-type: none"> Ensure the future planning for the Cockburn Coast project incorporates the existing public art in the area 	<ul style="list-style-type: none"> To recognise the importance of existing interpretation that serves as a reminder of the history and former use of the area 	<ul style="list-style-type: none"> City of Cockburn 	<p>As part of:</p> <ul style="list-style-type: none"> Foreshore Management Plan Public Art and Cultural Interpretation Strategy
<p>21. Encourage new forms of Public Art in the project area that interprets the cultural heritage of Cockburn Coast</p>	<ul style="list-style-type: none"> Ensure new public art interprets the history of the area generally and the stories associated with the various places within it 	<ul style="list-style-type: none"> To ensure the Cockburn Coast Project reveals and celebrates the history of the area To enrich the visitor's experience by making it more meaningful 	<ul style="list-style-type: none"> Landcorp 	<p>As part of the Public Art and Cultural Interpretation Strategy</p>