

Albany Waterfront Heritage Impact Statement

Albany Town Jetty and Foreshore
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Introduction

There have been a number of previous investigations into the history and cultural heritage significance of the Albany Foreshore and the adjoining Town Jetty. The purpose of this report is to review these studies in the context of the current redevelopment proposal for the Foreshore and to provide relevant summary information regarding the cultural heritage significance of identified sites and areas.

To this end the report examines the findings of previous research and site investigations, including archaeological excavations and re-examines recommended management options.

This information also serves to reassess the cultural heritage significance of the Foreshore area and Town Jetty and to highlight current cultural heritage management issues and opportunities.

Study area

The study area consists of a band of land reclaimed from Princess Royal Harbour and situated south of the existing railway line and extending from the Western Australian Museum-Albany site in the west to the Albany Port Authority small boat harbour in the east. The original foreshore was north of and followed the general alignment of the aforementioned railway line.

Historic site description ¹

The Albany Town Jetty

1862-64. A finger jetty with a landing and steps on each side of the Jetty head. Wooden Davits for a boat were mounted on the east side of the Jetty inshore of the landings. Hand rails lined both sides of the Jetty and 2 sets of rails were laid on the deck.

1873-74. Extended and fitted with a "T" shaped head and later gas lighting. The rails were also extended onto the Jetty head where they divided into 3. A hand operated crane was located on the south west corner of the head. At a later date one line of rails was extended across the shore to the Customs house beneath the Government Offices below Stirling Terrace.

1885-A customs shed was built on the west side, at the foot of the Town jetty.

1889. Sea baths were built on the west side of the Jetty.

¹ Wolfe, A., The Albany Town Foreshore heritage study, Landcorp, 1996.

1893. Extended from the 'T' shaped head in a curve towards the south west.

1894. A water tank was erected on the Town Jetty to supply berthing vessels.

1899-1900. Extended with a straight arm in a south west direction and a railway viaduct was built on the east side of the Jetty from the shore and out into the Jetty head. The viaduct allowed trains onto the Jetty head to load or unload cargoes. Part of the seabed under the base of the Jetty was reclaimed.

1911. The Princess Royal Yacht Club boat shed was built on the east side of the Jetty.

1924-25. The sea baths on the west side of the Jetty were rebuilt.

1945. The first 300 feet (91.44 meters) of seabed under the Jetty had been reclaimed.

1951-1953. A further 150 feet (45.72 meters) of the Town Jetty was demolished and buried under landfill.

1961. The outer south east end of the Jetty was demolished along with the sea baths.

1972. A new Jetty head was built 486 feet 10 inches (148.38 meters) along the existing Jetty alignment. The old south east Jetty head was shortened by 134 feet (40.84 meters). The former Princess Royal Yacht Club boat shed and Naval shed removed. Improvements were made for berthing the Pilot boat and other craft. The jetty inshore of the new jetty head was reclaimed.

1973. The curved section joining the old Jetty head to the new Jetty head was removed leaving an angled walkway joining the two.

1995-6. Refurbishment of the Jetty. The 1893 section and old mail and passenger landing were demolished and rebuilt.

The Foreshore

18,850 +/- 370 years before present. The foreshore was occupied and used by the Mineng and their ancestors. At the time of European arrival (1791-1826) the foreshore and its hinterland belonged to the family of Mokare. The head of the family was Mokare's brother Nakinah. Point Frederick at the western end of the foreshore and now the location of the Western Australian Museum-Albany was known in Mineng as *Kalyenup*. The foreshore was used for gatherings and in the summer was a focus for fishing.

1830s. First evidence of European urban development on the foreshore.

1834. A small jetty or landing was erected on the foreshore possibly near the bottom of Parade Street.

1838. The first Town Jetty was completed at the bottom of Osnaburg , now Bridges Street.

1850. The Town Jetty was extended. A syndicate of Albany merchants attempted to build a jetty at the bottom of York Street. The site was abandoned after winter rains washing down York Street buried the jetty piles in silt.

1853 and 1859. The Town Jetty at the bottom of Osnaburg Street was used by the Peninsular and Orient Steam Navigation Company to establish a coal port at Albany.

1854. Moore, Phillips and Birmingham of Melbourne propose to reclaim land on the foreshore between Point Frederick and Point Wakefield below the present site of Lawley Park.

1868-1870. Construction began of Government offices comprising a customs and court house, and post office. A western wing was added in 1895.

At a later date a two story brick and stone building was built across the road opposite the south west corner of the Government Offices. In the early part of this century the building was used for shipping offices including the office of the P&O company.

The Temperance Hotel was located on the west side. This was a two storey building with a two storey veranda on the north and west side of this building.

In 1912 three single storey timber buildings were located west of the Temperance Hotel with a a large single storey building located between these buildings and the railway station.

1886-1888. Construction of the Great Southern Railway from Albany to Beverly. The railway commenced at the Deepwater Jetty which lay near the entrance of Princess Royal Harbour on the north shore east of the Town. The railway made its way along the shore past Mt Melville before turning inland. A railway platform and station were built west of the base of the Town Jetty.

In order to accommodate the railway the Western Australian Land Company resumed a strip of land approximately 33 feet (10.05 meters) either side of the railway lines along the Albany Town Foreshore north of the Town Jetty. This involved the demolition of residential and commercial buildings on the foreshore

A photograph of the foreshore taken after the laying of the railway along the foreshore shows that the Ship Inn was located on the west side of Lower Spencer Street next to the base of the Jetty.

A subsequent photograph showing troops disembarking en route to the Boer war after 1899, shows that the Inn had been removed possibly to make way for the east end of the Albany Station platform and railway track.

A row of three semi-detached, single storey office buildings stood on the east side of Lower Spencer Street opposite the Ship Inn, immediately north of the Jetty. In 1912 the north end office was occupied by Dalgetty and Coy. The middle office was occupied by Johnson and Co while the south end office was occupied by Wills and Co. The land between Wills and Co's office and the Harbour was owned by Western Australian Railway Department.

1912. The Albany railway station pedestrian bridge on the east side of the Railway Station was built. The seabed on the east side of the base of the Jetty was reclaimed.

C1930-1952/55. A municipal rubbish dump operated at the western end of the foreshore between York Street and Point Frederick.

1944. A complex of up to five wood and iron sheds and an office were built on reclaimed land on the east side of the Jetty. In 1944 these sheds were occupied respectively by H. Wills & Co, A. Johnston & Co, Drew Robinson & Co.

On the west side there was an office for the jetty foreman and further west along the alignment of the original shoreline a shed occupied by McIlwraith and McEachern, a boat shed and slip, and a store shed used by the Adelaide Steamship Company.

1949. The Albany Town council awarded a contract to start reclamation work using local land fill.

1951-52. The seabed seaward of the foreshore was reclaimed using spoil dredged from the harbour as part of the redevelopment of the Port of Albany. A railway yard was built on this land at the foot of York Street.

1978. The land west of Point Frederick was partially reclaimed by a causeway and the Princess Royal Drive built to provide a bypass road to the Port of Albany. Point Frederick was cut off from the harbour.

1991-93. Princess Royal Drive was realigned and shifted north close to the alignment of the original foreshore. The old rubbish dump was removed and the railway yard at the bottom of York Street removed.

Previous heritage studies

There have been five previous studies that have documented the history, archaeology and cultural heritage significance of the Albany Foreshore and the Town Jetty. Those commissioned by Landcorp relate to the proposed Lawley Town Foreshore Redevelopment project carried out between 1994 and 1998. The studies are:

1. Wolfe, A., *The Albany maritime heritage survey 1627-1994*, Heritage Council of Western Australia, 1994.

This was holistic study that researched, identified and assessed the significance of Albany's historic maritime sites and facilities according to their classification (ferry sites, islands, jetties and historic landing sites, lighthouses, shipbuilding areas, shipwrecks, water supplies for shipping, whaling, maritime services (quarantine and pilot stations, floating dock, coal hulks), stores and warehouses), and briefly examined pertinent management issues relevant to each. Included in this work was an examination of the historic, social, technological, scientific and educational significance of the Albany Town Jetty site in the context of the sites rarity, grouping and representativeness.

The significance of the Town Jetty and other sites were also considered in the context of a series of themes relating to discovery and exploration, early Indigenous contact, early European settlement, primary production (fishing, lime burning and thatching, oil and coal exploration, sealing and whaling, shipbuilding, emigration, maritime services, tourism and recreation, maritime trade, defence and transport and communication.

The study found that the Town Jetty site was relevant to the themes of trade, emigration, transport and communication, tourism and recreation and maritime services and had historic, social, technological, scientific and educational significance. Importantly the study indicated that this may be one of the oldest working jetty sites in Western Australia having been in continuous use since its construction between 1862 and 1864. The study also pointed out that the sites scientific significance stemmed in part from the proximity of known maritime archaeological deposits which predate 1900 and are greater than 70 years old and which are closely associated with the historic use of the jetty.

The study also noted the use of the adjoining foreshore and waterways to provide maritime transport, maritime services water and other supplies for shipping.

2. Wolfe, A, *The Albany Town Foreshore heritage study (stage 1)*, Landcorp, 1994.

This study provided a more detailed examination of the cultural heritage values of the Albany Town Jetty and the adjoining foreshore and looked at the implications that these values could have on the then proposed Foreshore Redevelopment.

Specifically the study sought to assist Landcorp to determine:

- a). What are the pertinent statutory and other requirements that relate to the cultural heritage management of the Albany Town Jetty and adjoining land and waters;
- b). The history and cultural heritage significance of the Town jetty and adjoining land and waters; and
- c). The options to manage the identified cultural heritage values.

The study area consisted of the:

‘Albany Town Jetty and related structures; the pedestrian bridge that crossed between the Jetty and the precinct in front of the Old Albany Post Office; previous land subdivision around the base of the Jetty and any other area, structure or remains considered relevant in the proposed development area’.

The study found that the artefact deposits lying on or under the seabed adjacent to or under the existing jetty were protected under the Western Australian Maritime Archaeology Act (1973) and that under the Act the Director of the Western Australian Maritime Museum is the delegated authority to manage such material.

Although, at the time, the study the jetty was not subject to a heritage agreement under Section 29 of The Heritage of Western Australia Act (1990) the study suggested that Landcorp, as a Government agency and representative of the Crown, had a responsibility to comply with the intent of the Act and adopt appropriate management practices that would protect and enhance the cultural heritage values of the jetty site and the adjoining foreshore area.

The study also emphasised the importance of professional guidelines for the management of cultural heritage sites as set out in the International Charter for the Conservation and Restoration of Monuments and Sites (Venice 1966) and codified in Australia under the Burra Charter (1979, revised 1981 and 1988). This includes under Article 23, the need to have professionally prepared studies to document sites, physical evidence and any existing fabric before any physical works commence on a place.

Further with regard to artefact deposits Article 10 of the Charter notes that ‘the removal of contents which forms part of the cultural significance of the place is unacceptable unless it is the sole means of ensuring their security and preservation. Such contents must be returned should changed circumstances make this practicable’.

Articles 22 and 25 also emphasised the need for the preparation of adequate management plans and the establishment of written procedures to manage the conservation of recovered artefact material.

The report included a:

- a). History of previous land subdivision along the original Albany Foreshore;
- b). Description and a significance assessment of the site of the now demolished Albany Railway Station Pedestrian Bridge;
- c). Detailed history of the Jetty site from when construction first began in 1862 through to the early 1980s and description of the nature and degree of significance. The report noted that:

The Town Jetty site and its environs have high national and State significance. It was the gateway to Australia for international passenger ships arriving from Europe via Cape Leeuwin between 1862 and 1900. During this period it was also the principal landing place in Western Australia for the international mails and also immigrants and visitors arriving in the state. It was also a significant landing and loading point for Western Australian imports and exports between 1862 and 1900.

The Town Jetty also has high local significance. It was the focus of the Towns commercial traffic from 1862 until the 1920s and was popular as a promenade and venue for swimming, recreational fishing, rowing and yachting.

The report concluded with a set of recommendations to manage the discovery of :

- a). Any remains relating to buildings, railways and roads associated with the earlier uses of the foreshore area;
- b). Old rubbish dumps known to exist in north and south of the realigned Princess Royal Drive;
- c). Artefact deposits and large artefacts buried by previous foreshore reclamation but exposed by any subsequent excavations associated with the proposed redevelopment.;
- d). Surviving parts of the Town Jetty dating from the 1880s and 1890s;
- e). Potential shipwreck material, large maritime related artefacts and artefact deposits in proximity to the Jetty and lying seaward of the existing Foreshore.

In conclusion the report recommended that:

- a). Underwater site surveys and maritime archaeological excavations be conducted to investigate the presence and extent of known underwater artefact deposits and any shipwreck material;

- b). Where relevant a historical archaeologist be employed to investigate any archaeological material uncovered and associated with buildings, roads, railways and any other land use along the alignment of the original foreshore;
- c). If possible and subject to safety and operational requirements, parts of the jetty extension built in 1893 be stabilised and preserved in situ; and
- d). During any proposed dredging operations a watching brief be maintained by a qualified maritime archaeologist to determine if any archaeological material would be disturbed by the dredge.

3. Garratt, D., McCarthy, M., Richards, V., and Wolfe, A., *An assessment of the submerged archaeological remains at the Albany Town Jetty*, Department of Maritime Archaeology, Western Australian Maritime Museum report No 96, 1995.

This report describes the a pre disturbance survey and test excavation of the seabed under and adjoining the Albany Town Jetty. The excavation and report followed from and added to the previous report.

The work was funded by Landcorp and undertaken by the Western Australian Maritime Museum.

The principal parts of the report described:

- a). The site and its history;
- b). Pre-excavation management including research methodology and a review of previous site surveys and disturbance;
- c). A detailed site assessment including the natural environment, excavation techniques, details of the finds, dating and subsequent management;
- d). The sites cultural significance; and
- e). Post excavation management including specific reference to the proposed nomination of the site as a historic structure under the The Heritage of Western Australia Act (1990).

A number of appendices are attached to the report including radio carbon dating analysis; excavation and finds catalogues; reports on the organic and inorganic contamination of sediments under the jetty; a description of the discovered wreck of a small boat; the project dive log; and a maritime heritage site inspection report and a Heritage Council site particulars form.

The maritime heritage site report recommended that:

- a). The site remain undisturbed;
- b). An interpretative marker be erected on the site; and
- c). The remains of the 1893 section of the Jetty be nominated for entry into the Heritage Council's Register of Heritage Places.

4. Wolfe, A., The 1893 section of the Albany Town Jetty-a record of the structure before and during demolition, Landcorp, 1996.

This report documents the demolition of the 1893 section of the Albany Town Jetty. The work was managed by Landcorp and undertaken by John Holland Construction and Engineering Pty Ltd.

The work also included the removal and replacement of the old passenger landing on the east side of the jetty and the re-decking and improvement of the Jetty's shore end. The latter including reclamation of the shore end of the Jetty was built in 1972 and replaced the section built in the period 1873 and 1874.

The report consists of four sections. Section one provides a brief summary history of the jetty, and describes the method of demolition and the Jetty before and during demolition. Section two contains a series of drawings illustrating the construction of the Jetty and notable fittings. Section three contains a photographic record of the demolition while section four contains a series of plans showing the Jetty in 1944, 1973 and 1996.

5. Wolfe, A., The Albany Town Foreshore heritage study, Landcorp, 1996.

This report expands on the previous reports providing a more comprehensive assessment of the Indigenous and European history and cultural heritage significance of the Albany Foreshore. The report provides a historical overview and a chronology of the foreshore from before the arrival of Europeans when the Mineng and their ancestors lived along the shores of Princess Royal Harbour up to until 1996. This was followed by a detailed examination of the historical record to determine the economic, social and cultural connections that the Mineng had with the foreshore and the adjoining Princess Royal Harbour. A history of the Jetty and the use of the adjoining foreshore by Europeans followed.

The report also detailed the range of cultural themes relevant to the foreshore and that could be used to assist the cultural heritage interpretation of specific sites within the proposed development area. These site areas were:

a). Town Jetty Precinct

b). Town Square Precinct

c). Historical and new physical connections between the Town Jetty Precinct and the old Town centre defined by the axis and intersections of the Jetty, the former Lower Spencer Street, Stirling Terrace and York Street.

Reference was also made to interpretative opportunities and to create maritime heritage ‘generators’ or ‘hubs’ that help create a sense of place and previous history. These ranged from using architectural and landscape design that reflects the foreshores historical use and occupation, creating opportunities for people to personally connect with the water, public art, displays of large maritime artefacts such as anchors and large navigation marks, heritage trails, displays of historical water craft, the erection of a whale watching tower, the relocation of the representation of the snow rigged brig *Amity* to the proposed Town Square precinct and encouraging the presence of heritage and marine industries and businesses on the foreshore.

The appendix contained suggested guidelines for developers to manage the discovery of artefact material within the development area.

The report concluded by observing that the foreshore has been a traditional focus for both Indigenous and European economic, social and cultural activity and that one of the important objectives of the proposed project was to integrate the proposed redevelopment into the existing heritage landscape and sites of Albany.

Summary

These reports concluded that the site of the Albany Town Jetty site had National, State and local cultural heritage significance with the site extending from the base of the original 1862-1864 jetty along the alignment of the old foreshore directly opposite the Old Post Office building seaward to beyond the end of the existing jetty structure.

Garratt, D., et al., 1995, noted the significance of the then surviving remains of the 1893 jetty section and the desirability of having this structure placed on the Interim Register of Heritage Places. Subsequent investigations by Landcorp revealed the impracticability of retaining this section and it was subsequently demolished.

The reports note that the seabed under and adjoining the Jetty contain deposits of significant maritime archaeological material. This material, given its age and association with the historical use of the Jetty, is protected under the Western Australian Maritime Archaeology Act (1973) and that Western Australian Maritime Museum is the delegated authority to manage such material. The presence of artefact material was confirmed by a subsequent maritime archaeological site survey and test excavations carried out by the Western Australian Maritime Museum

Other sites within the foreshore area were identified as significant. These included the:

1. Site of the now demolished timber Albany Railway Station Pedestrian Bridge that joined the jetty to Lower Spencer street and spanned the railway at the east end of the Albany Railway Station platform; and
2. The complex of port service and shipping offices, warehouses, bond store, Albany Railway Station and other buildings built opposite the base of, on the same alignment and west of the Jetty. The most notable of these buildings is the surviving Old Post Office and Customs building at the east end of Spencer Street and south of Spencer Street. Of these buildings only the the bond store, railway station and the Old Post Office and Custom building survive.

The final report (Wolfe, A., Op.cit., 1996), noted that the jetty and the buildings at its base and, to the west, formed part of the then Port of Albany which was also part of the then Town centre comprising the axis of the Jetty, York Street and Stirling Terrace. This relationship created a well defined physical link connecting each area and represented a pathway that would have been followed by the majority of people moving between each area or arriving at or departing from the Port of Albany.

The report suggested that the traditional connection between the three areas could serve as template to develop cultural heritage interpretative strategies that could be used to interpret the cultural heritage values of the York Street, Stirling Terrace and Jetty precincts and physical connect them to the proposed redevelopment on the foreshore.

The Albany Town Jetty site was listed on the Heritage Council's Interim Register of Heritage Places on the 28th June 1996 and on the Permanent Register of Heritage Places on 13th December 1996.

The history of the Town Jetty and the adjoining foreshore are also been referenced in the following documents and reports:

1. Wolfe, A., *The Albany deepwater jetty study*, Heritage Council of Western Australia, 1991;
2. Albany foreshore structure plan, 1995;
3. Cumming, D.A., Garratt, D., McCarthy, M., Wolfe, A., *Port related structures on the coast of Western Australia*, Department of Maritime Archaeology, Western Australian Maritime Museum report No 98, 1995;
4. *Large timber structures in Western Australia*, Heritage Council of Western Australia, 1998.
5. Albany municipal inventory, 2001;

6. Central Albany urban design policy, City of Albany, 2006.

7. Wolfe, A., *Contested space-the Port of Albany, then and now*, Australian ICOMOS National Conference, Fremantle, 2006.

Heritage Impact Statement-proposed Albany Waterfront Development (2007)

Site name: Albany Town Jetty (1862-64, 1873-74, 1893, 1898, 1899-1900).

Location: Portion of Albany Lot 1370 being part of Crown Reserve 40635, and that portion of Plantagenet Location 7601, as together defined in Heritage Council of Western Australia survey drawing number 3607.

Prepared by: Adam Wolfe, Wolfe and Associates.

Prepared for: Landcorp.

Date: January 2007.

Heritage listings: Register of Heritage Places-interim entry 28th June 1996; permanent entry 13th December 1996.

Statement of significance: A timber and steel finger jetty and the seabed adjacent and under the jetty. Since it was first built in 1862-1864 it has been progressively extended, rebuilt, altered and parts demolished. The most recent work was completed in 1996. None of the 19th and early 20th century parts of the jetty survive above the seabed. Notwithstanding these changes the place has cultural heritage significance for the following reasons:

- a). Comparative historical evidence indicates that it is the oldest jetty site in Western Australia that has remained in continuous use since its construction;
- b). Between 1862 and 1900 Albany the Jetty, along with the adjoining and now demolished Deepwater Jetty, was the principal landing for international passenger ships arriving from or departing via Cape Leeuwin for Africa, India and Europe. During this time it was also the principal landing place in Western Australia for the international mails; an important landing for migrants, in particular those arriving from Eastern Australia during the 1890s gold rush, and international visitors to Australia; and a significant loading and unloading facility for the region's exports and imports;
- c). During the 19th century the place was associated with the development of colonial and international mail and steam ship services, in particular the pioneering endeavors to open a steam and mail route connecting Australia to Britain;
- d). The jetty was an important landing and embarkation point for visiting Naval ships and troop transports during the mid 19th and the first half of the 20th centuries. This includes troop ships bound for the Boer War in South Africa which commenced in 1898, the officers and

sailors who landed from the United States Navy's Great White Fleet during its visit to Albany as part of its circumnavigation of the world in 1908 and the soldiers and sailors who landed or embarked during the arrival and departure of the ANZAC convoys and hospital ships during World War One;

e). In the first half of the 20th century the jetty was part of the region's defence facilities and was used to berth vessels protecting the harbour during World War Two;

f). The place is associated with the development of 19th and early 20th century port facilities and services in Western Australia;

g). The place is representative of the important part played by shipping in 19th and 20th century communication technology;

h). The place is landmark on the Albany foreshore and provides a significant contribution to the community's sense of place in particular for recreation;

i). The place has maritime archaeological significance as the seabed under and adjacent to the existing jetty contains artefacts that dates from at least the 1860s and are protected under the Western Australian Maritime Archaeology Act (1973).

The following aspects of the development proposal respect or enhance the heritage significance of the place:

To be developed-require further information.

Recreational significance-require further information from Landcorp?

The following aspects of the proposal could detrimentally impact on the heritage significance of the place. The reasons are explained as well as the measures to be taken to minimise impacts.

Proposed demolition of the 1972 jetty section

Reference: Letter from Steve Jenkins, General Manager, Coastal Facilities Business Unit, Department for Planning and Infrastructure to Dale Page, Senior Project Officer, Landcorp, 15th December 2006.

It is proposed to demolish the 1972 jetty section as it is approaching the end of its economic life. This section of the jetty occupies the alignment of the part of the jetty built in 1873.

If the bases of the existing timber piles are removed from below the level of the seabed it is likely that artefact deposits contained in the seabed sediments could be disturbed and adversely affected.

It is noted that a test trench was excavated in this area during maritime archaeological works conducted by the Western Australian Maritime Museum in 1994.² The excavation revealed *that the original sea-bed, consisting of various shell layers, sand and weed has been overlaid with artefact material, which itself is covered with a layer of fine silt and sand.*³ These artefact deposits are protected under the Western Australian Maritime Archaeology Act (1973) and the Western Australian Maritime Museum, as the delegated authority under the Act, will need to be consulted regarding the possible monitoring and management of these deposits.

Any subsequent rebuilding on the site, in particular the driving of new piles could also create management issues that would need to be resolved in consultation with the Museum. It is noted that any land reclamation, including the construction of a stone breakwater, would cover the artefact deposits and ensure their long term protection.

Dredging of the adjoining seabed for the proposed marina

It is understood that the Landcorp is proposing to dredge inside the marina area in order to facilitate the egress of the harbour tugs. This may involve dredging work near the alignment of the now demolished 1899-1900 south east outer jetty section and possibly the existing inshore jetty section. The outer jetty section was demolished in 1961. The area is also known to have been used as an anchorage for vessels, including the Albany floating dock, since at least 1862-1864.

This dredging work may disturb artefact deposits lying on, or under the seabed, or lead to the discovery of other maritime archaeological deposits or artefacts. Having said this the probability of finding artefact material may be small as the area, especially the area south east of the Jetty site, is known to have been dredged at least once in the 20th century.

In 1988 the seabed under and adjacent to the demolished outer south east jetty section was inspected by the South Coast Diving Club. The site was surveyed using a 20 by 40 metre grid. The following year the Western Australian Maritime Museum conducted a site survey of the same area and conducted a test excavation to a depth of 90 cm. These site surveys and the test excavation produced a quantity of artefacts, the majority of which, at the time, were described as modern, dating from the 20th century.

² Garratt, D., McCarthy, M., Richards, V., and Wolfe, A., *An assessment of the submerged archaeological remains at the Albany Town Jetty*, Department of Maritime Archaeology, Western Australian Maritime Museum report No 96, 1995.

³ *Ibid.*, P. (check page no).

An underwater site survey and a series of test excavations conducted by the Western Australian Maritime Museum in 1994 on the east side of the existing Jetty revealed that no artefacts were found beyond approximately 15 metres of the Jetty's eastern edge. Eight test holes were excavated for a distance of 140 metres .

It is recommended that once dredging works have been confirmed that the Western Australian Maritime Museum is conducted regarding the the possible need to develop a methodology to monitor dredging works and conduct any necessary underwater site surveys.

The design

Information supplied by the proponent indicates that the jetty site will become a commercial and recreation precinct with a cafe, restaurant or shops being erected on the site of the 1972 jetty section and the 1996 landing.

The existing entire jetty structure will also be incorporated into and embayed by a stone rubble breakwater.

The proposed breakwater will impact on the aesthetics, form, content and purpose of the Albany Town Jetty and will impact upon its cultural heritage values. the detailed design of the project needs to be developed in consultation with a suitably qualified heritage consultant to minimise the threats to these values. This includes the values of the historic parts of the jetty now buried under land reclamation that reach as far back as the alignment of the existing railway line.

Connections with other cultural heritage sites in the precinct

The cultural heritage significance of the foreshore also derives from the historical and modern economic, social and cultural connections and associations between the jetty site, the Old Post Office, Court House and Customs building, the Albany Railway Station precinct, Stirling Terrace, and York Street.

The detailed design of the project needs to be developed in consultation with a suitably qualified heritage consultant to ensure that the heritage values of the foreshore are incorporated into the design

References and attachments:

1. Albany foreshore structure plan, 1995;
2. *Albany municipal inventory*, City of Albany, 2001;
3. Central Albany urban design policy, City of Albany, 2006;
4. Garratt, D., McCarthy, M., Richards, V., and Wolfe, A., *An assessment of the submerged archaeological remains at the Albany Town Jetty*, Department of Maritime Archaeology, Western Australian Maritime Museum report No 96, 1995.
5. Large timber structures in Western Australia, Heritage Council of Western Australia, 1998.
6. Wolfe, A., *The Albany deepwater jetty study*, Heritage Council of Western Australia, 1991;
7. Wolfe, A., *The Albany maritime heritage survey 1627-1994*, Heritage Council of Western Australia, 1994.
8. Wolfe, A., *The Albany Town Foreshore heritage study (stage 1)*, Landcorp, 1994.
9. Wolfe, A., *The 1893 section of the Albany Town Jetty-a record of the structure before and during demolition*, Landcorp, 1996.
10. Wolfe, A., *The Albany Town Foreshore heritage study*, Landcorp, 1996.
11. Wolfe, A., *Contested space-the Port of Albany, then and now*, Australian ICOMOS National Conference, Fremantle, 2006.