



JANDAKOT AIRPORT HERITAGE MANAGEMENT PLAN

CONSERVATION MANAGEMENT PLAN APPENDIX I

Jandakot Airport Holdings Pty Ltd
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Amendment History

Version	Issue Date	Description	Prepared By	Approved By (JAH)	Approved by (DOEE)
1	22/01/2014		Joanne Wann (JAH EM)	J. Fraser	Not Required under EPBC 2009/4796.
2	21/12/2018	Minor revision	Joanne Wann (JAH EM)	J. Fraser	TBC

1 Introduction

Jandakot Airport is leased from the Commonwealth Government by Jandakot Airport Holdings (JAH) and is an important piece of state infrastructure, being Western Australia's major general aviation airport. The airport covers an area of approximately 622 ha which has been developed over a period of more than 50 years. Of this 622 ha, approximately 119 ha is maintained by JAH as conservation.

The purpose of this Cultural Heritage Management Plan is to ensure that JAH conducts its developments in a manner that complies with the *Airports Act 1996* and other statutory requirements in relation to areas of Aboriginal cultural significance.

2 Legislation

2.1 Commonwealth Legislation

2.1.1 *Airports Act 1996 and Airports (Environment Protection) Regulations 1997*

The Act requires that significant areas, which may include sites of Indigenous significance, be specified in the Environment Strategy following consultation with relevant State and Commonwealth agencies. In addition the Regulations provide for the duty of the operator of an undertaking at the airport to give notice of culturally significant discoveries.

There are no known areas of Indigenous Significance at Jandakot Airport.

2.1.2 *Environmental Protection and Biodiversity Conservation Act, 1999 (EPBC Act)*

The EPBC Act provides for the protection of National Heritage sites listed under the EPBC Act on the National Heritage List. The EPBC Act stipulates approvals are required where significant impacts to the values of National Heritage sites may result.

There are no National Heritage sites, as listed under the EPBC Act, at Jandakot Airport.

2.1.3 *Aboriginal and Torres Strait Islander Heritage Protection Act 1984*

This Act provides for the protection of sites identified as significant to Aboriginal people.

There are no sites identified as significant to Aboriginal people at Jandakot Airport.

2.2 State Legislation

2.2.1 *Aboriginal Heritage Act 1972*

The *Aboriginal Heritage Act 1972* requires that the existence of anything related to Aboriginal heritage is reported to the Registrar, or to a police officer, unless the existence of the thing or place in question is believed to be already known to the Registrar. Authorisation of the Registrar or the Minister is required in order to damage or alter in any way any Aboriginal site or take any object on or under an Aboriginal site.

3 Background

3.1 Previous Land Use

In 1844, surveyor JW Gregory recorded 'Jandacot' as the Aboriginal name of a lake south west of Kelmscott. Lake Jandakot (now known as Lake Forrestdale) became well known as a watering hole on a track between the Canning River and Pinjarra. The name 'Jandakot', meaning 'place of the whistling eagle', was then adopted as the name of the suburb.

Jandakot was utilised for grazing activities from 1867. Experienced vegetable and orchard gardeners were attracted to the Cockburn region when Fremantle and Perth grew rapidly

due to Western Australia's gold rush. Rural housing developments commenced in the post war years and Jandakot Airport opened in 1963 following closure of the Maylands airfield.

3.2 Archaeological and Ethnographic Investigations

Prior to the approval of the Jandakot Airport Master Plan 2009 and Environment Strategy 2009, JAH engaged Australian Interaction Consultants (AIC) to undertake an Ethnographic and Archaeological Site Identification Survey of the areas to be impacted under the Jandakot Airport Master Plan 2009 (see Figure 1). The project area included the entire airport as well as some neighbouring properties.

3.2.1 Archival Research.

Archival research consisting of the then Department of Aboriginal Affairs (DAA), now Department for Planning, Lands and Heritage (DPLH), research and desktop study of previously recorded sites and surveys, as well as from other sources was undertaken. The DPLH search revealed five (5) previously recorded Aboriginal sites in the vicinity of the airport, two of which were believed to be within the development area (see Figure 2).

Table 1. Previously recorded Aboriginal Sites within the Airport Boundary Prior to 2008 Archaeological Survey.

ID	Name	Access	Status	Type	Location	Comments
3513	Lukin Swamp	Open	Permanent	Artefacts/Scatter, Camp	395389 E 6447399 N	40x16 m artefact scatter of 50 artefacts including quartz and fossiliferous chert flakes, chips and a core, as well.
4309	Princep Road	Open	Insufficient Information 'Not a Site'	Artefacts/Scatter	392700 E 6448575 N	20 artefacts of quartz and fossiliferous chert flakes, flaked pieces, fragments, chips, backed blades, scrapers, a lumps and an adze.

DAA 3513 Lukin Swamp

This site was recorded by Quartermaine in 1990 while undertaking a survey in relation to proposed Jandakot airport extensions (O'Connor *et al.* 1990). A small artefact scatter was identified on open sandy ground that had been cleared of vegetation (firebreak). Over 50 artefacts were found over an area 40 m by 16 m, including quartz and fossiliferous chert flakes, chips and a core. One basalt anvil stone was recorded at the site. The potential for stratification of sub-surface material at this site was noted, however, its potential is considered low due to the erosion in the area. This site is considered to have moderate significance due to the variety of artefact materials and types, as well as the potential for stratified material. This site was described as a seasonal campsite that overlooked the Lukin Swamp, approximately 300 m away. This site is on the permanent register under sections 5 (a) and 39.2 (c) of the Act. This site is located in Area 3 of the PDA in the proposed fourth runway area, at 395389 E 6447399 N Zone 50.

DAA 4309 Princep Road

This site was recorded by Stranger in 1974 when the artefacts were collected by the West Australian Museum. The Aboriginal Cultural Material Committee (ACMC) states

there is insufficient information to deem it a site. A sparse artefact scatter was located on a sand hill bordering a 'winter swamp' of Melaleuca lowland. The 20 artefacts consisted of quartz and fossiliferous chert flakes, flaked pieces, fragments, chips, backed blades, scrapers, a lump, a steep scraper and an adze. In 1990, O'Connor located the site finding only one quartz chip (O'Connor *et al.* 1990). He indicated that the area had been greatly disturbed by road construction and firebreaks. This site is located in the south-western corner of the PDA in Area 5 at 392700 E 6448575 N Zone 50.

3.2.2 Archaeological Survey Results

DAA 3513 Lukin Swamp

During the AIC archaeological survey, this site was not identified. The AIC archaeologists surmise that this is mostly likely the result of a datum shift in GPS coordinates which should position the site further north in closer proximity to Lukin Swamp outside of the airport boundary. AIC concluded that the site would not be impacted by development associated with the implementation of Master Plan 2009.

DAA 4309 Princep Road

AIC concluded that this artefact scatter site is mapped by the DPLH as being located in Precinct 5 of the Jandakot Airport. This site was not identified during the archaeological survey due to its removal by the West Australian Museum in 1974. It is no longer a site within the meaning of Section 5 of the AHA. It will not be impacted by development associated with the implementation of Master Plan 2009.

3.2.3 Ethnographic Site Identification Survey

AIC conducted an Ethnographic Site Identification Survey of the areas to be impacted under Jandakot Airport Master Plan 2009. This survey type was chosen because there were sites within the Jandakot Airport boundary which were thought, at the time, to be potentially impacted by development.

The Aboriginal representatives identified no new ethnographic sites in the Jandakot Airport boundary. They noted neighbouring Lukin Swamp and indicated that the general area was rich in medicinal and food resources.

The AIC investigation therefore concluded that the Jandakot Airport Master Plan 2009 would not impact on Aboriginal sites and there were no archaeological or ethnographic constraints. Considering areas proposed for development under Master Plan 2014 (Figure 3) were a component of the AIC survey, the above conclusions of AIC (2008) are still valid and applicable. Furthermore, the conclusions would similarly be applicable to future developments within the Jandakot Airport estate beyond Master Plan 2014.

4 Monitoring and Management

Given findings of AIC (2008), there are no ongoing Aboriginal monitoring requirements at Jandakot Airport. However, JAH acknowledge that there is potential for previously unknown intact archaeological deposits, which may contain cultural materials, to be unearthed in areas of new development. Therefore, JAH will ensure that this issue is addressed within Construction Environment Management Plans for all activities involving clearing and earthworks in previously undeveloped areas. All workers are to be made aware of the need to stop work immediately and consult with the JAH Environment Manager should an item of suspected heritage significance be discovered. The JAH Environment Manager will ensure that the area is protected whilst relevant experts are consulted.

5 Reporting Requirements

Reporting against actions described in this plan will be included within the Jandakot Airport Annual Environment Report (AER). In line with the *Airports (Environment Protection) Regulations 1997*, the AER will be submitted to the Department of Infrastructure, Regional

Development and Cities by 28th October each year. A copy of the report will be provided to the Department of Environment and Energy (DOEE) by 28th October each year.

6 Review and Amendment of Heritage Management Plan.

As with the overarching Conservation Management Plan, the Heritage Management Plan is a 'live' document and as such may require review and amendment in order to meet practical requirements on site as changing circumstances demand.

The Heritage Management Plan will be reviewed every 5 years. The next comprehensive review will be undertaken in 2023. If new information arises or Master Plan 2019 results in significant changes relating to heritage management at Jandakot Airport, then the Heritage Management Plan will be amended prior to 2023.

7 Summary of Actions

The Table below contains a list of summary actions relating to the Jandakot Airport Heritage Management Plan.

Table 2. Heritage Management Plan Summary of Actions.			
Action		Responsibility	Timing
Monitoring and Management			
HMP1	Ensure that CEMP for projects involving clearing and earthworks include requirement to stop work and advise JAH EM should an item of suspected heritage significance be discovered	JAH EM	JAH approved CEMP to be developed prior to works commencing.
HMP2	Secure the site and liaise with relevant experts should a suspected heritage artefact be uncovered during clearing or earthworks.	JAH EM	Immediately following the identification of a suspected artefact.
Reporting Requirements			
HMP3	Report against actions of the HMP within the Jandakot Airport Annual Environment Report (AER) and provide copies to DIRDC and DOEE.	JAH EM	28 October Annually.
Review and Amendment of HMP			
HMP4	Update and revise the existing Heritage Management Plan.	JAH EM	2023 (or earlier if warranted under future Master Plan 2019).

8 References

AIC (2008). *Ethnographic and Archaeological Site Identification Survey Report Jandakot Airport Master Plan*. Report prepared for JAH by Australian Interaction Consultants, September 2008.

O'Connor, R, Quartermaine, G and Bodney, C (1990). *Report on a survey for Aboriginal sites proposed Jandakot Airport extensions*. Unpublished report for the Federal Airports Corporation.

9 Glossary

ACMC	Aboriginal Cultural Material Committee
AER	Annual Environment Report
AIC	Australian Interaction Consultants
CMP	Conservation Management Plan
DAA	Department of Aboriginal Affairs (formerly DIA, now DPLH))
DEWHA	Department of Environment, Water, Heritage and the Arts (now DOEE)
DIA	Department of Indigenous Affairs, now DPLH
DIRDC	Department of Infrastructure, Regional Development and Cities (previously DIT and DIRD).
DIT	Department of Infrastructure and Transport (now DIRDC)
DOE	Department of the Environment (now DOEE)
DOEE	Department of the Environment and Energy (previously DOE, DEWHA and DSEWPaC)
DPAW	Department of Parks and Wildlife (formerly DEC). On 1 July 2017 DPAW was merged with three other Departments to become DBCA.
DPLH	Department of Planning, Lands and Heritage
DSEWPaC	Department of Sustainability, Environment, Water, Population and Communities (Previously DEWHA and now DOEE)
EPBC	Environmental Protection and Biodiversity Conservation Act 1999
JAH	Jandakot Airport Holdings
JAH EM	Jandakot Airport Holdings Environment Manager
PDA	Proposed Development Area

FIGURE 1 MASTER PLAN 2009

Master Plan 2009

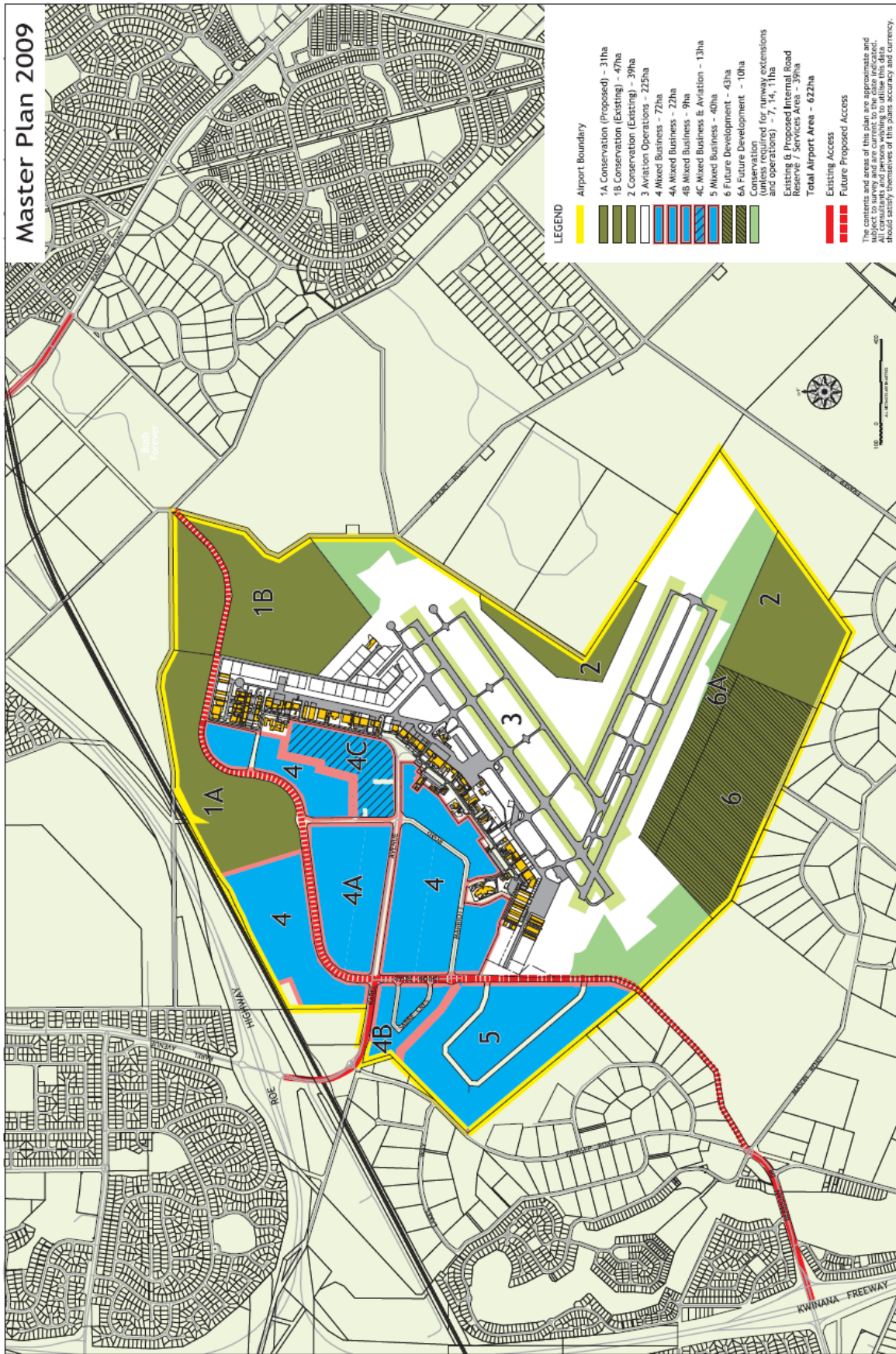


FIGURE 2 ABORIGINAL SITES 2008

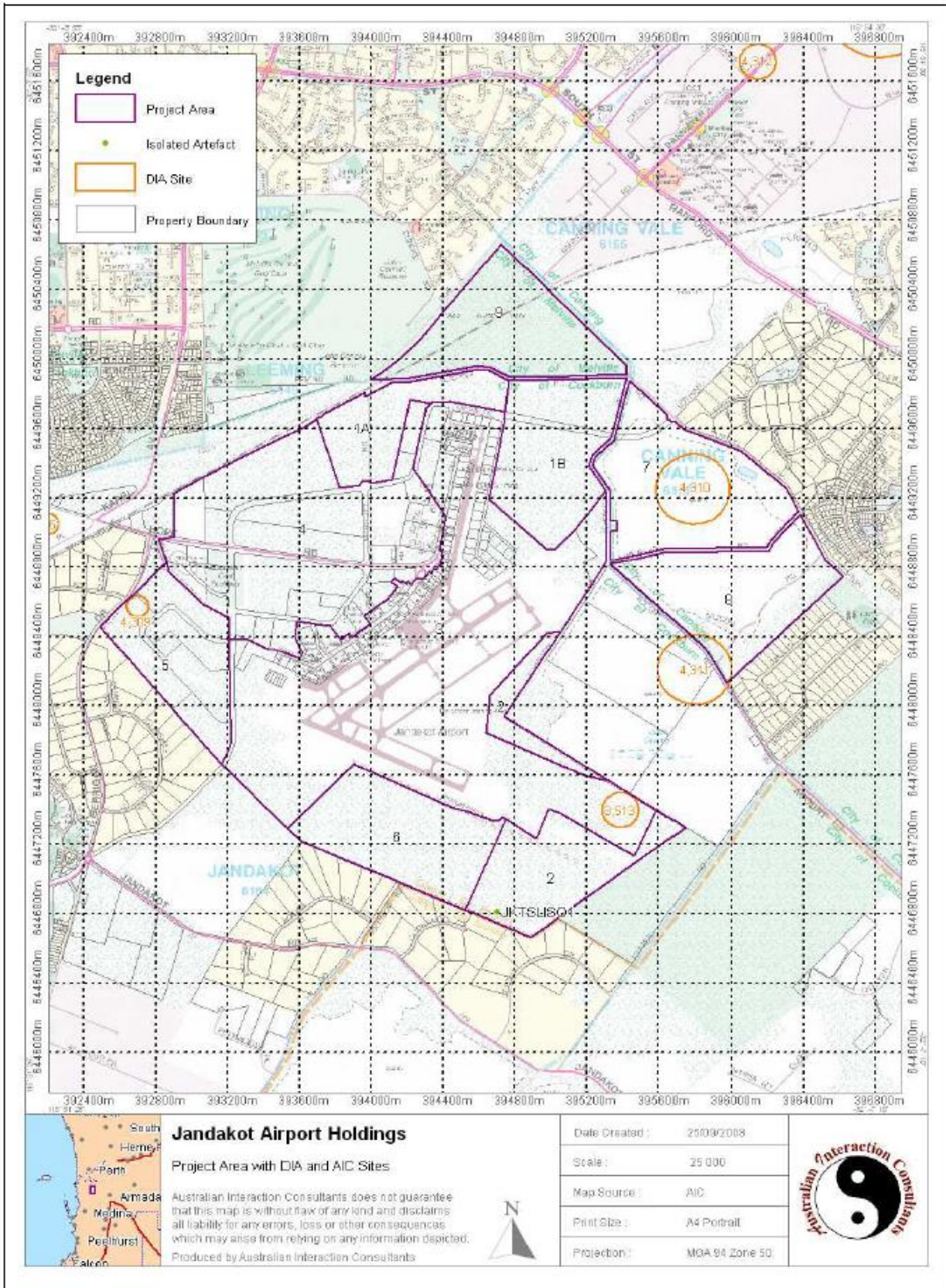


FIGURE 3 MASTER PLAN 2014

