BUSSELTON JETTY

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Conservation Management Plan

Prepared for Busselton Jetty Inc. by

H+H architects
ALBANY + KALGOORLIE + BUNBURY
Kinjarling + Karlkurla + Goomburrup

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ALBANY + KALGOORLIE + BUNBURY
Kinjarling + Karlkurla + Goombungup

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H+H architects
ALBANY + KALGOORLIE + BUNBURY
Kinjarling + Karlkurla + Goombumup

ACKNOWLEDGEMENT OF COUNTRY

We acknowledge the First Nations People of the land on which we live, work and create. We pay our respect to elders past, present and emerging. We celebrate and embrace their continuing connection to land, water and community.

We acknowledge the Wadandi Bibbulmun country on which this project is located.

PREPARED BY

H+H Architects on behalf of Busselton Jetty Inc.

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EXECUTIVE SUMMARY

The Busselton Jetty Conservation Management Plan (CMP) provides a comprehensive framework for conserving and managing one of Western Australia's most iconic heritage places. Extending 1.8 kilometres into Geographe Bay, the timber, steel, and concrete jetty—together with the land-based Interpretive Centre and Underwater Observatory—is a landmark of state, national, and international significance.

This CMP updates the 2007 Palassis Architects plan and responds to subsequent structural works, heritage assessments, and contemporary community expectations. It follows the methodology of James Semple Kerr's *The Conservation Plan* and the *Burra Charter* principles, ensuring decisions are based on evidence, cultural significance, and sustainable ongoing and compatible use.

The jetty embodies multiple layers of heritage value. For the Wadandi people of the Noongar Nation, Undalup (Busselton) and its surrounding cultural seascape have been home for more than 45,000 years, forming enduring connections between land, sea, and spirit. The jetty also reflects Busselton's colonial settlement, timber industry expansion, shipping trade, and tourism growth from the mid-nineteenth century onwards. Its survival—despite cyclone damage, fires, structural decline, and repeated threats of demolition—attests to the deep attachment of the local community, whose advocacy and investment secured its conservation and reinvention as a premier heritage and tourism destination.

Today, Busselton Jetty is the longest timber-piled jetty in the Southern Hemisphere and attracts more than 850,000 visitors annually. It provides cultural, social, economic, and environmental value to the City of Busselton, the South West Region, and Western Australia more broadly.

The CMP reviews documentary and physical evidence, reassesses heritage significance, and establishes policies to guide future maintenance, adaptation, and development. It addresses conservation issues including material deterioration, archaeological potential, infrastructure upgrades, and environmental pressures, while supporting compatible uses, renewable energy initiatives, and high-quality interpretation.

The strategy set out in this CMP ensures that Busselton Jetty's tangible and intangible values are protected while enabling its ongoing use as a vibrant community and tourism asset. By balancing cultural heritage responsibilities with contemporary needs, the plan provides a sustainable path forward, ensuring that Busselton Jetty continues to stand as a symbol of cultural continuity, community resilience, and coastal identity for generations to come.

PART 1 - INTRODUCTION

PURPOSE OF THIS DOCUMENT

This Conservation Management Plan has been prepared at the request of Busselton Jetty Inc as an update to an earlier Conservation Plan prepared by Palassis Architects in 2007 for Landcorp on behalf of the Busselton Jetty Working Group. The plan has been undertaken with reference to the Standard Brief prepared by the Heritage Council of Western Australia and in accordance with the Australia ICOMOS Burra Charter.

In outline, the intention of this Conservation Management Plan is to:

- Review the heritage significance of the Busselton Jetty;
- Updated the Documentary and Physical evidence based on currently available information;
- Review and update the existing Conservation policies to guide ongoing maintenance and change; and,
- Develop an overall conservation strategy that aligns with future development plans for the site.

STUDY AREA

Description

Busselton Jetty comprises a timber, steel and concrete maritime structure with attached buildings, including the Interpretive Centre (at the landward end) and Underwater Observatory (at the seaward end), and extends approximately 1.8km from the high water mark into Geographe Bay. This Conservation Management Plan is focused on the built forms located within the heritage curtilage for *Busselton Jetty*, noting that some elements of the site and setting are located outside of this zone but are referred to throughout.

Refer to Figure 1.

Location Plan

The Location Plan shows the context of *Busselton Jetty*.

Current Heritage Listings

Busselton Jetty is recognised as a place of cultural heritage significance on the following heritage lists:

- The National Trust of Australia (WA) – Classified 03/07/1978
- Australian Heritage Council, Register of the National Estate – 28/09/1982
- The Shire of Busselton's Municipal Heritage Inventory – Adopted, 20/06/1996, with inclusion on 2013 MHI as Category 4 Heritage Place
- Heritage Council of Western Australia, State Register of Heritage Places – Permanent Entry 22/11/2013

METHODOLOGY

Outline of Methodology

This report follows the general structure and guidelines set out in James Semple Kerr's *The Conservation Plan*, National Trust of Australia (NSW), 1990; and the Australia ICOMOS *Practice Note: Developing Policy* (2013). The heritage assessment and Permanent Entry information from the Heritage Council of Western Australia's State Register of Heritage Places for Busselton Jetty (HCWA Place #0243) has been used as the basis of understanding the recognised cultural heritage values of the Place.

Figure 1: Location Plan of Busselton Jetty. *H+H Architects, 2022.*

Figure 2: Heritage curtilage of Registered Place 0423, *Busselton Jetty.* Supplied by Department of Planning, Lands & Heritage, 2022.

Figure 3: Detail view of landward (southern) end of heritage curtilage of Registered Place 0423, *Busselton Jetty.* Supplied by Department of Planning, Lands & Heritage, 2022.

Study Team

The project team consists of:

- Julie de Jong, Director, H+H Architects
- Jessica Dobson, H+H Architects
- Emily Price, H+H Architects
- Lawrence Cuthbert, H+H Architects
- Malcolm Traill, historian – The History Traill

Acknowledgements

The primary resource for the preparation of this Conservation Management Plan has been the 2007 document prepared by Palassis Architects, as well as the Assessment Documentation prepared by Heritage Council staff, which referenced a number of primary and secondary sources as follows:

- Carroll, J. 'The Development of Busselton 1832 to 1872', Thesis, Claremont Teachers College (n.d., c.1975)
- Hartley, R.G. *Industry and Infrastructure in Western Australia 1829-1940*, Western Australian Division of the Institute of Engineers, Perth, 1995
- Jennings, R.J., *Busselton: A Place to Remember 1850-1914*, Success Print, Western Australia, 1999
- The Engineering Heritage Panel of the Western Australian Division of the Institute of Engineers, Australia, 'Large Timber Structures in WA', 1998, p. 4.6-1.
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Additional research and information sourced as part of the 2022 review were obtained through the following sources:

- Records held by Busselton Jetty Inc., including Structural inspection reports and maintenance records

The authors would also like to acknowledge the assistance of the following persons and groups with the research and compilation of this report:

- Jacquie Happ - City of Busselton

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PART 2 - EVIDENCE

The documentary evidence is extracted verbatim from the 2007 Conservation Plan prepared by Palassis Architects and the Assessment Documentation for Busselton Jetty as published by the Heritage Council of Western Australia (Permanent Entry 22 November 2013), with margin notes added by H+H Architects to discuss or clarify any new items. The pre-colonial history was added by H+H Architects using available material whilst the Documentary Evidence relating to the period 2013-2022 was prepared by H+H Architects with the assistance of consulting historian, Malcolm Traill.

DOCUMENTARY EVIDENCE

Pre-colonial occupation

The City of Busselton is on Wadandi Boodja and Busselton itself is known as Undalup to the Wadandi peoples, after the warrior and leader Undal. Wadandi country is predominantly coastal, stretching from Bunbury to Cape Leeuwin, reaching inland to Nannup. Geographe Bay and the cape to cape coastline feature heavily in Aboriginal culture, life and storytelling. The Wadandi people are one of 14 different anguage groups of the Bibbulmun (Noongar) People who have occupyiedthe South West of Western Australia for over 45,000 years.

The Wadandi people are saltwater people. Wadan is the name of the ocean spirit and this is where Wadandi people get their name. Far offshore, where the sun meets the ocean is where the spirits of Wadandi ancestors go to rest until the spirit gets called back onto Boodja (Country). There is no line between land and sea. Many processes that happen on land or in freshwater systems impact the saltwater systems so it is important to manage and care for Wadandi Boodja as one continuous cultural seascape. Wadandi people have cultural connections to Sea Country from places far inland. The Wejt Kwala (Emu Songline) starts inland at Lake Dumbleyung and, like the Wejt Goorbil (Emu's belly/intestine), it winds its way over 250 km south-west towards Taalinup (Augusta), marking the line where the Indian and Southern Oceans meet and continuing far out to sea where the old coastline used to be. [1]

The Wadandi people's enduring cultural practices, knowledge of the land and sea and their ongoing role as custodians are recognised, and it is acknowledged that they occupied the current site of the Busselton Jetty well before the arrival of Europeans to the area in 1830s.

Historical context

Busselton Jetty, a predominantly timber structure with a total length of approximately 1840m, located in Geographe Bay, was constructed in 1865 for the Port of Vasse as its first cargo handling facility. The jetty has been altered and extended in response to changing requirements over its lifetime. During the lifetime of the *Busselton Jetty*, various repairs, strengthening and reconstruction of complete sections have seen the incorporation of both steel and concrete elements, together with new replacement timber elements.[2] In 2003, an Under Water Observatory was constructed towards the northern end of the jetty.

Adjacent to the *Busselton Jetty*, on its landward side, is an amphitheatre, playgrounds, hospitality and accommodation venues, and various tourism, recreational and community facilities.

Early settlement of Vasse and the Busselton townsite

European settlement of the Vasse River area began short after the establishment of the Swan River Colony in 1829. Having arrived in the Swan River Colony in March 1830, John Molloy, John Bussell and James Turner were encouraged by Captain Stirling to establish themselves in an area east of Cape Leeuwin that would become known as Augusta. Conditions were difficult for the early settlers in the isolated settlement and Bussell, exploring further north, found more favourable conditions around the Vasse River near Geographe Bay.[3]

Bussell was granted 3573 acres of land at Vasse on 13 July 1832 after having spent a brief period of time at Augusta. He described the Vasse area as, 'the most beautiful grant of land in the whole colony'.[4] His land was about two miles inland from Geographe Bay on the Vasse River and the homestead he built came to be known as 'Cattle Chosen'.[5] In April 1834, the rest of the Bussell family arrived at Vasse aboard the *Ellen*.[6] Captain John Molloy, who had also settled at Augusta, soon followed John Bussell to Vasse and claimed the allotment of land that was adjacent to the Bussells. Molloy's farm was known as 'Fairlawn' and in 1839 he became the first Resident Magistrate for the district that spanned from Augusta to Vasse.[7]

In 1835, the Vasse was referred to as 'Busselton', the name honouring its early settlers and In 1836 Lieutenant Bunbury planned and surveyed the townsite which was officially gazetted as Busselton in 1847.[8]

During the early years of European settlement, all supplies to the district arrived by ship at Vasse in Geographe Bay. Until the growth of rail transport in the late nineteenth century, the Port of Vasse was the settlers' main outlet to the world, both for the necessities of life and communication.[9] On 24 April 1839, Governor Hutt officially appointed the location in Geographe Bay that was to become the legal place for the loading and unloading of goods for the Vasse Settlement.[10] That year, a 'Tub', an early form of warning light, was erected on top of a pole at Geographe Bay near the Busselton townsite to serve as a beacon for visiting ships. The cutter *Black Swan* sailed regularly with produce between Fremantle, Bunbury and Geographe Bay from 1843 to 1851.[11] The supplies that were brought in by ship were stored in a hut about ten yards from the shore, until such time as they could be collected by the settlers of the area. The early settlers managed for several years without any proper roads and in the absence of roads, they used the Vasse River to travel to the beach to collect their supplies.[12]

American whalers had used the area that was to become the Port of Vasse regularly from pre-European settlement of the region through to the nineteenth century. The area was used as both a base for whaling activities and as a point where goods could be traded with the new settlers. In January 1841, seventeen whaling vessels called at the Port of Vasse and the Shipping Report in the 'Perth Gazette' of 5 December 1849 showed that Vasse Port turned over 20 'tuns' of whale oil, second only in the region to Cheynes (27 'tuns').[13]

During the early years of European settlement, agriculture was the main activity undertaken in the Vasse district. Wheat, barley, oats, rye and green crops were all attempted. Wheat was the most successful with the number of acres devoted to it increasing from 25 acres in 1838 to 82 acres in 1841. Sheep, goats, cattle, pigs and horses were also raised in the area and stock numbers increased from 144 in 1838 to 1275 in 1842.[14] Some of the agricultural produce was exported from the area with shipping records in 1858 showing cargoes of potatoes, onions, beef and turnips.[15]

Early attempts to develop a timber export trade began in the district in the 1830s and 1840s. These attempts were unsuccessful owing to a lack of capital and experience and the difficulties of transporting large jarrah trees.[16] By the 1850s timber export was again of interest and timber licences were granted in 1850 to Bridges, Chapman, Ker and Bussell.[17] Large timber concessions and special timber licences were provided by the Government to attract timber companies with enough capital to establish operations independent of the existing limited infrastructure. In 1858, prominent local timber entrepreneur Henry Yelverton built the State's first large permanent steam timber mill at Molloy's Ditch, Quindalup. This was linked by tramway to the Quindalup jetty.[18]

1 Davies H N, Webb W, Webb I, Webb T, Guilfoyle S, Griffin K, Langlois T (2022). 'The Cultural Seascape of Wadandi Boodja.' Report to the National Environmental Science Program, Marine Biodiversity Hub. The University of Western Australia.

2 BG & E Consulting Engineers, 'Busselton Jetty Structural Assessment Report', prepared for the Shire of Busselton, March 2005, p.4

3 Considine & Griffiths Architects Pty Ltd, Shire of Busselton – Municipal Heritage Inventory (2014)

4 Shann, E.O.G., Cattle Chosen, UWA Press, Perth 1978, p. 55

5 Ibid.

6 Shann, op. cit., p. 59

7 Carrol, J. 'The Development of Busselton 1832 to 1872', Thesis, Claremont Teachers College, c.1975, p. 3.

8 Considine & Griffiths, op cit., p. vi.

9 Royal Western Australia Historical Society, 'Historic Busselton', 1965, p.11

10 Busselton Historical Society, 'The Busselton Jetty', souvenir pamphlet.

11 Cumming, D.A. et al, Port Related Structures on the Coast of Western Australia, WA Maritime Museum, Fremantle 1995, p. 21.

12 Carroll, op cit. p. 4.

13 Jennings, R.J., Busselton: A Place to Remember 1850-1914, Success Print, Western Australia, 1999, p. 17.

14 CSO Records Supp 1, 1838; CSO 1841; CSO, 1842.

15 State Records Office (SRO) Resident Magistrates Book, Accession No.126.

16 Hartley, R.G., Industry and Infrastructure in Western Australia 1850-1914, Success Print, Western Australian Division of the Institute of Engineers, Perth, 1995, p. 3.

17 Jennings 1999, op cit. p. 23.

18 Hartley, op cit. p. 15.

The Busselton Jetty

After a period of some thirty years of settlement at Vasse, the people of the district began to lobby the Government for a jetty to be constructed at Geographe Bay. The need for a jetty at the Port was becoming increasingly evident as numerous vessels were regularly stopping in Geographe Bay and their boats would row back and forth to the shore to offload cargo.[19] Loss of Government revenue due to the smuggling of goods was another significant factor that highlighted the need for a jetty. During the 1850s, smuggling became a source of concern for the district, due to the fact that ships could approach the shore of Geographe Bay over a vast area. The presence of a jetty would require ships' captains to off load at a central point, thereby making the administration of customs duty more effective.[20]

In 1860, a courthouse and a bond store were established at the junction of Queen Street and Marine Terrace at a cost of £370.[21] The bond store was a warehouse where traded goods were stored for tax assessment purposes.[22] That same year, 17 ships were recorded to have passed through the Port of Vasse.[23] In terms of the economy of the region, the strongest requirement for a jetty at Vasse stemmed from the transport needs of the growing timber industry. An article in *The Inquirer* and *Commercial News* on 18 January 1860, reported that, 'the 'Sultana' left…with a full cargo of excellent timber for the Ceylon market'.[24] On 8 August 1860, *The Inquirer* and *Commercial News* wrote that, 'At the Vasse… there is an immense supply of timber… there can be no doubt that the Sussex District is in every respect fitted for becoming the centre of a large timber trade'.[25] By 1864, the yearly export value of jarrah and karri had risen to £15,693.[26] If this rapid expansion in the timber industry was to continue, a jetty of substantial length and solid structure was needed to service the operators in the Vasse region.

The request for a jetty at Geographe Bay was formally moved by Henry Yelverton in 1861, who proclaimed that 'the Vasse Port, the first on the coast, needs a jetty'.[27] On 22 November 1862, the Resident Magistrate of the district, Joseph S. Harris, recommended the appointment of an assistant tidewaiter because, 'the trade of this port is rapidly increasing'.[28] In 1864, tenders were called for the supply of timber for a jetty. Yelverton was awarded the contract at a cost of £25 and he was also awarded £100 for the construction of the jetty that same year.[29] Later in 1864, he was paid £80 for further additions to the jetty.[30] The jetty, originally known as the Vasse Jetty, was completed in 1865. It was a straight jetty measuring approximately 176m in length and constructed entirely of timber.[31] It was built to service the loading of ships carrying timber and livestock and, until the railway was provided, goods were transported along the length of the jetty using horse-drawn wagons.[32] According to a 1911 written account, the high water mark of the jetty in 1865 was close to the site of 'the present lighthouse'.[33] This lighthouse is no longer extant, however, it was situated near the junction of Marine Terrace and Queen Street in Busselton today.[34]

Construction of the jetty at the Port of Vasse played a significant role particularly in the growth of the timber industry in the region. In February 1866, three ships departed from the Port with cargoes of timber. They were the *Lady Alicia*, carrying 163 loads of timber valued at £600, the *Europa* with 141 loads of timber valued at £510 and the *Midas*, who carried various timber loads to the value of £690.[35] The timber industry was also boosted by the development of infrastructure in Western Australia in the period 1850 to 1890. During this time, the Government granted several large timber concessions to attract capital from the eastern states and Britain.[36] The timber industry was further helped by the arrival of convicts to Western Australia. The expanded public works programs increased the

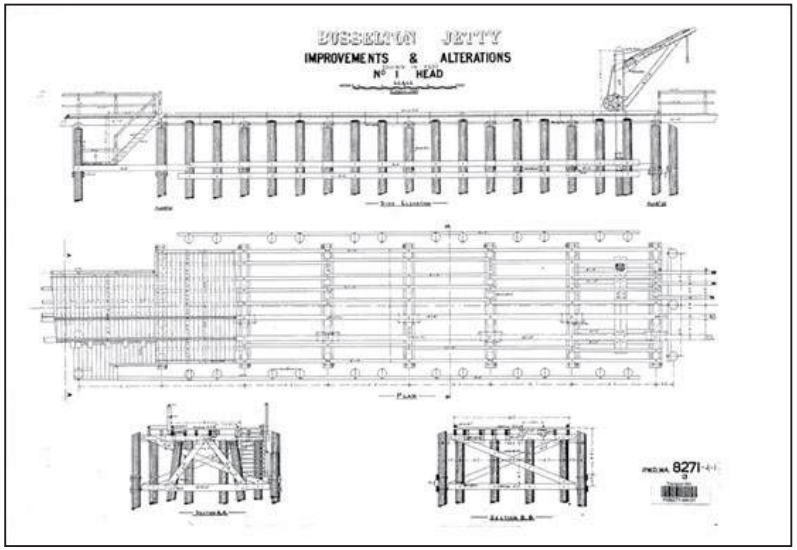


Image 1: Busselton Jetty Improvements & Alterations, No. 1 Head, dated 1875. *PWD 8271-04-01.*

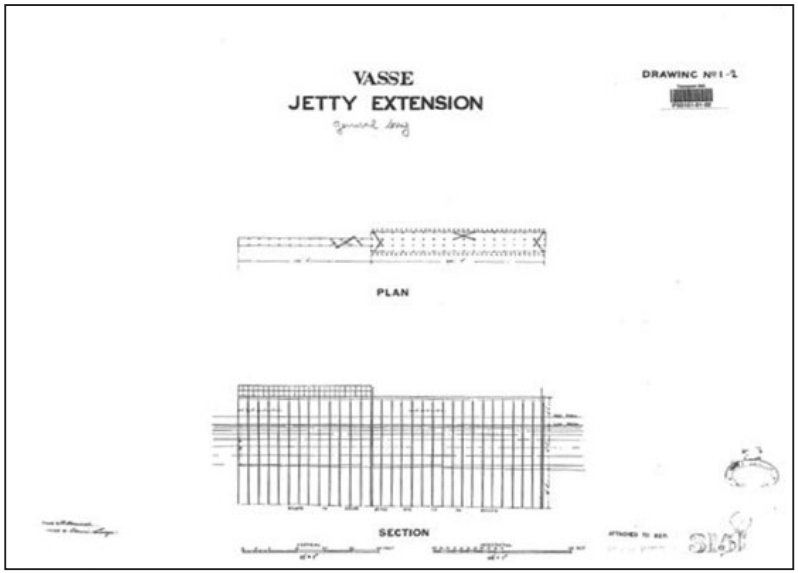


Image 2: Vasse Jetty [Busselton], dated 1896. *PWD 3151-01-02.*

19 Jennings, R., Outstation on the Vasse: 1830-50, Shire of Busselton, Western Australia, 1983, p. 154.
20 Jennings 1999, op cit., p. 43.
21 Carroll, op cit., p. 10.
22 Bomell, R., March 2002, interview with RICH students
23 SRO Shipping Records, Accession No. 114.
24 The Inquirer and Commercial News, 4 January 1860
25 The Inquirer and Commercial News, 8 August 1860.
26 Zafer, P., 'History of the Timber Industry of Western Australia', handwritten thesis, 1957, p. 10.
27 Memo to Gov, 4 June 1861: cited in Jennings 1999, op cit., p. 75.
28 CSR 503/369 R.M. to C.S., 22 November 1862
29 Carroll, op cit. p. 20.
30 WA Government Gazette, 13 September 1864
31 PWD Plan Number PO8271-1-2, 1911; PWD Plan Number PO8271-1-1, 1962.
32 Shire of Busselton, 'Busselton Jetty – Structural Assessment, Request for Tender', October 2004, p. 8
33 PWD Plan Number PO8271-1-2, 1911; PWD Plan Number PO8271-1-1, 1962.
34 Bomell, R., 23 March 2002, interview with RICH Students
35 SRO Shipping Records, Accession No.114.
36 Hartley, op cit., p. 15.

demand for timber as well as improving the transport infrastructure.[37] During the 1860s, new jetties were also constructed at Albany and Bunbury to cater for the exports of timber, wool and sandalwood.[38]

By the 1870s, facilities at the Port of Vasse were still inadequate. There was concern over the irregularity of communications with Fremantle and the beaching of boats, which was partly due to lack of moorings[39], and partly due to the increasing size of commercial ships which found it difficult to berth in the relatively shallow waters of Geographe Bay. Timber loading facilities were now widely dispersed with jetties at Vasse, Quindalup and Wonnerup. There was a steady increase in timber exports until the early 1880s, after which a slump was experienced due to high production costs mainly related to transport costs.[40] In the 1870s, steamships were introduced to the Western Australian Colony. These, in theory, were to provide regular shipping between Busselton and Fremantle, however, visits by steamships remained irregular on account of port inadequacies.[41] In 1872, the 'Tub' beacon at the Port was replaced by a lighthouse.[42] Also in 1872, extensions to the jetty were made by Samuel Rose at a cost of £88 17s 06d, but the Municipal Council considered them to be inadequate.[43]

In 1875, the jetty was lengthened by a further 143.3m by G.H. Knapton and J. Mewett for the sum of £626 14s 0d.[44] Once this addition had been completed, the low water mark at the sea end of the jetty was at a depth of 3.6m. This end point of the jetty came to be known as the No.1 head.[45] By 1883, pressure was again being exerted by the local community for extensions to be undertaken to the jetty to counteract silting up along the beach.[46] In December 1883, a contract was awarded to Yelverton to extend the existing Vasse Jetty, though the work was delayed due to lack of equipment.[47]

During the 1880s the timber industry of the district was performing well, with vessels loading regularly at the Port.[48] In 1884, a further 229m of jetty was constructed in order to improve the conditions for shipping at the Port. The contract for these works was secured by Yelverton for £359 0s 6d.[49]

This extension apparently did not improve shipping facilities adequately. In the late 1880s, the timber industry called for further extensions to the jetty. *The Inquirer and Commercial News*, on 1 September 1886, reported that, 'the [timber] stations will receive large orders, more especially if our jetty is extended into deep water so that ships may come alongside to load'.[50] Then on 20 October 1886, it was reported that, 'great dissatisfaction prevails at the hands of the Government in not sending the plans of the proposed new jetty'.[51] Three years after the 1884 extensions, another 353m of jetty were constructed in 1887. In 1890, another small extension of 40m was undertaken and this enabled the completion of the No.2 head. At low tide, the depth of the water at No.2 head was 4.3m.[52] By 1894, another 35m extension to the jetty was proposed, however, there was public frustration that the proposed addition would not increase the depth of water sufficiently for intercolonial steamers.[53] So in 1894, the jetty was extended again by 130m and another 150m were added the following year. During 1895-6, the No.3 head of the jetty was completed when a further 261.6m extension was constructed. This provided a new water depth of 6.1m.[54]

Busselton Jetty and Tourism

During the 1880s, the Vasse district began to experience a growth in tourism. In 1881, an official agreement was made to ensure vessels stopped at Vasse for one and a half hours if they had passengers and cargo.[55] In 1884, The Inquirer and Commercial News reported that, 'Busselton has been much enlivened by an influx of several lady visitors'.[56] By the turn of the twentieth century,

37 Hartley, op cit., p. 14.
38 Ibid.
39 Jennings 1999, op cit., p. 116.
40 Hartley, op cit., p. 16.
41 Jennings 1999, op cit., p. 151-152.
42 Carroll, op cit., p. 20.
43 Jennings 1999, op cit., p. 117.
44 Souvenir of Official Opening of Busselton Jetty, 1911; and Richardson, J.W., 'The Countryman': cited in Jennings 1999, op cit., p. 320.
45 PWD Plan Number PO8721-1-2, 1911; and PWD Plan Number PO8271-1-1, 1962.
46 Jennings 1999, op cit., p. 161.
47 Jennings 1999, op cit., p. 162.
48 Jennings 1999, op cit., p. 168.
49 PWD Plan Number PO8721-1-2, 1911; and PWD Plan Number PO8271-1-1, 1962.
50 The Inquirer and Commercial News, 1 September 1886.
51 The Inquirer and Commercial News, 20 October 1886.
52 PWD Plan Number PO8721-1-2, 1911; and PWD Plan Number PO8271-1-1, 1962.
53 Jennings 1999, op cit., p. 225.
54 PWD Plan Number PO8721-1-2, 1911; and PWD Plan Number PO8271-1-1, 1962.
55 CSO 340 C.S. to R.M. 15/181.
56 The Inquirer and Commercial News, 13 February 1884.

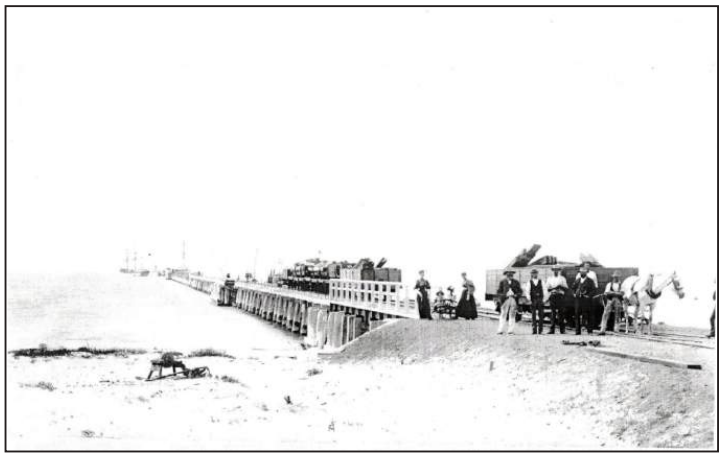


Image 3: Horse and cart unloading along the jetty, undated. *Busselton Historical Society.*

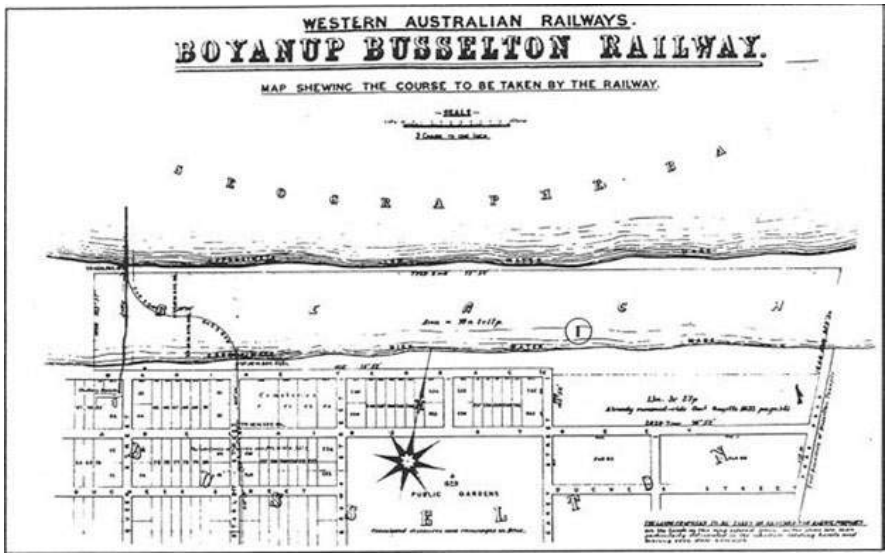


Image 4: Map of the Busselton townsite dated 1894 showing the tramline which extended from the jetty to the bonded store and the route to be taken by the railway. *Battye Library.*

Image 5: View from the lighthouse c1895 looking south down Queen Street showing the tramway which terminated at the Bond Store. *Battye Library 20956P.*

Image 6: Sailing ships moored at Busselton Jetty during late 1800s. *Busselton Heritage Trail online gallery image 29-7.*

Busselton was established as a tourist town and in 1904, it was anticipated to become the leading summer and health resort of the State.[57] In the Christmas season of 1906, some holidaymakers were unable to find accommodation in the town and so they pitched their camps near the beach underneath the shady peppermint trees. Here there were facilities for bathing, as well as shelter sheds, swings, seesaws and the jetty. All of these facilities were well patronised.[58] An article in the West Australian on 17 November 1909 described Busselton as a delightful holiday resort, with an immense sea front, long stretches of beaches and caves for exploring only a few miles from town.[59] In 1910, holidaymakers who strolled the full length of the jetty claimed that the walk was as good as an ocean cruise.[60]

Economic Growth and Extensive Additions to Busselton Jetty

1891 to 1910 was a period of economic and demographic transformation in Western Australia. Timber exports increased tenfold and coal was first produced at nearby Collie in 1890, thus providing another export for the Port of Vasse. The residential housing boom that accompanied the Gold Boom of the 1890s led to an increased demand for timber. In the eleven years from 1898 to 1910, timber exports statewide exceeded those of wool.[61] During this period, timber and dairy produce were the main exports from Busselton.[62]

In April 1907, the length of the jetty was 4032 feet (1229m). Its head was 250 feet (76.2m) in length and 35 feet (10.6m) in breadth.[63] In October 1907, a thorough test of the jetty was carried out (using a specially constructed steel trolley loaded with 32 tons of steel rails) and weaknesses in the strength of the structure were revealed.[64] In 1908, the jetty was further inspected by an Engineer to determine its safety and capacity for facilitating locomotives and for loading and unloading goods onto vessels. As a result of these tests, one recommendation was made to lengthen the jetty head to 170m, doubling its width and strengthening it, at an estimated cost of £10,423.[65] The alternative recommendation was to build a skeleton jetty, 'from the east or the shore end of the old jetty, connecting with the middle head and lengthening and widening the top head as in the first scheme'.[66] This was the alternative that was recommended by the Engineer at an estimated cost of £12,409.

Clear justification of the long-term financial returns of this proposed project was needed before the request could be made to the Government. Five months later a report was presented to the Government, demonstrating that the timber and dairy industries of the region were developing at such a rate as to justify the expenditure on the jetty.[67] The project was subsequently approved by the Government and this culminated in the most extensive additions undertaken in the lifetime of the jetty. The works commenced in September 1909 and took two years to complete. A new section of jetty was constructed approximately 166.6m north of the land end of the existing jetty. It commenced at the shoreline and angled to join the existing jetty structure at a junction point just east of No.2 head. The drawings for its construction referred to it as the 'New Approach'. It was 715m in length and it provided a rail link to the existing jetty. Its construction in 1909-11 also extended the rail line across land, linking the 'New Approach' (or the Viaduct or Skeleton Jetty as it later became known) with the road intersection of Marine Terrace and Stanley Road. The extensive 1909-11 works also included strengthening the existing jetty structure between the new jetty junction point (of the existing jetty and the 'New Approach') now called No. 2 head and No. 3 head. This portion of the jetty covered Piers 144.5 to 272.5 inclusive and the strengthening exercise essentially involved driving in extra piles along the existing structure. In addition to this, the existing jetty was also extended a further 603m beyond No.3 head, which until 1911 had been the end point of the jetty.[68] Of this extension, the final 168m was constructed as a berthing head and at this point the depth of the water was 7.6m at low tide. The contract for these works was won by Mr. R. O. Law for £15,491.[69] This was essentially the last major extension to the length of the jetty, and upon its completion in 1911, the jetty measured 1824m from the shoreline to the end of its new berthing head. At this time, the jetty was purported to be the longest sea jetty in the Southern Hemisphere.[70]

57 South Western News, January 1904: cited in Jennings 1999 op cit., pp. 230-231.

58 Jennings 1999, op cit., p. 281.

59 The West Australian, 17 November 1909: cited in Le Page J.S., Building a State, Water Authority of Western Australia, Leederville, 1986, p. 338.

60 Wroth, B. & Vines, F., A Bunbury to Busselton Sketchbook, Rigby, Australia, 1975, p. 48.

61 Hartley, op cit., p. 46.

62 Jennings 1999, op cit., p. 269.

63 South Western News, 5 April 1907: cited in Jennings 1999, op cit., p. 269.

64 Jennings 1999, op cit., p. 270.

65 South Western News, 7 February 1908: cited in Jennings 1999, op cit., p. 270

66 Jennings 1999, op cit., p. 270.

67 South Western News, 4 November 1910.

68 PWD Plan Number 14520-01-01, 1909

69 Le Page, op. cit., p. 338.

70 PWD Plan Number PO8271-1-2, 1911; PWD Plan Number PO8271-1-1, 1962.

Image 7: "A Good Haul, Busselton Jetty" showing fishermen Boss Barnard and Jack and Alby Smith laying out the catch near the No. 1 Head, c1920s. *Busselton Heritage Trail online gallery image 15-6.*

Image 8: Eastern side of original jetty sections (no longer extant) that extended from Queen Street alignment looking south towards the beach, c1900. *Busselton Historical Society.*

Image 9: Children wading in the shallows of Busselton near the Jetty, prior to 1905 when the Rotunda was built. *Busselton Heritage Trail online gallery image 08-6.*

Image 10: Building the Skeleton Jetty 1909, note the rail line extending from the Stanley Street alignment to join up with the main jetty. *Busselton Heritage Trail online gallery image 26-7.*

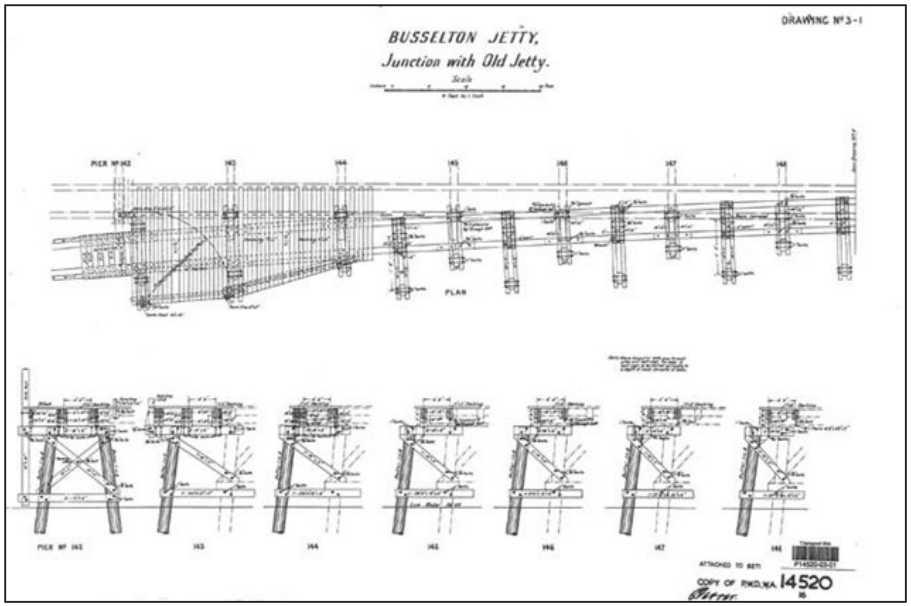


Image 11: Drawing for junction between Skeleton Jetty and Main Jetty, 1909. *PWD Drawing No. 14520-03-01.*

Image 12: Baths and pavilion c1915 showing change rooms and rotunda. *Busselton Heritage Trails online gallery image 13-6.*

Image 13: Childrens Sports Carnival at Busselton Jetty & Baths, c1915. *Busselton Heritage Trail Online Gallery.*

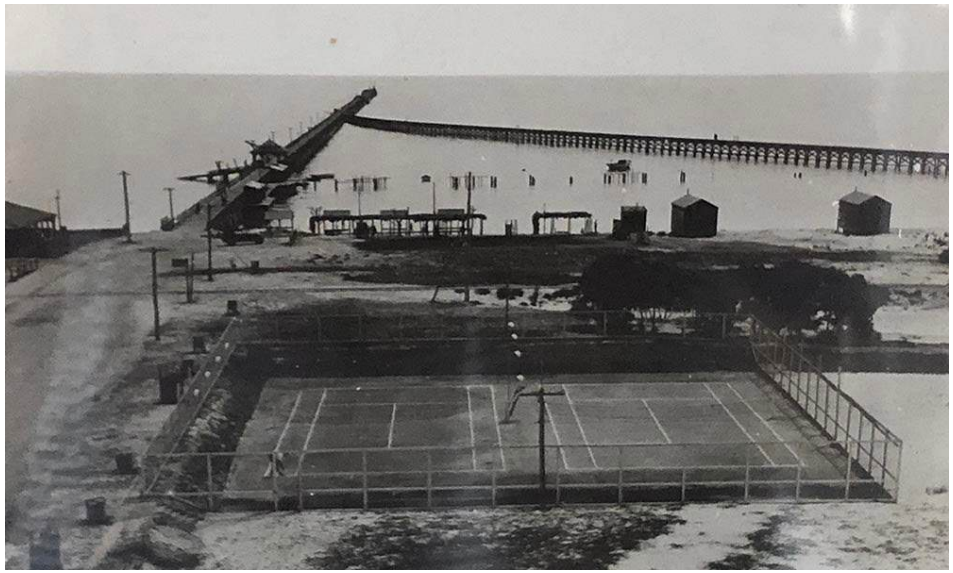


Image 14: View of both Jetty's from Lighthouse, c1920s. *Battye Library.*

Image 15: Photograph of Busselton Jetty c1920s. *Battye Library Pictorial Collection, 25406P.*

Image 16: View looking south along Busselton Jetty c1930s towards the lighthouse which was demolished in 1933. *Busselton Heritage Trail online gallery.*

Image 17: Photograph of Busselton Jetty Beach c1960s. *Battye Library Pictorial Collection, 003364D.*

Image 18: View of Sandcastle competition at beachfront of Busselton Jetty, c1930s. *Busselton Heritage Trail online gallery.*

Image 19: Busselton Beach Shop, c1930s. *Busselton Heritage Trail online gallery.*

Image 20: Early Beach Shop at the Busselton Jetty. *Busselton Heritage Trail online gallery.*

Image 21: Undated Historic postcard showing the Tennis Courts on Queen Street and the bathing area created by the main jetty and the Skeleton Jetty. *Busselton Heritage Trail online gallery image 16-6.*

Image 22: Steam locomotive and motorcyclist on Busselton Jetty c1950s. *Busselton Heritage Trail online gallery image 24-7.*

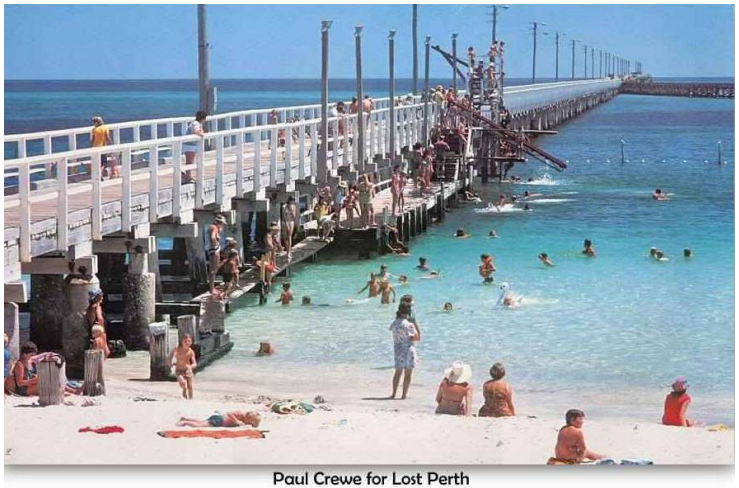


Image 24: View of Busselton Jetty Queen Street entry with Skeleton Jetty in background, enclosing the swimming baths, c1960s-70s (prior to 1978). *Busselton Heritage Trail online gallery.*

Image 23: Busselton Jetty Baths c1960s. Note the rotunda, the lower swimming platforms and the slide off the main jetty deck. *Busselton History Trail online gallery.*

Image 25: Steam locomotive on Busselton Jetty c1960s. Note the traditional balustrade and kerb rail details and the utilitarian style of the building projecting off the jetty neck. *Busselton Heritage Trail online gallery image 14-6, noted as Copyright Weston Langford.*

Image 26: Apex Train on Busselton Jetty, 1977. *Busselton Heritage Trail online gallery.*

Image 27: Apex Train on Busselton Jetty, 1977. *Busselton Heritage Trail online gallery.*

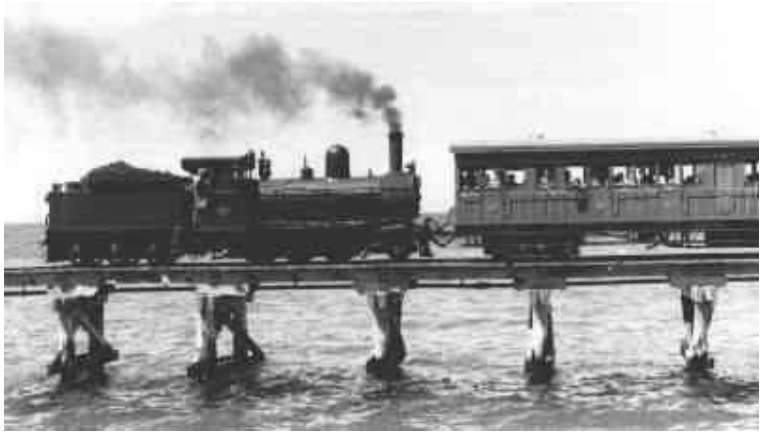


Image 28: Leschenault Lady jetty train, c1970s. *Busselton Heritage Trail online gallery.*

Image 29: "Save the Jetty" campaign caravan parked at the entry to Busselton Jetty, 1987. *Busselton Heritage Trail online gallery.*

Image 30: John Bussell, local fundraiser for saving the jetty, c1978. *Busselton Heritage Trail online gallery.*

Image 31: "Jetty Maids" campaigning to raise funds to repair the Jetty in 1977. *Busselton Heritage Trail online gallery.*

Image 32: "Jetty Maids" campaigning to raise funds to repair the Jetty in 1977. *Busselton Heritage Trail online gallery.*

Image 33: View of the damage to Busselton Jetty caused by Cyclone Alby, 1978. *Busselton Heritage Trail online gallery image 09-6.*

Image 34: View of the jetty promenade (Queen Street alignment) severely damaged by Cyclone Alby, 1978. *Busselton Heritage Trail online gallery image 11-6.*

At the completion of this works project, the new improved jetty was opened by the Premier of Western Australia, the Hon. Frank Wilson on 1 March 1911.[71] In February 1911, intensive dredging of the harbour was commenced and was completed two months later in May.[72] The dredging resulted in the harbour being sufficiently wider and deeper to allow safer berthing of larger ships. The following November, extra bollards for berthing vessels at the jetty were installed and mooring buoys placed into position to help secure ships.[73]

Following the extensive improvements to the *Busselton Jetty* in 1909-11, social amenities were also added. A pavilion was constructed at the No.1 head and was used for band concerts and other activities.[74] By 3 November 1911, sea baths had also been constructed in the area of water between the original jetty and the new Viaduct.[75] Deemed by the local press to be the finest bathing area in the State, it was secure against the intrusion of sharks and other sea monsters. The length of the baths along the original jetty frontage was 100m with the piling between the two jetties 4m deep and measuring 150m wide.[76] The baths also included a platform (16.6m in length and 4.3m in width) on the jetty that accommodated a number of spacious dressing compartments.[77]

In 1913, 70% of felled timber in the region was being exported, but that year the expansion of the timber industry came to a halt. From 1914-18, the war had a detrimental effect on timber exportation due to the wartime shipping shortage. Timber exports once again boomed during the period from the end of the First World War up to 1926-27[78] and it was during this time that the jetty reached its peak usage. In 1923, the crane at the end of the jetty was capable of lifting a capacity of seven tons and coal from Collie could be loaded from trucks at about 50 tons per gang per hour. There was a railway connection to Boyanup Junction and a fortnightly steamship to Bunbury.[79] Timber exports fell during the Great Depression, along with declining exports of wool, wheat and meat.[80] Like other Australian country towns, Busselton suffered during the depression until World War II brought some degree of economic recovery. In 1948, the principal exports of the region were timber and dairy produce.[81] In the 100 years from the 1850s to the 1950s, the timber export trade grew from a few hundred loads to nearly 80,000 loads each year.[82]

In 1951-2, the berthing head at the end of the jetty was widened and in 1960, another small extension, measuring 16m, was undertaken to the end of jetty, taking the total length of the jetty to approximately 1840m.[83] Improvements and maintenance works were continually undertaken on the jetty during the years of its use as a port. Between 1960 and 1970, all of the existing timber jetties in Western Australia that were still being used for port activities were replaced, supplemented or modified. As *Busselton Jetty* was still in use for shipping purposes until 1972, it is likely that most of the fabric of the jetty was replaced at least once during this period.[84] Electric wiring was also installed as part of the modification process during the 1960s.

Closure of Busselton Jetty

During the post-war period, the shipping trade from Busselton gradually declined as improvements and developments at Bunbury Harbour resulted in Bunbury becoming the major port of the south-west region of Western Australia.[85] *Busselton Jetty* was closed to shipping in 1972. A proclamation by the Governor, Sir Douglas Kendrew in the Government Gazette on 21 July 1972 announced the official closure of the Port of Busselton.[86] After more than 100 years the *Busselton Jetty* ceased operation as a shipping facility.

Following the closure of the *Busselton Jetty* for commercial shipping and handling activities in 1972, the Government proposed to partially or completely demolish the jetty on two occasions. In both instances, the depth of public sentiment forced the Government to relent. On the first occasion, following a meeting with the 'Save Our Jetty' group in October 1976, the Busselton Shire Council confirmed that they would seek ownership of the *Busselton Jetty* from the Public Works Department.

71 PWD Plan Number PO8721-1-2, 1911.
72 South Western News, 17 February 1911.
73 South Western News, 7 March 1913.
74 Le Page, op cit., p. 339.
75 South Western News, 3 November 1911: cited in Jennings 1999, p. 280.
76 Jennings 1999, op cit., p. 280.
77 Le Page, op cit., photo fig 5.16, p. 339.
78 Hartley, op cit., p. 107.
79 Cumming et al, op cit., p. 21.
80 Hartley, op cit., p. 107.
81 Cumming et al, op cit., p. 22.
82 Zafer, op cit., General introduction
83 PWD Plan Number PO8271-1-1, 1962.
84 Cumming et al, op cit., p. 5.
85 Ibid.
86 WA Government Gazette, 21 July 1972.

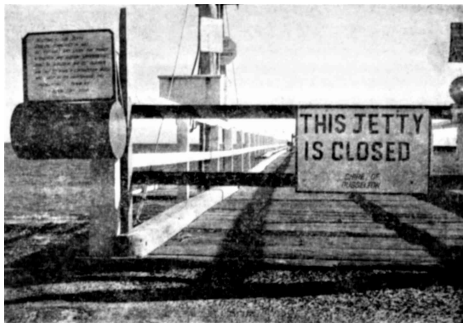


Image 35: Closure of Busselton Jetty following Cyclone Alby, 1978. *Busselton Heritage Trail online gallery.*

Image 36 : View of the beachfront in the aftermath of Cyclone Alby, 1978, showing a section of the jetty laying across the shore amongst other debris. *Busselton Heritage Trail online gallery.*

Image 37: View from the Busselton Jetty looking back towards the beach showing the landbased changerooms and shelters. *Busselton Heritage Trail online gallery image 21-7.*

The Shire believed that they were best equipped to manage future tourist growth and other potential business ventures.[87] The second threat of demolition occurred after 4 April 1978 when Cyclone Alby destroyed much of the oldest section of the jetty (the part of the jetty aligned with Queen Street). Although this could have signalled an end for the entire structure, it instead galvanised the local community into a massive clean-up effort. With the intention of rebuilding the damaged section, council trucks, privately owned cranes and hundreds of volunteers, including a women's committee that served teas and lunches, worked throughout the day to move the jetty timbers off the beach and to the council yards for storage. This community effort established the nucleus for a preservation society.[88] The loss of this portion of the jetty resulted in an aesthetic change with the originally straight jetty now having a bent or curved appearance.

Community Support for Busselton Jetty

In 1987, the Shire of Busselton surveyed its ratepayers regarding the future of the *Busselton Jetty.* A resounding 90% of people surveyed considered that the restoration and protection of the jetty was the most important project for the Shire.[89] Consequently, that same year the Government, rather than demolish the remaining structure, allocated $500,000 to the Shire of Busselton to stimulate the rebuilding of the jetty.[90] In October 1987, the 'Busselton Jetty Preservation Committee' was formed to raise funds to conserve the jetty and establish the infrastructure to make it economically viable. Since then, with the assistance of the State and Federal Government funding, it has successfully raised over $4 million in donations and grants.[91] The Busselton Shire holds the licence for the *Busselton Jetty* from the Western Australian Department of Transport. All major capital works contracts for the jetty are administered by the Shire in compliance with Local Government Act requirements.[92]

To provide an on-going source of funds for the jetty, a kiosk was built in December 1989 at the jetty entry point to facilitate the collection of an entry fee from people using the jetty between 9.00am and 9.00pm. The first major reconstruction of the jetty took place in 1990 at a cost of $600,000. A further $100,000 is still required each year for its on-going maintenance.[93] In 1995, a jetty train service commenced operation on the jetty railway line that had previously been used to transport cargo. The train service accommodated up to forty passengers per trip and took passengers to the end of the jetty and back. It also provided access for disabled persons and storage space for diving equipment. Its popularity saw it travel over 30,000km and transport 90,000 passengers in its first five years of operation.[94] Other facilities along the jetty, including lighting for evening use by recreational fishermen, fish cleaning bays, boat landings, shelters and access ladders for swimmers and divers, all contribute to the on-going use of the jetty for recreational purposes.[95] The extensive length of the jetty also contributes to its on-going viability for recreational use. An article in the *Busselton-Margaret River Times* on 12 October 2000 titled, 'Busselton Long Jetty Title is Safe' reports that the *Busselton Jetty* is still the longest timber jetty in the Southern Hemisphere.[96]

In December 1999, a fire ravaged the jetty despite the efforts of local shire emergency crews and volunteer firefighters to minimise the damage. As the last 150 metres of the jetty were now isolated because of the fire, the proposed plans for the construction of a $1 million underwater observatory at the jetty were at risk.[97] In February 2000, the 'Busselton Jetty Environment and Conservation Association Inc.' (formerly the 'Busselton Jetty Preservation Committee'), responsible now for conserving and developing the Jetty, confirmed that a jetty interpretative centre would still be built. The intention of the centre was to give the jetty visitor a sense of the history of the place and highlight the richness of the marine environment of Geographe Bay. It was proposed that the development would be reminiscent of previous structures that had been erected on the beach adjacent to the jetty for change-rooms, swimming clubs and scout buildings – all of which have since been demolished.[98] The interpretative centre was opened in January 2001 and the merchandise and jetty memorabilia that are sold at the centre provides a source of income for the 'Busselton Jetty Environment and Conservation Association Inc'. Positioned as an entry and fee paying point for pedestrians and train travellers on the jetty, the interpretive centre has been able to calculate for the first time that more than 200,000 people visit the jetty each year.[99]

87 Busselton-Margaret River Times, 7 October 1976, p. 3.
88 Busselton Jetty News and Information, February 2000, p. 2.
89 'Busselton Jetty Underwater Observatory', Commonwealth Government Regional Solutions Programme Application, 2002, p. 18.
90 Busselton Jetty Environment and Conservation Association, Letter to Hon. Dr G.I. Gallop MLA, 24 October 2001, p. 1.
91 Busselton Jetty Environment and Conservation Association, op cit., p. 16.
92 Commonwealth Government Regional Solutions Programme Application, op cit., p. 30.
93 Busselton Jetty News and Information, February 2000, p. 1.
94 Busselton Jetty News and Information, February 2000, p. 2.
95 Commonwealth Government Regional Solutions Programme Application, op cit., p. 30.
96 Busselton-Margaret River Times, 12 October 2000, p. 6.
97 West Australian, 13 December, 1999, p. 7.
98 Busselton-Margaret River Times, 10 February 2000, p. 12-13.
99 Western Fisheries, Autumn 2001, p. 17.

Busselton Jetty has been valued by several generations of local residents. For example, the Bovell family have been involved in shipping and maintenance of the Jetty dating back to 1880. Recollections of the late Reg Bovell told of him rushing from school to the Jetty to fish for herring using any line available. From 1880 his uncles were shipping agents and then his father from 1901 and then later his brother Stewart Bovell. The Hon. William Stewart Bovell (known as Stewart) was elected to the Legislative Assembly as the member for Sussex (later Vasse) on 7 June 1947. He was a Cabinet Minister and retired from parliament on 20 February 1971. Stewart Bovell then became the Agent General to London from March 1971 to March 1974, and on 12 June 1976, he was created a Knight Batcher. Reg took over shipping duties from his brother Stewart in 1947. In 2000, despite being in his 80s, Reg Bovell's daily routine still included a walk to the Jetty to feed the seagulls and he said that, 'If I'm not down at the jetty by five o'clock, a few of them come to my garden to hurry me up.' One of Reg Bovell's most treasured possessions was a plaque with the inscription, 'In appreciation of services to Master Mariners calling at Busselton'.[100]

In 2001, the 'Busselton Jetty Environment and Conservation Association Inc.' had over seventy financial members, all of whom were local residents, an indication of the significance of the jetty to the local community.[101] The management committee of this association meets on a monthly basis and comprises local volunteers including two Busselton Shire Councillors, the Shire Director of Technical Services and the General Manager of the Cape Naturaliste Tourism Association. The focus of their activities centre around guiding tourism and conservation activities on and around the jetty. The Busselton Jetty Interpretive Centre was built in 2001 to a design by local architects D'Agostino & Luff who designed the boat-shed-style buildings on timber piles set 50m offshore adjoining the Busselton Jetty, providing the original information hub and visitor centre for tourists.

Tourism has become a major industry in the South-West region of Western Australia. In 2002, the focus of the jetty was on its viability as a tourist attraction and the proposed development of an underwater observatory at the sea end of the structure. A survey conducted by the 'Busselton Jetty Environment and Conservation Association Inc' in 1996 indicated that 42% of those surveyed supported the construction of the underwater observatory on the jetty. *Busselton Jetty* is already recognised as one of Western Australia's premier scuba diving locations. The combination of the Leeuwin Current and the shade provided by the jetty structure has created a unique marine ecosystem.

There is some disparity in measuring the length of the jetty over time. The current advertised total length of the jetty from the high water mark is 1841m. This is most likely due to the fact that there has been significant accretion since the first section was constructed, and measurements are no longer taken from the original start point.[102]

Measurements as at July 2003, using the first transportable slab as 'zero', recorded the length of the jetty as follows[103]:

- 65m length – 4m wide section
- 569m length – 2.2m wide section
- 86m length – From the junction where the direction changes, to the first section of concrete, with a width varying from 4- 8m
- 249m length – 4m wide concrete deck
- 211m length – Timber deck
- 423m length – Concrete deck
- 133m length – 12m wide section to the centre of the Underwater Observatory
- 104m length – from the centre of the Underwater Observatory to the end of the jetty, timber section in good condition
- TOTAL LENGTH 1830m

In 2002, the Shire of Busselton signed Management Order 0400383 for Lot 350 on Deposited Plan 55296 on Reserve 46715 (Crown Land) through Department of Planning, Lands & Heritage for the purpose of Tourism and Recreation. This was the first formalised handover of responsibility from the State to the local government for the care of *Busselton Jetty*, which it is required to maintain in perpetuity. The designation was updated in 2020 to "Recreation, Tourism, Heritage Protection, Education and Marine Research".

In March 2003, the Underwater Observatory planned for the end of the jetty was towed to the site from Jervoise Bay, where the superstructure had been fabricated out of water on a barge. Construction of the observatory was a major engineering feat 'utilising 17 tonnes of reinforced steel in each section and with cast concrete base and walls'.[104] The observation chamber measured 9.5 metres in diameter, with 11 windows and was designed to accommodate up to 40 people at one time. The observatory was sunk 8 metres beneath the surface and anchored to the seabed using 17 post stressed anchors which were drilled through steel casings into the seabed and then filled with concrete to ensure complete stability. The observatory, which was officially opened on 13 December 2003, cost $3.6m.[105]

In 2004, the Shire of Busselton engaged BG & E Consulting Engineers to conduct a structural assessment of the Busselton Jetty, which was completed in March 2005. It identified severe structural problems to the northern (sea) end of the jetty which was immediately declared unsafe and unsound for any use or access. At the same time the jetty train service was halted, although the jetty was still considered safe for pedestrian traffic. The report also stated that the northern end of the jetty was beyond repair. As part of the report, options for addressing the structural problems of the *Busselton Jetty* were provided to the Shire of Busselton by BG & E for consideration.[106]

In late 2006, a concept plan for the Foreshore Revitalisation was released for public comment. A Working Group consisting of members from the Busselton Shire, Department for Planning and Infrastructure, the South West Development Commission, Tourism WA and Landcorp was formed to guide the process to look at sites on the Busselton foreshore that could be developed to finance the urgent and ongoing works to the jetty.[107]

The issue of funding to conserve Busselton Jetty was the subject of election promises in the 2004 and 2008 State elections and the 2007 Federal Government election. In November 2008, a $24M 'Royalties for Regions' grant from the State Government (administered by the South West Development Commission) was awarded to the Shire of Busselton for major rebuilding and restoration works at Busselton Jetty, without which the substantial repair project would never have commenced.[108] A further $1M was allocated by the Busselton Jetty Environment and Conservation Association (BJECA) and $2.1M by the Shire of Busselton.[109]

In 2009, prior to refurbishment, the Busselton Jetty was described as a predominantly timber jetty with a total length of approximately 1840m and a maximum width of 12m. The entry point of the jetty for public access was concrete and was 2m in width for a distance of 566m, until the jetty changed direction at Pier 144. The width of the jetty then expanded to 4m for a distance of 943m, and again to 12m in width for the remaining length of the jetty (260m).[110] There was a metal balustrade along the western side of the length of the jetty and there were light poles at regular intervals.

The 2009 description of the jetty recorded the following construction details[111]:

> For the length of the Jetty, there were groups of six pylons spanning the width which were 450mm in diameter and located at 4.2m intervals. Each pylon was over 12m in length, with roughly 4.5m buried into the sea bed. Located at a height which corresponded roughly with high tide lever, were two horizontal timbers (or walings) about 300mm by 150mm in section, fixed on each side of the section pylons by means of a single bolted connection which passed through both walings and the pylon between. Positioned transversely and over the walings were cross braces, 300mm by 150mm in section and aligned above the horizontal. Each cross brace spanned across the width of the six pylons, from directly below the longitudinal decking beams to a point immediately over the walings. Each cross beam was attached to the two pylons that it crossed with a single bolt. Only about 487m out of the total jetty length retained the original style of timber decking, the remainder having been covered and/or replaced with concrete panels. The surviving decking timbers were 250mm wide and 80mm deep, and were laid at right angle to, and fixed to the decking beams by means of iron spikes about 25mm long, with one spike at the end of each decking timber. The northern end of the jetty was inaccessible due to the damage caused by the 1999 fire.

The jetty was closed to public access on April 2009 and in May 2009 a $27.1M contract for the refurbishment of the jetty was awarded to Marine & Civil Construction Company Pty Ltd.[112] This contract included:

The complete replacement of approximately 50% of the 1.8km existing Jetty structure (including demolition of approximately 900m of the existing jetty); Temporary dismantling for substantial repairs to the remaining 50% of the jetty; Driving of approximately 200 new timber piles and 108 steel piles predominantly for the new 900m section; Reconstruction of various parts with timber decking to address heritage values[113]

100 Busselton Jetty News and Information, February 2000, p. 3.

101 Commonwealth Government Regional Solutions Programme Application, op cit., p. 28.

102 Len Bowling, Executive Officer – Busselton Jetty Environment & Conservation Association (Inc.), email to Clare Schulz, HCWA staff, 22 May 2003, on HCWA File P0423.

103 The Heritage Council arranged for these measurements to be taken by Kevin Kealley, Construction Supervisor for the jetty in July 2003.

104 Intersector Online Vol. 9, No. 25, 19 December 2000, p. 13.

105 Scourfield, Stephen, 'Boardwalk to the Future' in The West Australian Weekend Extra, Saturday 15 Marach 2003, p. 17

106 BG & E Consulting Engineers, 'Busselton Jetty Structural Assessment Report', prepared for the Shire of Busselton, March 2005.

107 Palassis Architects, 'Busselton Jetty: draft Conservation Plan', Subiaco WA, March 2007, p. 23.

108 Media clippings, HCWA file P00423; Shire of Busselton http://www.busselton.wa.gov.au

109 Busselton Jetty Refurbishment Fact Sheet, Shire of Busselton http://121.50.208.46/busselton/jettyupdate.pdf

110 Description from 2009 Heritage Council assessment. Measurements determined from a drawing obtained from the Busselton Jetty Environment and Conservation Association Inc, titled 'Busselton Jetty (not to scale)', 16/4/2002. All dimensions approximate.

111 Description from 2009 Heritage Council assessment. All measurements and structural assessments were obtained through the examination of PWD Plan Number P08721-04-01, 1875; PWD Plan Number P03151-01-02, 1896; PWD Plan Numbers P14520-03-01, P14520-02-01 and P14520-01-01, 1909; PWD Plan Number P08271-01-01, 1962.

112 Media Clippings, HCWA file P00423.

113 Busselton Jetty Refurbishment Fact Sheet, Shire of Busselton. http://121.50.208.46/busselton/jetty update.pdf

The Skeleton Jetty was determined to be in very poor condition and a new section of jetty was constructed on the adjacent alignment, leaving two sections of the original framework (without decking) as interpretation nodes.[114]

Other works completed as part of the refurbishment included new timber balustrades, fishing/swimming platforms, a disabled access ramp to a low level fishing/swimming platform, seats and fish cleaning stations. The rotunda at the former junction of the Queen Street Jetty and the Skeleton Jetty was demolished.

A separate contract was awarded to Nicole and Alex Mickel for the design, fabrication and installation of a series of shelters, sculptural markers and heritage information panels and plaques, positioned along the refurbished jetty. This funding was made available in order to comply with the City's Percent for Art Policy. In 2012 this project received a high commendation in the Western Australian Heritage Awards, under the category of Outstanding Interpretation Project.

The refurbished Busselton Jetty was officially reopened to the public by the Premier of Western Australia, the Hon. Colin Barnett MLA, on 5 February 2011. The jetty train service recommenced in March 2011 and the full scope of conservation and reconstruction works were officially completed in June 2012.[115]

In June 2011 funding of $6.1M was announced for the next stage of works to the waterfront adjacent to the jetty.[116]

Signage on the jetty in 2012 stated that following the refurbishment, a survey by the Shire of Busselton has confirmed that the jetty is now 1820m in length, measured from the shore.

In March 2017 the City of Busselton signed a 42 year Licence agreement with Busselton Jetty Inc. (the former Busselton Jetty Environment and Conservation Association Inc, who were established in 1987) which allows them to conduct certain commercial activities on the Jetty, with 25% of all ticket sales revenue contributing to the Jetty Maintenance Reserve Fund that ensures the ongoing maintenance and protection of the Jetty structure itself.

Since 2012 the infrastructure at Busselton Jetty has continued to be enhanced to support tourism activities, with the addition of a cruise ship tender platform (2016), the construction of the Busselton Jetty Administration Building and Railway House (2017) and the construction of the Underwater Sculpture Park below the northern end of the Jetty (2023). The Busselton Jetty Interpretive Centre undewent a refurbishment in 2023. From 2016-2024, Busselton Jetty has seen an average annual increase in visitors of 8%, and welcomes over 850,000 visitors (paid and unpaid) per year.[117]

114 A third interpretation node was demolished after it was severely damaged when impacted by a barge during a storm event in April 2010, HCWA file P00423.

115 Media clippings, HCWA file P00423.

116 Media clippings, HCWA file P00423.

117 Supplied by Busselton Jetty Inc., 2025

Image 38: Replacement of piles and headstocks underway at Busselton Jetty during 2013. *SMC Marine.*

Chronology

1832	European settlement in the Vasse region commenced with earliest land grant to John Bussell and subsequently John Molloy.
1836	Townsite of Busselton planned and surveyed by Lieutenant Bunbury, the name chosen in honour of the early settlers, the Bussell family.
1839	24 April Governor Hutt officially appointed the location in Geographe Bay to become the legal place for the loading and unloading of goods for the Vasse settlement.
	Early warning light, the 'Tub' erected near the Busselton townsite in Geographe Bay as a beacon for visiting ships.
1847	The Vasse settlement officially gazetted as 'Busselton'.
1840s	Agriculture and whaling significant early industries of the Vasse region. Commercial harvesting of hardwood timbers from nearby forests commenced.
1864	Tenders called for the supply of timber for a jetty for the Vasse port.
1865	First stage of *Busselton Jetty*, originally known as the Vasse Jetty, completed measuring approximately 176m in length and constructed entirely of timber. Henry Yelverton awarded contract for construction.
1870s	Port facilities at Vasse considered inadequate, compounded by growing timber industry.
1872	The 'Tub' replaced by a lighthouse. Extensions to *Busselton Jetty* made by Samuel Rose.
1875	*Busselton Jetty* lengthened by a further 143.3m by Knapton & Mewett. End point known as No.1 Head.
1881	Growth in tourism led to an official agreement to ensure vessels stopped at Vasse if they carried passengers & cargo.
1883	Contract awarded to Yelverton to extend Vasse Jetty (*Busselton Jetty)*. Work delayed due to lack of equipment.
1884	Further 229m of *Busselton Jetty* constructed to improve conditions for shipping at the Port. Contract secured by Yelverton.
1886	Timber industry recommended further extensions with requirement for *Busselton Jetty* to extend into deeper water.
1887	Further 353m of *Busselton Jetty* constructed.
1890	40m extension of *Busselton Jetty* constructed reaching No. 2 Head. Low water depth at No. 2 Head of 4.3m.
1894	Extension to *Busselton Jetty* of 35m proposed but considered insufficient for intercolonial steamers. *Busselton Jetty* extended by 130m.
1895	*Busselton Jetty* extended by 150m.
1895-96	Further 261.6m extension constructed. *Busselton Jetty* completed to No. 3 Head providing new water depth of 6.1m.
1900s	Busselton recognised as a tourist town, and a leading summer & health resort for the State. *Busselton Jetty* valued for recreational & leisure qualities.
1907	Length of *Busselton Jetty* stated as 4032 feet (1229m); with head: 250 feet (76.2m) in length & 35 feet (10.6m) in breadth.
	Structural test of jetty undertaken & weaknesses revealed.
1908	Engineer recommends construction of skeleton jetty, east of old jetty, to replace earliest section adjoining later additions. Economic justification for alterations provided by rapidly growing dairy and timber industries.
1909-11	Extensive alterations to *Busselton Jetty* undertaken comprising construction of new approach (Viaduct or Skeleton Jetty) & strengthening & lengthening of previous extensions.
1911	*Busselton Jetty* measures 1824m from the shoreline to the end of its new berthing head & purported to be the longest sea jetty in the Southern Hemisphere. *Busselton Jetty* extensions opened by Premier, 1 March. Social amenities added to *Busselton Jetty* & sea-baths constructed between original jetty & new Viaduct.
1918-23	Timber exports increase after World War I & *Busselton Jetty* reached peak usage.
1925	A 34ft section of the jetty was destroyed including the decking and large portion of the understructure
1933	Lighthouse demolished. A 60ft section of the jetty was completely destroyed by fire, likely started by a fisherman throwing a cigarette away.
1937	A cyclone hit Busselton causing extensive damage to the jetty, including uplifting of decking plants and loosening of piles and railings. The women's bathing sheds were completely washed away and bathing facilities on the each were damaged. Fishing vessels broke their moorings.
1951	Berthing head at the end of *Busselton Jetty* widened
1960	16m extension to *Busselton Jetty*. Length reaches approximately 1840m.
1972	*Busselton Jetty* ceased operation as shipping facility. Government proposes to demolish *Busselton Jetty*.
1978	Cyclone Alby destroyed much of oldest section of *Busselton Jetty*. Community support for retention of *Busselton Jetty* galvanised.
1980s	Government & community funding raised for ongoing maintenance of *Busselton Jetty*. Shire of Busselton holds licence for *Busselton Jetty* from Western Australian Department of Transport & administers capital works.
1987	Establishment of Busselton Jetty Preservation Society (later the Busselton Jetty Environment and Conservation Association Inc.) a community organisation dedicated to raising funds to protect and preserve *Busselton Jetty* and its environment
1990	Major reconstruction of *Busselton Jetty*.
1995	Train service commenced operation on *Busselton Jetty* railway line previously used to transport cargo.
1999	Fire at end of *Busselton Jetty* isolates last 150 metres.
2001	Interpretative Centre opened at entry point to *Busselton Jetty*.
2003	Under Water Observatory constructed towards the northern end of *Busselton Jetty*.
2004	Structural assessment of *Busselton Jetty* commissioned by Shire of Busselton.
2006	Concept plan for *Busselton Jetty* foreshore revitalisation released for public comment.
2011	$27M refurbishment of the jetty structure was completed
2016	Life-size whales are painting on the concrete deck surface of the jetty head.
2016	Cruise Ship Tender Platform added in Section 2
2017	Solar powered train commences tourist operations along the Jetty
2017	Feasibility Study undertaken by Simon McArthur on new business development opportunities
2023	New Underwater Sculpture Park installed at seaward end of Jetty, near UWO
2023	Refurbishment of Interpretive Centre
2024	Land-based Marine Discovery Centre opened to support Jetty tour operations

PHYSICAL EVIDENCE

The Physical Evidence is based primarily on observations made by H+H Architects during site inspections undertaken in 2022, with additional reference to the Heritage Council of Western Australia's Assessment Documentation for *Busselton Jetty* (dated 22 November 2013), as well as the 2007 Conservation Plan by Palassis Architects, noting that significant changes have occurred to the authenticity and condition of the fabric in this period.

Nomenclature

Jetty Sections

For consistency, H+H Architects has prepared the physical evidence to align with current jetty section nomenclature used by the managers of the Place instead of the sections as described by the Physical Evidence in the HCWA Assessment Documentation or the 2007 Conservation Plan, which pre-dated major changes to the physical fabric.

The jetty is identified by ten numbered sections as originally nominated in the 2005 BG&E Engineering reports and the 2009 BG&E drawings except as more recently varied with the following boundary adjustments:

- All section boundaries and chainage references are identified to occur at adjacent superstructure beam/truss splice joints and associated changes in deck types, instead of the adjacent pier centrelines previously utilised by BG&E; and,
- The section 1/2 boundary is redefined from Pier 13 to Pier 20A (splice joint) where the timber deck changes to concrete deck, so that Section 1 West includes the entire timber decked portion.

Pier Numbers

Pier/pile numbers are as originally assigned by the State Government. Suffixes "A" and "B" were added by BG&E Engineers in 2009 to identify replacement piers located adjacent and slightly offset from original pier positions. Pier numbers are engraved in the timber handrail for identification onsite.

Typical Details

Balustrade/Handrails & Kerb-rails

The jetty balustrade for the full length of the jetty is typically designed to match the early/original jetty detail which comprises a rectangular mid-rail with single horizontal bolt connection through the timber stanchion post and a square top-rail laid on the diagonal (to assist with water shedding), checked into the stanchion post and held in place with steel strapping and two horizontal bolt connections. The stanchion posts are typically fixed to the outside face of the superstructure (through the 'stringer beam'), with additional angle brackets fixing them back to the upper concrete deck. The timber balustrade is painted white throughout.

The kerb-rails installed to the timber deck sections typically comprise unpainted hardwood timber sections 200mm w x 200mm h with spliced joints and vertical bolt connections. Where the decking is concrete, the kerb rails are typically incorporated into the balustrade as a rectangular kick-rail fixed to the stanchion post and painted white.

Timber Decking

Timber decking typically comprises 250mm wide hardwood boards laid to span the full 4m width of the jetty neck with gaps between for drainage. Steel deck spikes are used for fixing to the superstructure below, set offset at each spacing to manage timber movement/ shrinkage.

Concrete Decking

Concrete deck thickness varies depending on the different jetty section but is typically 125mm thick reinforced concrete for the sections constructed/refurbished in the 1990s, and 200mm thick reinforced concrete for the sections constructed in 2010 and onwards. Concrete deck panels are typically precast panels with bevelled edges and precast fixing/lifting points that were grouted at installation creating a flush surface. The concrete finish is typically a broom finish, with each panel laid parallel with the timber decking boards, spanning the full width of the jetty neck.

Lighting

6m high modern vertical light poles with fold-down arms for maintenance/servicing are typically located along the western edge of the jetty, mounted on steel outriggers to set them away from the deck edge. Light poles on the western edge are typically spaced at four bent intervals, and are located at jetty piers 9A, 16A, 24A, 32A, 40A, 48A, 56A, 64A, 72A, 80A, 88A, 96A, 104A, 111A, 119A, 127A, 135A, 151A, 158, 166, 174, 182, 190, 198, 206, 212, 220A, 227A, 235A, 242A, 250A, 266, 274, 282, 290, 296, 305, 311, 319, 327, 335, 343, 363, 371, 382A, 394A and 405. There are also additional light poles installed on the east edge of the jetty neck in proximity to the lower fishing/swimming platform 2A (at Piers 42A and 46A) to assist with functionality and safety of this zone. The electrical conduit servicing the light poles are mounted to the outer edge of the jetty, on the 'stringer' beams that run below deck.

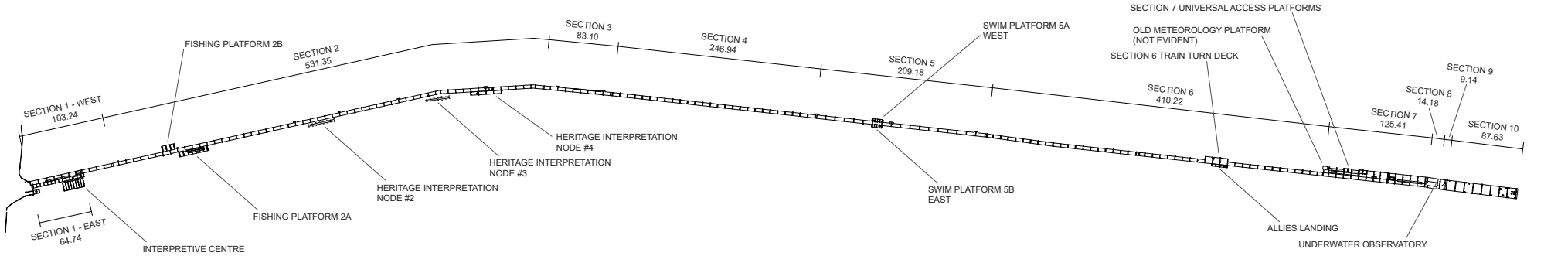


Figure 4: Plan of Busselton Jetty. *H+H Architects, 2022.*

Rail Line

A steel profile rail line is installed for the full length of the jetty neck, terminating at the Bovell Platform between piers 373 and 375, south of the Underwater Observatory. The rail is bolt fixed to the deck surface.

Yellow line markings are painted parallel to the rail line for the length of the track to assist in visibility and trip hazards.

Mooring Bollards

There are an array of salvaged mooring bollards associated with different shipping phases of Busselton Jetty located at the landing, along the neck and also at the jetty head. The bollards are typically the traditional cast-iron design with either a single or double lip bollard set on a wide base plate which was vertically bolted to the jetty, usually on a purpose-designed mooring pier. Bollards are currently located at Pier 0, on the lower platform of Heritage Interpretation Node #4 (near Pier 119A), Pier 252A, Pier 319, Pier 375 (at the tramway terminus) and on the Jetty Head (Section 10) at Piers 382A, 388A (both east and west sides), 394A (both east and west sides), 397A, 402A (both east and west sides) and Pier 405 (both east and west sides). The bollards typically include a small interpretive signage panel nearby as they are part of a heritage trail that runs the length of the jetty.

None of the large mooring bollards are used for their original purpose and their placement appears to relate to interpretative uses only.

The small twin lipped mooring bollards on the 2016 Lower Platform (positioned between Piers 34A and 38A) appear to be used for tying up small watercraft as there is evidence of fendering to this platform.

Ladders

Safety ladders are located at regular intervals for the full length of the jetty platform to comply with safety requirements. The ladders are typically modern components that are fixed back to the jetty sub-structure and the upper balustrade, where small gates are created with chain-lock to prevent accidental falls into the water below. The ladders are located primarily on the east edge of the jetty neck, opposite Piers 14A, 26A, 50A, 62A, 72A, 86A, 96A, 108A, 119A (to Lower Platform at Heritage Interpretive Node #4), 133A, 147A, 391A, and on the western edge at Pier 160, 172, 180, 192, 204, 215A, 237A, 247A, 260, 270, 280, 294, 307, 329, 341 and 367.

The lower fishing/swimming platforms also include ladders to allow for easy water access.

Furniture

There is an array of different furniture positioned along the jetty neck and at the Jetty Head, near the Underwater Observatory. Along the jetty neck, purpose-designed projections of the deck width have been created to accommodate the range of bench seats and rubbish bins, allowing refuges setback from the tourist tram and general pedestrian traffic. Rubbish bins are currently located at Piers 34A (opposite, on east edge), 117A and 125A (as part of Heritage Interpretation Node #4) and 361.

Timber bench seats are located at Piers 70A, 98A, 153A and there are an array of more modern 'recycled plastic' bench seats on the Jetty Head, between Piers 402A and 405.

Fish Cleaning Stations

There are a number of fish cleaning stations along the length of the jetty neck and these typically comprise a timber bench with inset stainless steel sink and fresh water supply, with sinks discharging direct into the water below. Fish cleaning stations are located on the western edge of the jetty neck at deck projections at Piers 22A, 82A, 141A and 210B. The fish cleaning stations include basic signage relating to catch limits and minimum sizes.

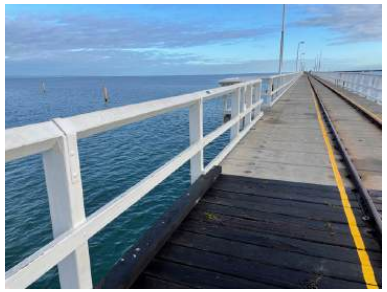


Photo 1: View of transition between timber/concrete decking and kerb-rail and balustrade details. *H+H Architects, 2022.*

Photo 2: View of fish cleaning station. *H+H Architects, 2022.*

Photo 3: View of salvaged bollard which forms part of the Bollard Trail across Busselton Jetty. *H+H Architects, 2022.*

Photo 5: Detail view of typical carved Pier markers in balustrade at Busselton Jetty. *H+H Architects, 2022.*

Photo 4: View of timber furniture, Busselton Jetty. *H+H Architects, 2022.*

Photo 6: Detail view of typical interpretive panel at Busselton Jetty. *H+H Architects, 2022.*

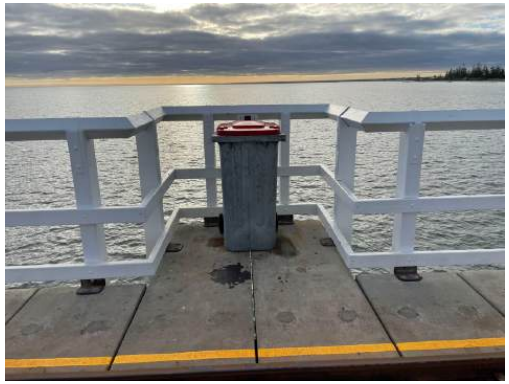


Photo7: Detail view of typical bin recess at Busselton Jetty. *H+H Architects, 2022.*

Context of the Place

Busselton Jetty is located in Geographe Bay, on the main beachfront of the town of Busselton in the southwest of Western Australia. The jetty itself comprises a maritime structure constructed of a mixture of timber, steel and concrete with attached buildings including the Interpretive Centre (at the landward end) and the Underwater Observatory (at the seaward end). Busselton Jetty commences at the shoreline in the general alignment of an extension of Jetty Way/Stanley Street and extends into the bay on a NNW bearing.

Historically, Busselton Jetty had two distinct entry points, Queen Street and Stanley Street. Queen Street was the alignment of the original jetty, built in 1865 and extended on a number of occasions in later years. The majority of this component of the jetty was demolished following Cyclone Alby in 1978, but remnants are still visible in the waters of the inlet, namely timber piles that extend intermittently out from the beach to a distance of 18m. The starting point of the original jetty is generally recognised to be about 40m back from the low water mark.

The 1911 railway Viaduct extended from the road intersection of Stanley Street and Marine Terrace and connected with the main jetty structure at Pier 144 (along what was known as the Skeleton Jetty). The current railway line starts someway back from shore, where there is a railway shed and siding incorporated into the headquarters of Busselton Jetty Inc.

To the east and west of the jetty are other small jetties and pile remnants. The foreshore park consists of landscaped recreation spaces including a Skate Park, Adventure playground, junior play ground as well as public open spaces, gardens, footpaths and distinctive Moreton Bay Fig trees and Norfolk Island Pine trees that characterise the setting. Other elements include multiple hospitality venues, Railway House (including Busselton Visitor Centre and Ballaarat Room).Busselton Surf Life Saving Club, public change rooms and toilet amenities, seating areas and carparks. There is a memorial statue of Nicolas Baudin and an information plaque for the old Queen Street jetty alignment, as well as other artistic and interpretative sculptures.

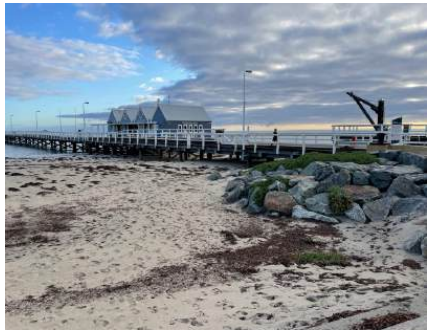


Photo 8: View of landing of Busselton Jetty showing groyne and beach setting. *H+H Architects, 2022.*

Photo 9: View of Busselton Jetty as seen in the seascape of Geographe Bay. *H+H Architects, 2022.*

Photo 10: View of Interpretive Centre, Busselton Jetty. *H+H Architects, 2022.*

Photo 11: View of landing of Busselton Jetty showing bollards and gates near entry. *H+H Architects, 2022.*

Description of the Place

The Main Jetty

The original Jetty was of standard timber construction and built in nine stages between 1865 and 1911. Repairs and refurbishment since the late twentieth century has seen the introduction of concrete slab decking over large sections of the jetty deck and the replacement of some of the deteriorated timber piles with steel piles and substructure (sections 5 and 10). The 4m wide sections of the jetty are generally supported by paired timber piles braced with walers and braces and half-cap assembly (forming each jetty bent) supporting timber stringers and a timber superstructure and deck. The steel piles are more widely spaced along the jetty and do not have horizontal or cross bracing, which makes these sections clearly identifiable in views from the shoreline. The older timber structure supporting the decking has generally been replaced with steel framing as part of ongoing maintenance. It should be noted that the oldest parts of the jetty remaining intact date back to the 1960s only, with the majority of the existing jetty dating from the 1990s onwards.

The first part of the jetty extends in a northwest direction from the shore for approximately 566m and then changes direction across two bents to a north-northwest alignment. The second bent marks the location where the Skeleton Jetty formed a junction with the original Queen Street jetty.

Railway lines (originally associated with the loading of cargo) provide a tourist train service from the Interpretive Centre at the landward end to the Underwater Observatory at the seaward end.

Numbers are engraved on the top rail of the timber balustrade along the western side of the jetty and provide fixed reference points for the features described below. Jetty mark '0' locates the first pile bent. The numbered sections generally relate to the different works completed as part of various refurbishments of the jetty in the late 20th and early 21st centuries, resulting in varying fabric and detailing along its length.

Jetty landing and Crane deck

The entrance to the jetty is defined by a concrete paved promenade flanked by low limestone block walls along the beachfront. Large cast-iron mooring bollards mounted on the ends of the limestone walls mark the point where the jetty landing commences, and interpretive signage panels indicate that the mooring bollards form part of a trail that extends to the jetty head. This area includes a bronze statue entitled 'Fish' (2011), a plaque for the official opening of the refurbished jetty (5 February 2011) and a red-painted donation box. There is a reconstruction of a c.1885 Netherton Crane that had previously operated on the jetty (2000-2001) which is mounted on its own free-standing deck projecting over the beach. The crane deck has a timber deck surface and balustrades and kerb rails to match the detailing of the main jetty.

The landing area includes white-painted timber balustrade sections (that match the main jetty) to act as safety barriers between pedestrian traffic and the tramway, particularly where they intersect with public footpaths that extend east and west along the foreshore park.

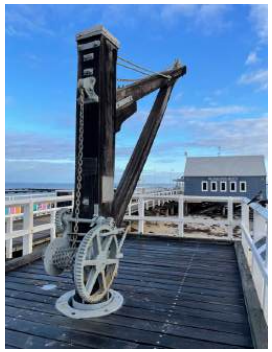


Photo 12: View of Netherton Crane. *H+H Architects, 2022.*

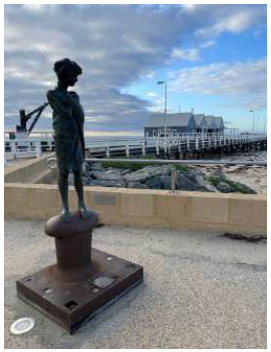


Photo 13: View of 'Fish' sculpture. *H+H Architects, 2022.*

Photo 14: View of Interpretive Centre. *H+H Architects, 2022.*

Jetty Section 1-West (Piles 0 – 20A)

The jetty commences with a 65m long section which is 4.6m wide and was constructed in 2010. The jetty bents are typically a pair of treated timber piles with steel superstructure supporting a timber deck. This section includes entrance gates, a ramp and platform for the jetty railway (constructed 2011) and an interpretation panel regarding the history of construction of the place. Steel rail tracks are located centrally through Section 1-West, which allows the tourist tram to run the full length of the jetty neck. The timber deck boards are typically 250mm wide hardwood and there is a timber kerb rail along the western edge, as well as a painted timber handrail designed to match the early/original balustrade details.

Jetty Section 1-East (Piles 0-13)

Attached immediately adjacent to Jetty Section 1-West, this portion of jetty was constructed in 1999 and refurbished in 2010 and comprises treated timber piles supporting a steel superstructure and 125mm thick concrete deck. The East section primarily functions to direct visitors to the adjacent Interpretive Centre (constructed 2001) which accommodates a ticket office, retail outlet, gallery, museum and interpretive displays dedicated to the *Busselton Jetty*. There is a timber kerb rail along the eastern edge of Section-1 East, as well as a painted timber handrail designed to match the early/original balustrade details.

Interpretive Centre (Piles IC0-IC8)

The Interpretive Centre is constructed on its own treated timber pile structure supporting a concrete deck, positioned immediately adjacent to the jetty structure. The building consists of four gable-roofed attached forms, clad with painted weatherboard and corrugated steel roofing, and forms a distinctive and well-known landmark at the entry to the Jetty. The Interpretive Centre was constructed in 2000-2001.

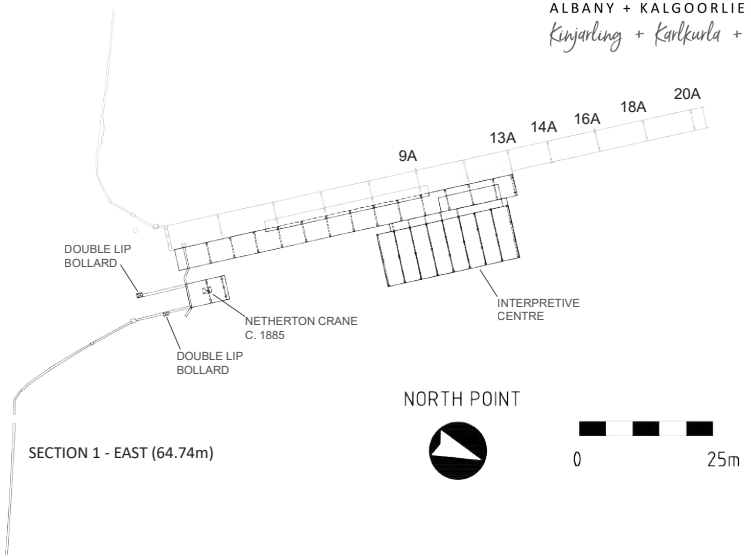


Photo 15: View of Roy Morris Platform in Jetty Section 1- West. *H+H Architects, 2022.*

Photo 16: View of Roy Morris Platform in Jetty Section 1- West. *H+H Architects, 2022.*

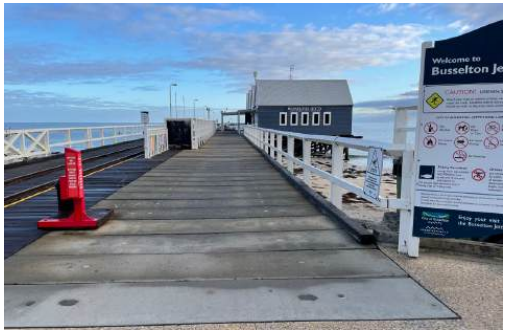


Photo 17: View of concrete deck at Jetty Section 1- East. *H+H Architects, 2022.*

Photo 18: View of Jetty Section 1- East and Section 1- West. *H+H Architects, 2022.*

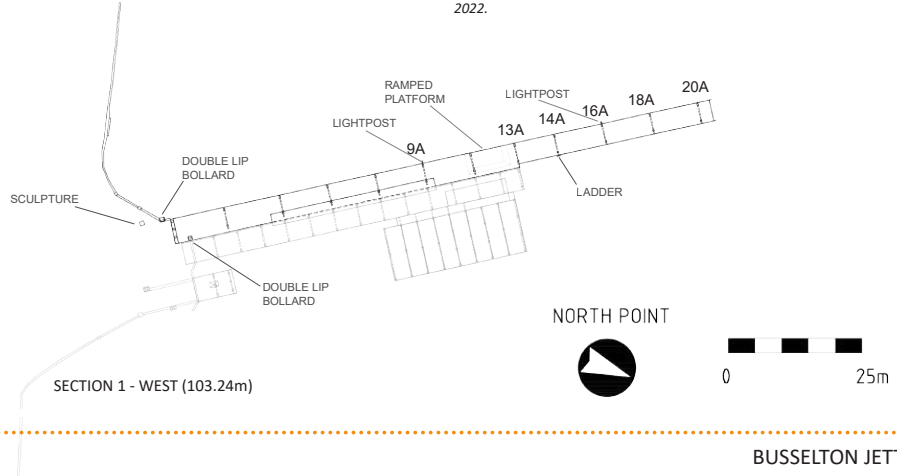


Photo 19: Detail view of timber deck and rail track to Jetty Section 1- West. *H+H Architects, 2022.*

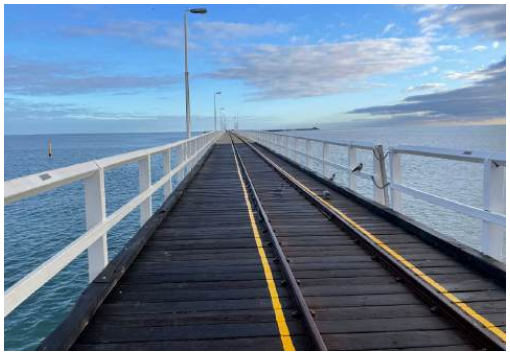


Photo 20: View of timber decking to Jetty Section 1- West showing timber balustrade and kerb-rail detail. *H+H Architects, 2022.*

Jetty Section 2 (Piles 22A-137A)

Past the Interpretive Centre the former 2.6m wide Skeleton Jetty was largely demolished in 2009-2011, with two sections retained as detached, undecked framework for the purpose of interpretation (located between Piers 72 to 80 and Piers 106 to 111). Adjacent to the former Skeleton Jetty, on its western side, a new 570m long by 4m wide section was constructed on timber piles with a steel superstructure supporting the 200mm thick concrete decking.

The retained sections of Skeleton Jetty in Section 2 (dating from 1967-1979) have reduced in size from their earlier configuration. Of the remaining 8 jetty bents retained in 2009 to create Interpretive Node #2, there are only 12 piles still standing between Piers 72 and 80, connected by only two lengths of timber stringer beams and partial half-caps. The distinctive jetty bent design of the original structure is still evident however, including the raked timber piles with braces and walers supporting a half-cap assembly with corbels supporting the stringer beams above. Many of the bolted connections are intact and the large member sizes are deteriorated but still standing. The portion still standing between Piers 106 and 111 (Interpretive Node #3) still comprises 7 jetty bents, although one pile is missing at the northern end, again the original jetty bent design and distinctive form of the original is still evident. The remaining timber structures appear to be popular nesting sites for local seabirds.

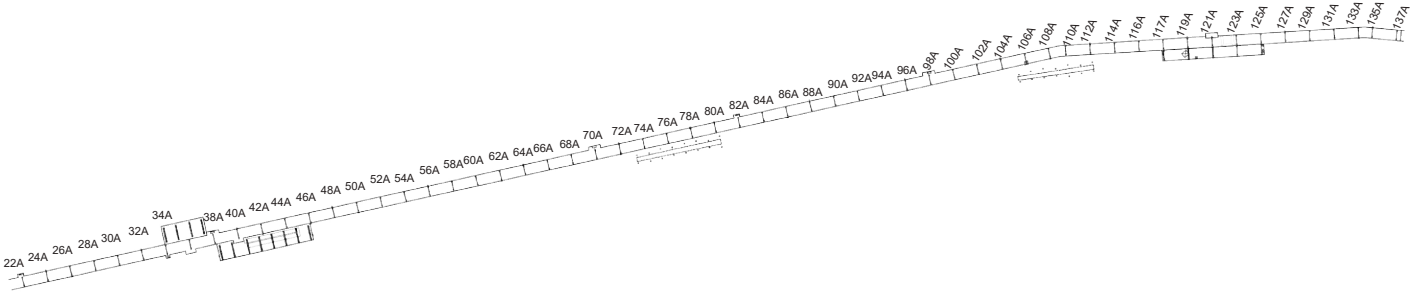
Heritage Interpretation Node #4 is located at the northern end of Section 2 and comprises a widened deck section between Piers 117A and 125A constructed in 2012 with timber piles and steel superstructure supporting a timber deck which is positioned on the east side of the main concrete jetty neck. There are a number of modern interpretive elements in this node including a timber and steel sculptural artwork inspired by a weather-vane motif, a curved-roof shelter (at Pier 121) which functions as a tram stop and windbreak, as well as general visitor amenities including water drinking fountain, bins and signage.

Platform 2A

There is a low-level fishing platform positioned between Piers 38A and 46A, that was constructed prior to 1994 (when it was refurbished). Fishing Platform 2A comprises a fully timber-framed substructure and superstructure, with timber piles, hardwood stringer beams (typically 3x 360mm x 180mm laid at 2.05m centres) and a timber deck. Access to Platform 2A is via a timber-framed universal access ramp that has an FRP decking and painted timber balustrades and kerb rail, or a steel-framed straight stair with timber treads and timber handrails. The Platform itself has great amenity with fendering to its perimeter and mooring bollards for light watercraft, as well as timber seating and piles that form interpretive elements. There is an upright swim ladder at the northern and southern ends of the platform.

In 2016 a lower level fishing/swimming platform was constructed on the west side of Section 2, between Piers 34A and 38A, which complements Fishing Platform 2A, comprising a timber-piled structure with timber deck including timber furniture that are similar to those on Platform 2A, albeit including some steel-framing. The 2016 platform is accessible only by a straight stair of the jetty neck, and has a single swim ladder on the southern end of the platform, and fendering on the outer edge as well as small mooring bollards.

A number of panels and stainless steel plaques affixed to the balustrade elements along Section 2 interpret the history and use of the jetty, including a history of the Skeleton Jetty, shipping, recreational use and the destructive force of nature.



SECTION 2 (531.35m)

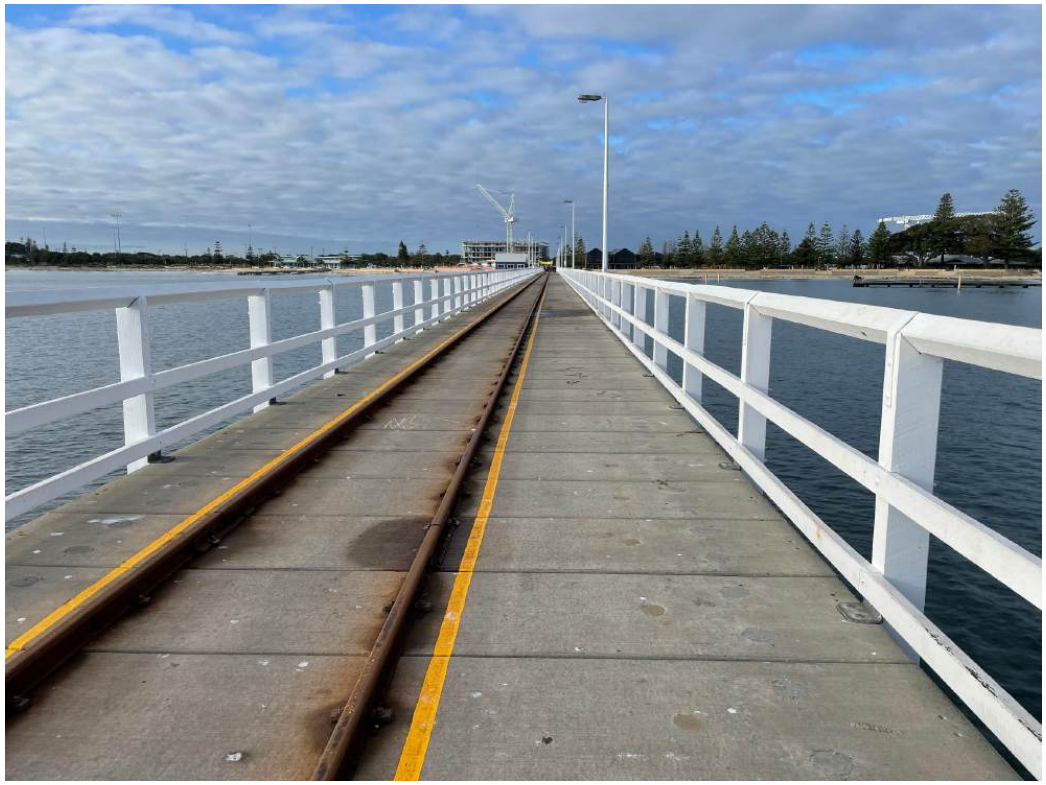


Photo 21: View of concrete deck and rail track to Jetty Section 2 looking south. *H+H Architects, 2022.*

Photo 22: Detail view of jetty bent with timber piles and steel superstructure to Section 2. *H+H Architects, 2022.*

Photo 23: Detail view of upper landing, Section 2, Busselton Jetty. *H+H Architects, 2022.*

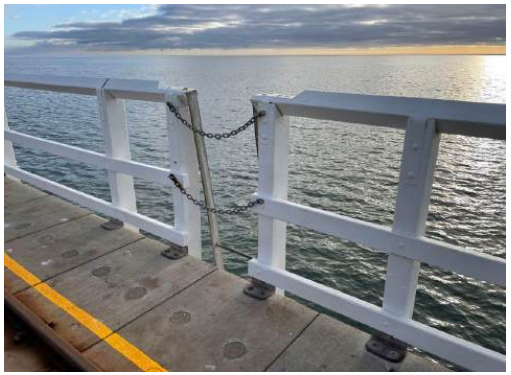


Photo 24: Detail view of typical safety ladder & chain gate, Section, Busselton Jetty. *H+H Architects, 2022.*

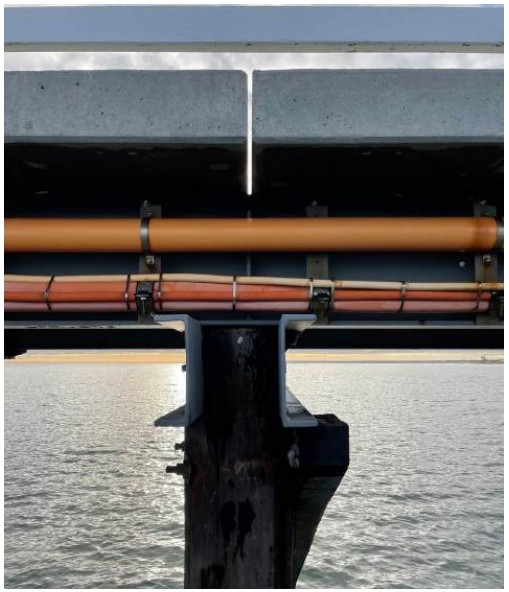


Photo 29: Detail view of half-cap detail, Section 2, Busselton Jetty. *H+H Architects, 2022.*

Photo 30: Detail view of swimming ladder to lower platform, Busselton Jetty. *H+H Architects, 2022.*

Photo 25: Detail view of upper landing to Platform 2B, Section 2, Busselton Jetty. *H+H Architects, 2022.*

Photo 26: View of typical jetty bent detail with timber piles and steel superstructure, Section 2, Busselton Jetty. *H+H Architects, 2022.*

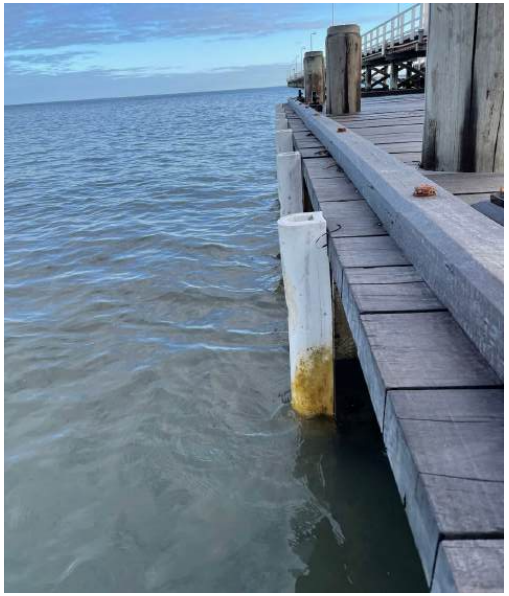


Photo 31: Detail view of fendering to lower platform. *H+H Architects, 2022.*

Photo 32: Detail view of mooring bollard to lower platform. *H+H Architects, 2022.*

Photo 27: Detail view of Platform 2B, Section 2, Busselton Jetty. *H+H Architects, 2022.*

Photo 28: Detail view of Platform 2B, Section 2, Busselton Jetty. *H+H Architects, 2022.*

Photo 33: View of access ramp to lower platform 2A. *H+H Architects, 2022.*

Photo 34: View of access stair to lower platform 2A. *H+H Architects, 2022.*

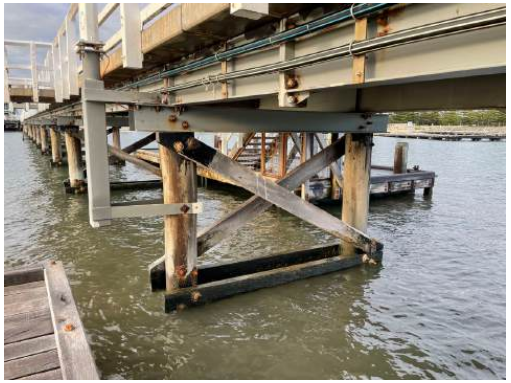


Photo 35: Detail view of Jetty bent detail to Jetty Section 2 showing outrigger support for light poles. *H+H Architects, 2022.*

Photo 36: Detaill view of steel stringer beam and concrete deck, Section 2. *H+H Architects, 2022.*

Photo 37: View of upper landing to lower platform 2A. *H+H Architects, 2022.*

Photo 38: Detail view of strapping to top rail of balustrade. *H+H Architects, 2022.*

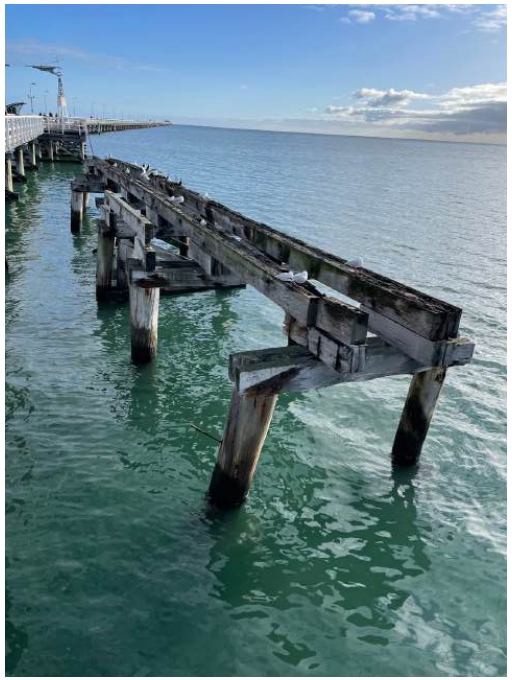


Photo 39: View of Interpretive Node #3 showing remaining timber jetty bents and stringer/rail beams affixed to half-caps. *H+H Architects, 2022.*

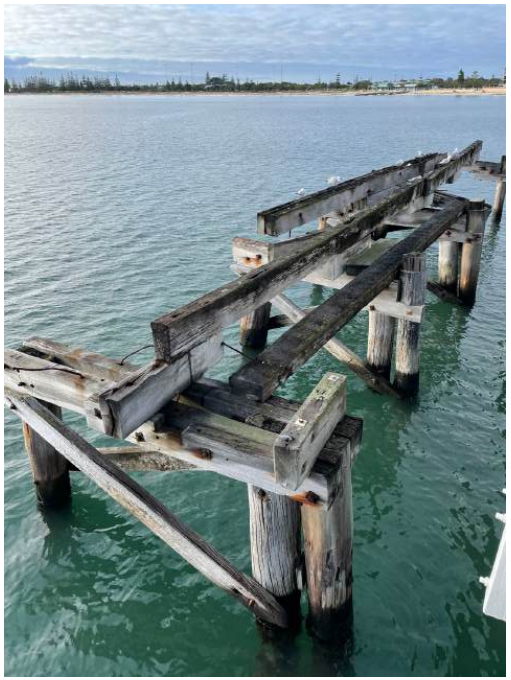


Photo 40: View of Interpretive Node #2 showing remaining timber jetty bents and stringer/rail beams affixed to half-caps. *H+H Architects, 2022.*

Photo 41: View of Interpretive Node #3 showing remaining timber jetty bents and stringer/rail beams affixed to half-caps. *H+H Architects, 2022.*

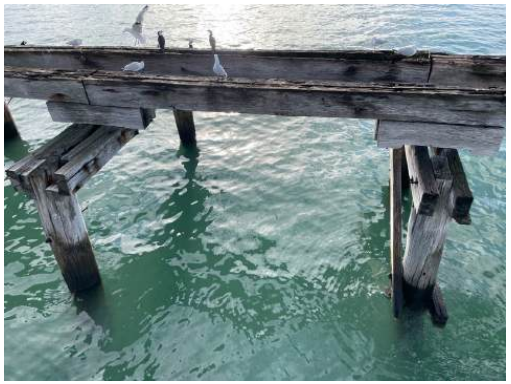


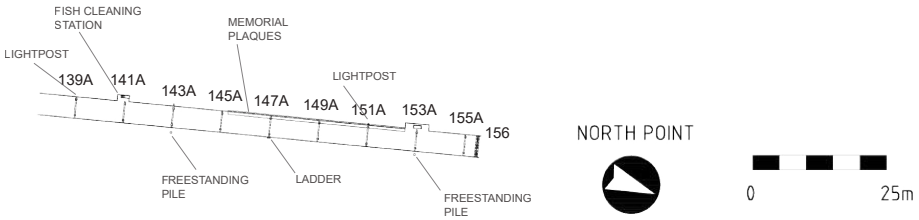
Photo 42: View of Interpretive Node #2 showing remaining timber jetty bents and stringer/rail beams affixed to half-caps. *H+H Architects, 2022.*

Jetty Section 3 (Piles 139A-155A)

In 2009-2011 this 82m long section of jetty was fully demolished and replaced with a new 4m wide section built on the same alignment with timber piles, steel superstructure and concrete panel decking. Section 3 commences just after the jetty alignment reverts to a more north north-west direction and includes a fish cleaning station and memorial seat (dedicated to Kate Cornwell, 1916-1996).

A series of memorial plaques commemorating local Busselton people who frequented the jetty or died at the jetty have been affixed to the centre rail of the new timber balustrade along the western side (between jetty Piers 145A and 153A).

There are two free-standing timber piles evident in the water on the east side of the current jetty alignment, opposite Piers 143A and 153A which are no longer attached to the main structure nor have any remaining superstructure evident.



SECTION 3 (83.10m)

Photo 43: View of free-standing pile in Section 3, Busselton Jetty. *H+H Architects, 2022.*

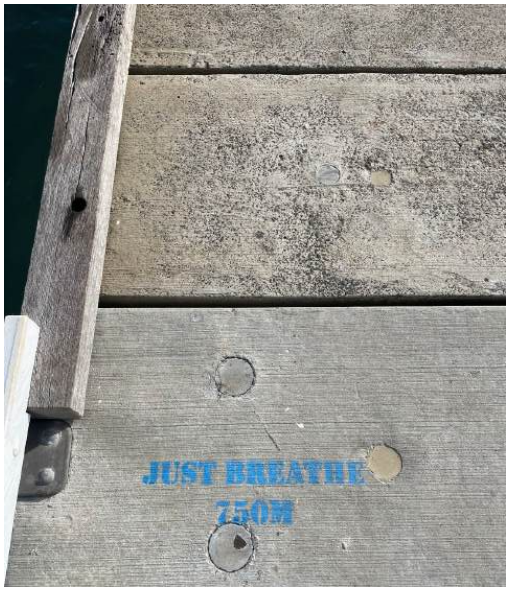
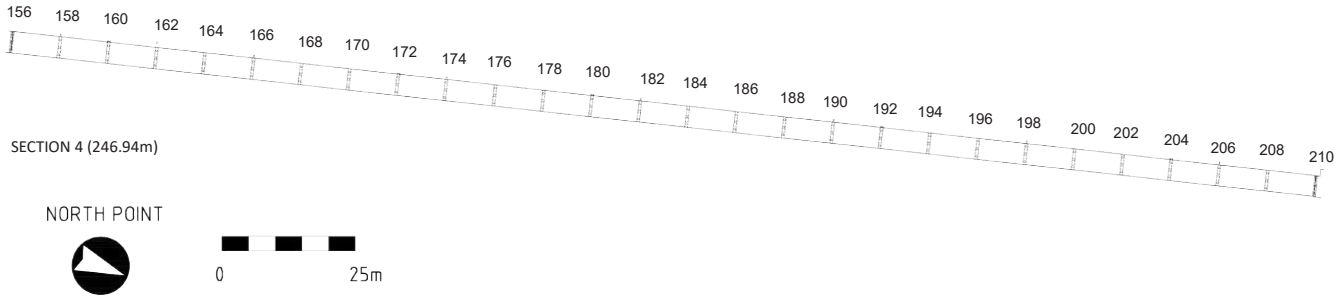


Photo 44: Detail view of concrete panels showing different finish between Jetty Sections 3 and 4. *H+H Architects, 2022.*

Photo 45: Detail view of memorial plaques affixed between Piers 145A and 153A.. *H+H Architects, 2022.*

Jetty Section 4 (Piles 156-210A)

This 247m long section of jetty is 4m wide and has timber piles and concrete decking supported on a steel truss structure that were first constructed in 1990 and then repaired as part of the 2009-2011 works. The brushed concrete finish to this section of concrete deck is distinctly more worn and textured than other areas of the jetty deck, with some sections of exposed aggregate evident and patching to fixing/lifting points using a mixture of grout infill and painted metal plate. There are portions of traditional timber kerb-rail along the western edge of Section 4.



SECTION 4 (246.94m)

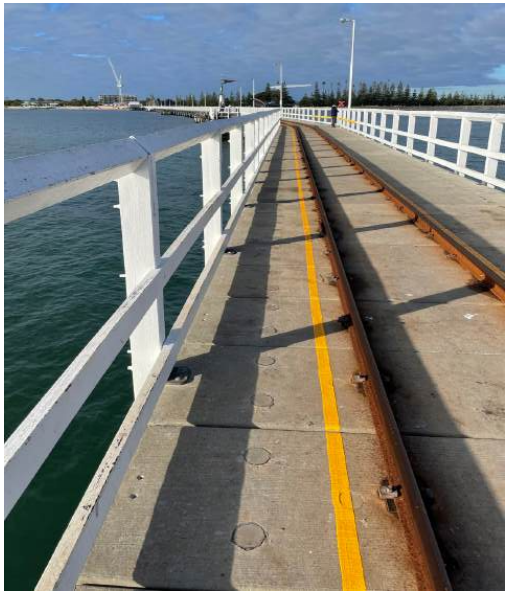


Photo 46: View of Jetty Section 3, Busselton Jetty. *H+H Architects, 2022.*

Jetty Section 5 (Piles 210B-255A)

In 2009-2011 this 210m long section of jetty was fully demolished and a new 4m wide section built on the same alignment with steel piles and superstructure supporting concrete panel decking. The kerb-rail on the western edge of the deck reverts to the more recent kick-rail which is integrated into the balustrade design. There is another curved-roof structure located at approx Pier 230A (not marked) which incorporates a bench seat and is of the same design as the one at Heritage Interpretation Node #4.

Swim Platform 5A (West)

Constructed in 2011, this lower platform is constructed on steel piles with timber superstructure and decking. The platform is accessed via a straight steel-framed stair with timber treads positioned off the west side of the jetty neck, near Pier 224A. The platform is a narrow structure and includes two swim stairs at its northern end.

Swim Platform 5B (East)

Constructed in 2011, this lower platform is constructed on steel piles with timber superstructure and decking. The platform is accessed via a straight steel-framed stair with timber treads positioned off the east side of the jetty neck, near Pier 227A. The platform is a narrow structure and includes two swim stairs at its southern end.

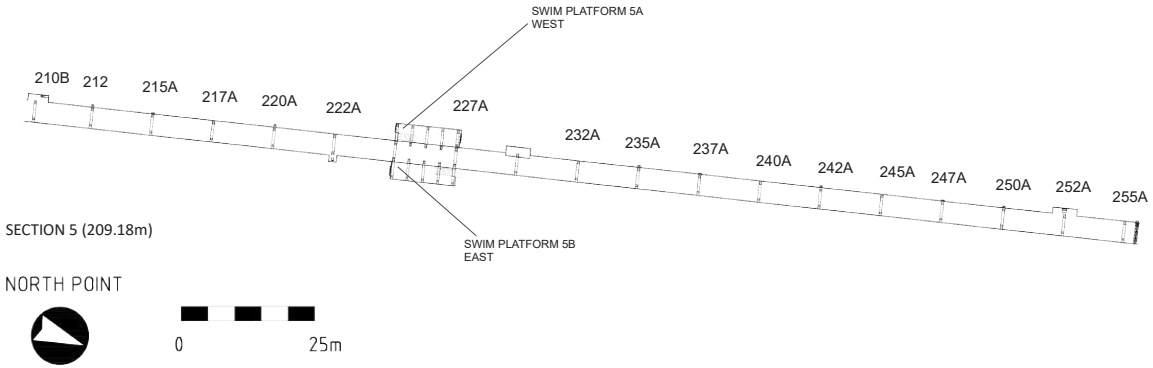


Photo 49: View of fish cleaning station, Section 5, Busselton Jetty. *H+H Architects, 2022.*

Photo 50: View of salvaged mooring bollard, Jetty Section 5, Busselton Jetty. *H+H Architects, 2022.*

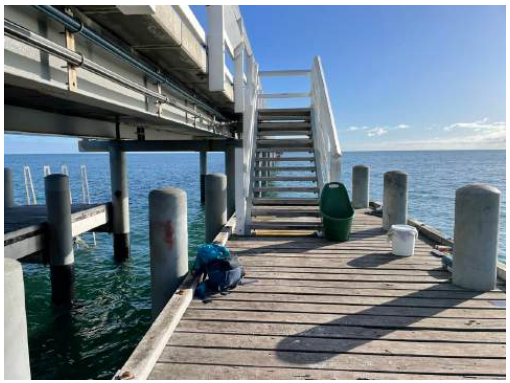


Photo 51: View of swim platform 5B, east side of Jetty Section 5, Busselton Jetty. *H+H Architects, 2022.*

Photo 47: View of Jetty Section 5, Busselton Jetty. *H+H Architects, 2022.*

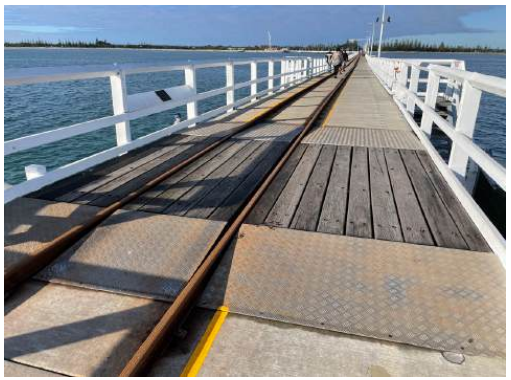


Photo 48: View of Jetty Section 5 with typical rampway for disembarking from tramway, Busselton Jetty. *H+H Architects, 2022.*

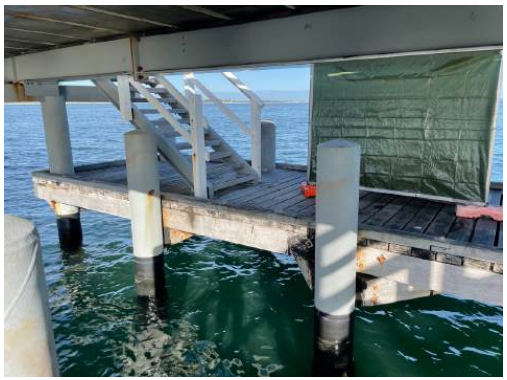


Photo 52: View of fishing platform 5A, Jetty Section 5, Busselton Jetty. *H+H Architects, 2022.*

Photo 53: View of curved shelter used by fishermen, Jetty Section 5, Busselton Jetty. *H+H Architects, 2022.*

Jetty Section 6 (Piles 256-347)

This 410m long section of jetty was constructed throughout the 1990s and was refurbished in 2010. It has timber piles, a steel truss superstructure and concrete decking and is 4m wide. This includes a widening on the western side of the jetty (additional 4m width) between jetty Piers 315 to 321 to accommodate the train turnaround. There is also an interpretive sculpture in the form of a weather vane with boat and oars motif (constructed 2011) near Pier 317, and an old mooring bollard at Pier 319.

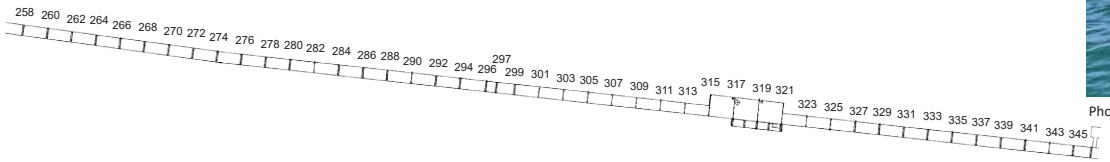
Other interpretation in this area includes panels and stainless steel plaques referencing the Leeuwin current, sailors, fishermen and jetty anecdotes.

Allie's Landing (Piles 317-321)

'Allie's Landing' is located on the eastern side of Section 6, comprising a narrow lower level platform dedicated to Allie Scott (1912-2012), former president of the Busselton Jetty Environment Conservation Association which was constructed in 2002 and refurbished in 2011. The landing has timber piles, timber superstructure and timber decking, and is clearly signposted. Access to the landing is via straight timber-framed stairs with timber treads positioned near Pier 321. There is a proprietary galvanised steel 'Monowills' style balustrade installed along the western edge of the lower landing, presumably to limit access to the exposed substructure of Section 6, which includes exposed steel trusses and many service conduits.

Old Meteorology Platform (Piles 347-348)

Archival plans indicate that there was a timber-piled and framed Meteorological Platform located on the west side of the Jetty, where Section 6 joins with Section 7 but there is no evidence that this still exists, although piles may still be extant in the seabed.



SECTION 6 (410.22m)

NORTH POINT

0 25m

Photo 56: View of typical jetty bent style to Section 6, showing timber piles, walers & braces, with steel trusses and half-caps, Busselton Jetty. *H+H Architects, 2022.*

Photo 54: View of widened train turnaround area, Section 6, Busselton Jetty. *H+H Architects, 2022.*

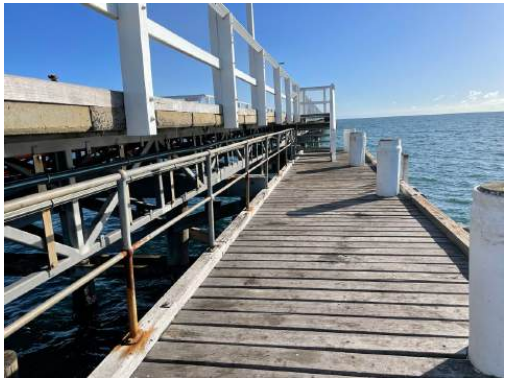


Photo 55: View of Allie's Landing, Section 6, Busselton Jetty. *H+H Architects, 2022.*

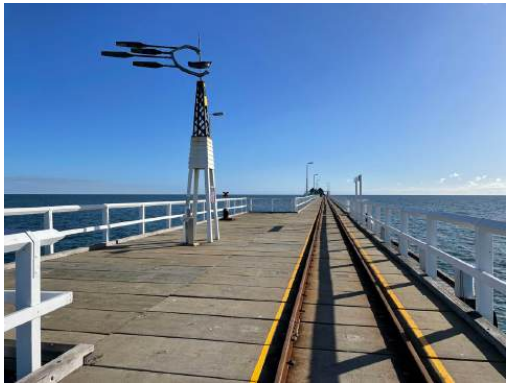


Photo 57: View of Interpretive Sculpture, Section 6, Busselton Jetty. *H+H Architects, 2022.*

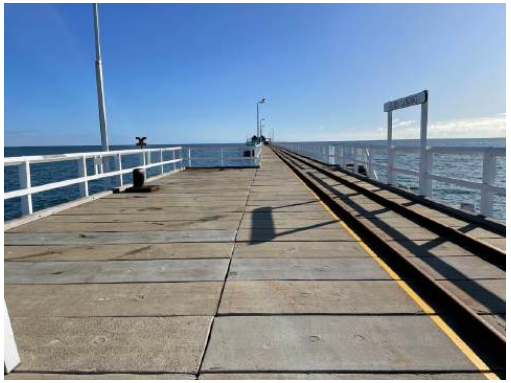


Photo 58: View of signage to Allie's Landing, Section 6, Busselton Jetty. *H+H Architects, 2022.*

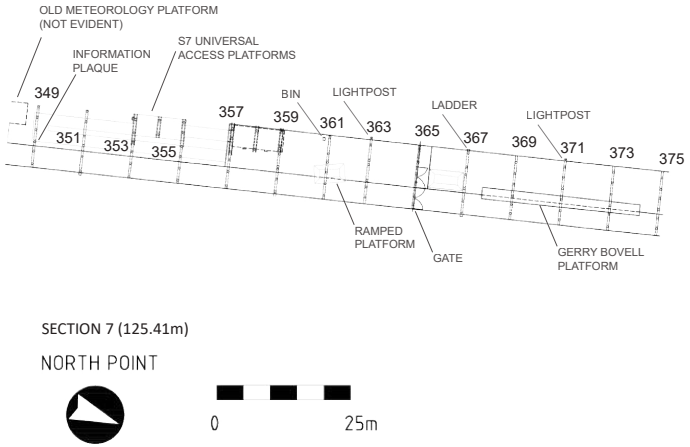
Jetty Section 7 (Piles 349-375)

Constructed in 1997 and then augmented and refurbished in 2011-12, this 125m long jetty section comprises timber piles supporting a mixture of steel beams and steel trusses to the superstructure, with a mixture of 125mm and 200mm thick concrete panel decking. This section of jetty starts at 4m and then widens out to 12m wide to accommodate the end of the jetty railway and the approach to the Underwater Observatory. There is a 50m (L) x 8m (W) raised timber platform that marks the terminus of the tourist railway. The platform was constructed in 2011 and consists of a raised timber deck with access ramp and is bounded on the southern side by a tall palisade-style security fence with gates (at Pier 365) allowing the remaining seaward portion of the jetty to be closed to visitors.

Section 7 (Piles 349-359) Access Ramps & Platform

From the southern end of Section 7 there is an access ramp providing universal access to a low level fishing platform located on the west side of the jetty (between Piers 349 and 359). This deck has open fibre-reinforced plastic (FRP) mesh decking over the steel superstructure and timber piles.

Interpretation in this area includes a panel referencing Head #4 and the use of the jetty during World War II.



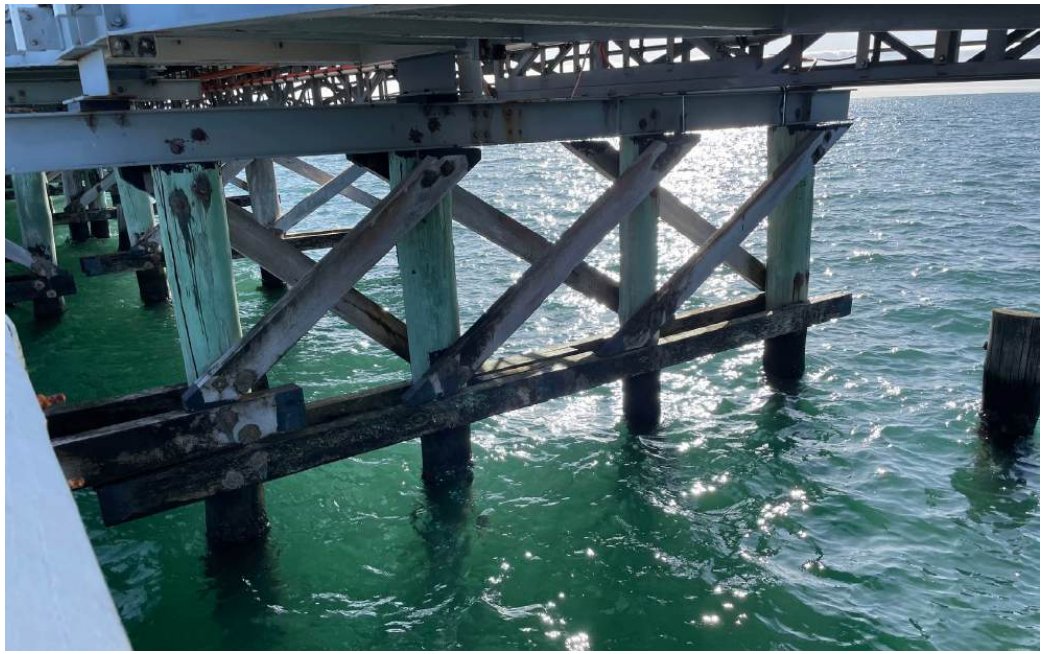


Photo 61: View of jetty bent design, Section 7, Busselton Jetty. *H+H Architects, 2022.*

Photo 59: Pair of mooring bollards located near terminus of tourist tram and Underwater Observatory, Section 7, Busselton Jetty. *H+H Architects, 2022.*

Photo 60: View of Gerry Bovell Platform, Section 7, Busselton Jetty. *H+H Architects, 2022.*

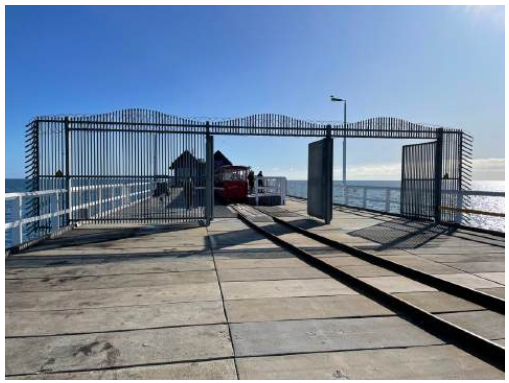


Photo 62: View of security fencing to Section 7, Busselton Jetty. *H+H Architects, 2022.*

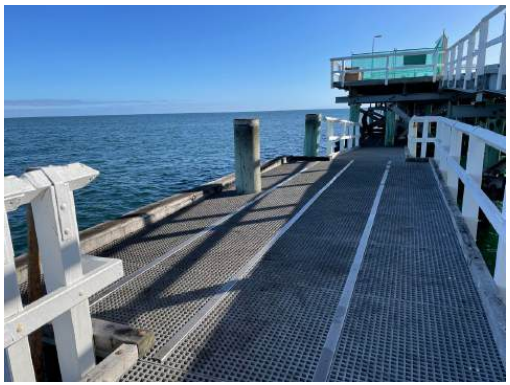


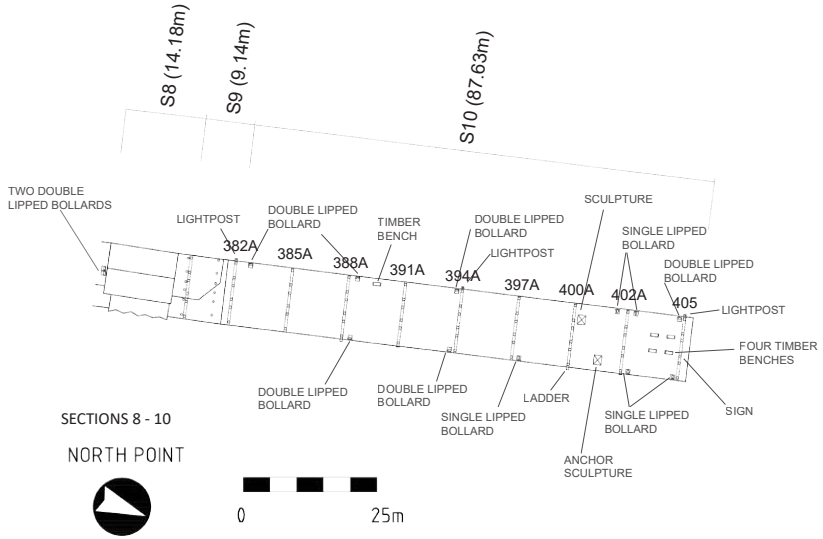
Photo 63: View of low platform with FRP decking, Section 7, Busselton Jetty. *H+H Architects, 2022.*

Section 8

This 12m wide section accommodates the Underwater Observatory (constructed 2003). The Observatory building comprises a rectilinear plan with two attached gable-roof forms (similar to the Interpretive Centre), clad with painted fibre cement weatherboard and pre-coated corrugated steel roofing. Under the jetty, the Observatory itself comprises a cylindrical concrete structure that extends 8m beneath the surface of the water, with eleven viewing windows at various levels in a 9.5m diameter chamber. A fenced service yard is located to the north of the Observatory building, within Section 9.

Section 9 (377A and Remnant Piers UWO1 and UWO2) and Section 10 (Piles 380A-405A)

These sections were largely destroyed by fire in 1999, and as part of the refurbishment undertaken in 2009-2011, were reconstructed as a jetty head that is 12m wide and 109m long, with new steel piles supporting the steel superstructure and 200mm thick concrete deck. Old timber piles were retained wherever possible, as part of the Underwater Observatory experience, but no longer provide structural support to the structure. This section accommodates an interpretative marker in the form of a weathervane with a fish motif, as well as modern visitor seating and directional signage elements.



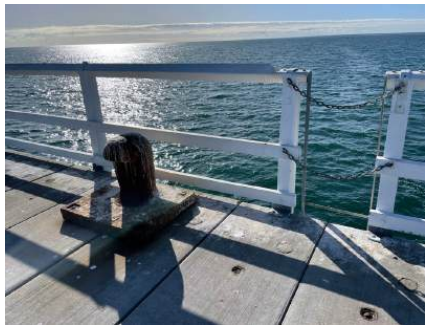


Photo 64: View of ladder and salvaged bollard at the Jetty Head, Busselton Jetty. *H+H Architects, 2022.*

Photo 65: Pair of mooring bollards located near terminus of tourist tram and Underwater Observatory, Busselton Jetty. *H+H Architects, 2022.*

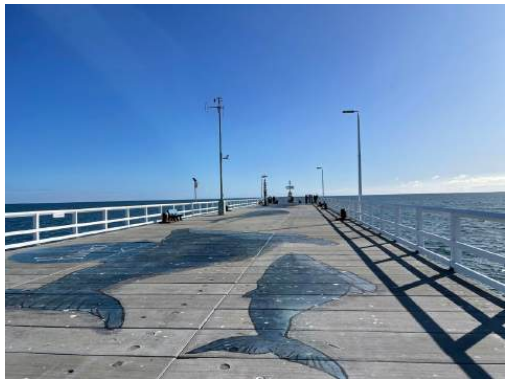


Photo 66: View of widened deck at Jetty Head, Section 10, Busselton Jetty. Note the painted whale artwork. *H+H Architects, 2022.*

Photo 67: View of Underwater Observatory building (Section 8) and service yard (Section 9). *H+H Architects, 2022.*

Photo 68: View of salvaged bollard located at Jetty Head. *H+H Architects, 2022.*

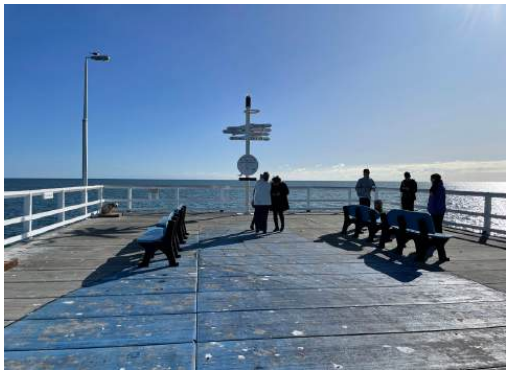


Photo 69: View of directional signage and more recent recycled plastic seating at Jetty Head (Section 10). *H+H Architects, 2022.*

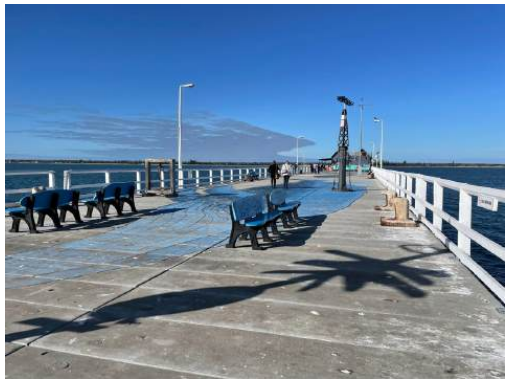


Photo 70: View of light poles and sculptures at Jetty Head, as well as fixed furniture and salvaged mooring bollards. *H+H Architects, 2022.*

Photo 71: View of northernmost end of Jetty Head. *H+H Architects, 2022.*

Surviving Fabric

The oldest surviving fabric at *Busselton Jetty* consists of the fabric comprising the skeleton structures standing at Heritage Interpretation Nodes #2 and #3, which date from the 1960s, as well as the material located underwater, which includes some standing piles (broken or cut off) and other jetty fabric laying on the seabed. The majority of the existing fabric of the *Busselton Jetty* dates from the 1990s onwards.

Archaeological Potential

The 2007 Conservation Plan (Palassis) identified the likelihood of there being sites of archaeological potential in the vicinity of the *Busselton Jetty*, both landside and on the seabed, and recommended surveys be undertaken.

A maritime archaeological survey was conducted in 2009 as part of the ALA Fellowship study (van Duivenvoorde, 2011). The main conclusion was that the only historical artefacts observed on the sea floor, aside from the jarrah jetty piles, included a large anchor and iron bollards. Another survey was undertaken in 2015 (Cosmos Archaeology Pty Ltd) to assess the impact of demolition and replacement of Platform 2A along one of the surviving sections of the 1911 skeleton jetty. This report suggested that there is potential for in situ cultural material that had accumulated over 100 years of use of this part of the jetty. It suggested that there is a 'throw zone' along the jetty resulting from people throwing everyday items off the jetty into the water, particularly around the jetty head or where goods are loaded/unloaded onto ships. In March 2020, a survey of the seabed and piers at the northern end of the jetty was undertaken (Subcon Blue Solutions Seabed and Pier Survey) and the photographs from this survey indicate that there is a range of cultural material on the seabed including fallen piles, rail tracks, anchors, miscellaneous metal items and debris as well as large boulders. In addition there are piles that are still standing but which have been 'cut-off', which was verified by a 2021 survey undertaken by Surrich Hydrographics (Site Survey Report, Richardson, 2021) which identified six possible cut-off vertical piles, 23 likely cut-off piles, and 337 individual broken piles lying on the sea floor.

A Maritime Archaeological Management Plan for the *Busselton Jetty* was prepared in October 2021 by Archae-aus for the Busselton Jetty Inc. focusing on the northern section of the Jetty Head, where future development is proposed. This Management Plan should be the primary guiding document for managing the historical maritime cultural heritage of the project area and its surrounding maritime landscape.

Condition, Integrity and Authenticity

Busselton Jetty is generally in good condition and has benefited from major refurbishments undertaken between 2009 and 2012, as well as ongoing and regular maintenance to the structure carried out by the managers of the place. The majority of the existing fabric dates from the 1990s onwards, with the earliest remaining fabric being from the 1960s.

Although the jetty no longer serves its original primary function as a maritime structure for the transportation of cargo and passengers, its still serves it original secondary functions of providing a place for recreational activities such as fishing, promenading and summertime water play, and as a tourist attraction. The railway is in continued use, albeit for tourists instead of cargo. *Busselton Jetty* has moderate to high integrity.

As *Busselton Jetty* was in use for shipping for more than one hundred years from 1865 to 1972, and has continued in use for recreational and tourism purposes, most of the fabric has been replaced at least once since its construction. Extensive sections of the timber decking have been replaced in concrete and along some sections the timber piles have been replaced with steel. The railway lines and some gauges on the Jetty appear to be early fabric, albeit all railway line was lifted off the original timber deck during the major repair and refurbishment works. Overall, the authenticity of the place is low to moderate.

Image 39: Divers salvage over 100kg of rubbish and debris beneath Busselton Jetty. *ABC News, March 2022*

PART 3 - ANALYSIS OF THE DOCUMENTARY & PHYSICAL EVIDENCE

Summary of Jetty Construction Phases

By 1911, the Busselton Jetty had experienced nine periods of construction, with the history of the jetty outlined in *The South Western News* (10 March 1911). Figure 5 shows the approximate linear sections for each extension constructed between 1865 and 1960. The following Section names refer specifically to the historic sections, and not the jetty sections referred to in the Physical Evidence section.

1865 – First Section

The first section of the jetty was constructed in 1865 and measured 828ft. (252.4m) long The alignment of this jetty extended in a NW direction from Queen Street.

> *High water mark was then close to the site of the present lighthouse, and the sea end of the jetty when completed, just beyond the northern boundary of Signal Park*

1875 – Second Section

The second extension was constructed in 1875 and measured 430 ft. (131.1m) in length, as described below:

> *Drift sands so shallowed the depth during the next ten years that in 1875 an additional 430 ft. was added, giving a depth at low water of 11ft. at what is now known as the No. 1 Head*

1884 – Third Section

The third extension was constructed in 1884 and measured 687 ft (209.4m) long

1887 – Fourth Section

As the third extension 'did not improve matters much for shipping', a fourth extension was constructed in 1887 measuring 1,059 ft. (322.8m) long.

1890 – Fifth Section

No. 2 Head was completed in 1890 after a 120 ft. (36.6m) extension was added to the jetty, allowing a depth of 13ft (4m) at low tide.

1894 – Sixth Section

A 390 ft (118.9m) extension was constructed in 1894.

1895 – Seventh Section

A 450ft (137.2m) section was constructed in 1895.

1896 – Eighth Section

No. 3 Head was constructed after a further 525 ft. (160m) extension, allowing a depth of 18ft. 6 in. (5.7m)

1909 – Ninth Section

Additional strengthening timbers were added to 1905 ft. of the old Jetty (between No. 2 and No. 3 Heads) and an extension that was 1809 ft (551.4m) long and included a new berthing head that was 504 ft. (153.6m) long. These extensions achieved a depth of 23 ft. (7.0m) at low tide, and an overall jetty length from the outer edge to the shore of 5,919 ft. (1,804m long).

A new skeleton jetty (Viaduct) 2,145 ft. (653.8m) long and positioned 166m east of the original alignment was built to enable steam engines to travel further along the jetty with their loads of coal, timber and produce.

A pavilion was built at No. 1 Head and sea baths established between the jetty and the new viaduct.

1960 – Tenth Section

The jetty was extended to its maximum length of 1,840m with the extension of the berthing head (the berthing head was widened in 1951, but the length remained the same).

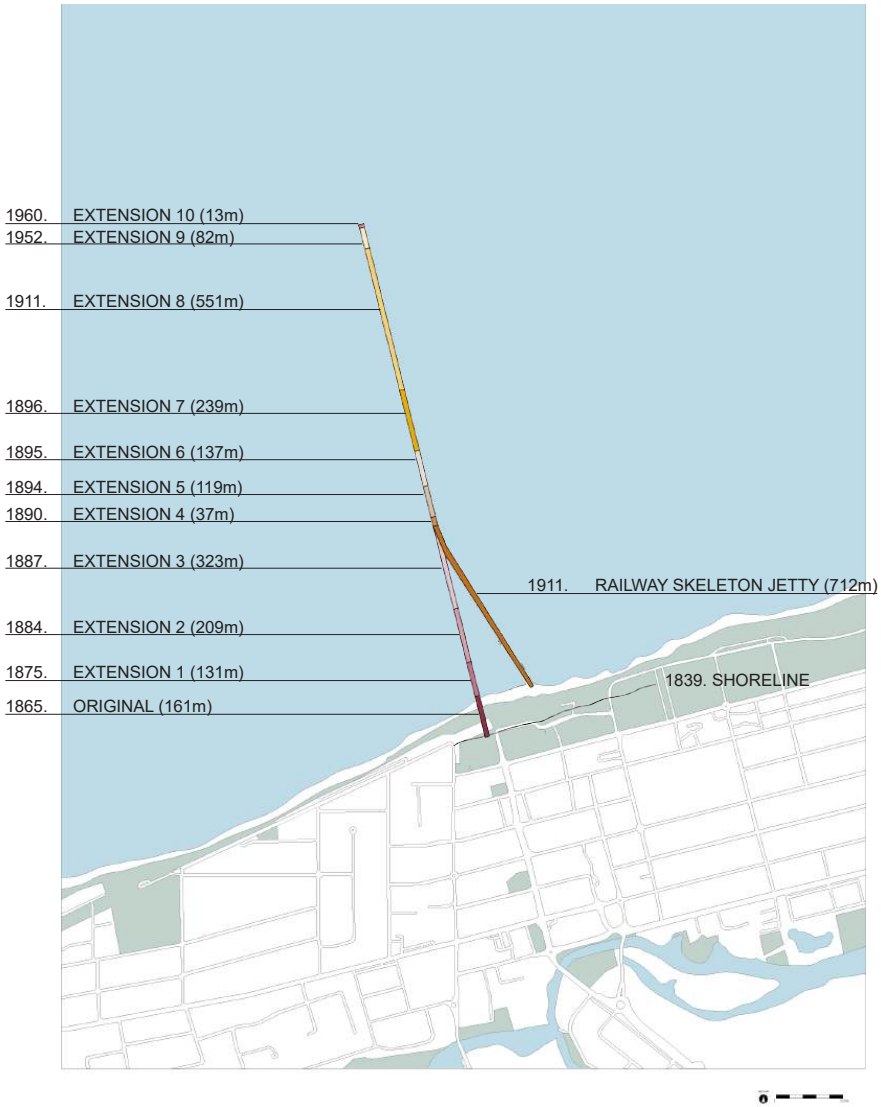


Figure 5: Summary of construction phases at Busselton Jetty from 1865-1960. Prepared by *H+H Architects, 2022.*

Further Research

The *Busselton Jetty* is the popular subject of comprehensive archives held by local collections which capture the historic and social values of the place through photographs, oral history records, reports and surveys. Interpretation of these values is the focus of current Interpretation Strategies for the place, allowing an ongoing exploration of the meanings of the place and the changing role the place plays in the local community and as a tourist landmark in Western Australia.

Comparative Analysis

During the period from 1832 to 1942, at least 80 timber jetty structures were built, modified, extended or replaced on the coast of Western Australia for the purposes of commercial shipping and handling. The design of these original jetty was typical of modest and utilitarian timber structures designed by the Public Works Department of WA in the Federation and later the Inter-War era, with a focus on practicality, constructability and lack of artifice. The designs took advantage of the availability of large sections of Western Australian hardwood (jarrah and karri) and used simplistic methods of attachment and bracing that would allow a low-skilled workforce to create the structure in-situ. Of all these timber jetty structures that were built in this era, all have been either substantially lost, demolished or replaced. *Carnarvon One Mile Jetty* and *Esperance Tanker Jetty* have been previously identified as the closest comparative structures to *Busselton Jetty* following the removal of Albany Town Jetty and Bunbury Jetty in the last few decades.

The jetty at Carnarvon, also known as the *One Mile Jetty and Tramway*, comprises the remains of a timber jetty structure extending out from Babbage Island into the bay of Carnarvon for a length of approximately 1600m (measured from Pier 1 to Pier 245), with subsequent repairs and alterations undertaken since its construction in 1898 including the tramway (1900), the Jetty Head extension (1903/4), the Fender Head (1937) and the Low Level Platform (1971). The Jetty can be divided into a number of sections, with the 'Land Section' comprising Piers 1-120 and the 'Sea Section' comprising Piers 121-248. The 'Land Section' is further subdivided into three zones, the Mangrove Zone (Piers 1-70), the Tidal Flat Zone (Piers 70-100) and the Beach Zone (Piers 101-120, depending on the tides). Archival evidence suggests that the mangrove setting for the first zone is a more recent environmental context for the jetty, as originally this whole area was characterized by tidal flats, with no mangroves until at least the 1970s. The 'Sea Section' comprises the narrow neck of the main jetty (Piers 121-230), the low landing (Between piers 168-173) and the Jetty Head (Piers 230-248). *Carnarvon One Mile Jetty* now only comprises approximately 1/3 of its original length (retaining Piers 1-114 only) following the catastrophic impacts of Cyclone Seroja in April 2021, which required subsequent de-construction of the entire 'Sea Section' and some parts of the 'Land Section'. Of the fabric that remains at *Carnarvon One Mile Jetty*, the timber-framed jetty bents, timber superstructure and timber decking is largely intact, albeit of varying age due to ongoing maintenance and replacement of individual components. The timber piles have significant damage as a result of borers and teredo worm, as well as failure from storm events and rotting around old bolt fixings and previous repair efforts. The early/original timber balustrades are still intact in some sections, and likewise the steel railway line is still intact, although in very corroded condition in some places, with the tourist tram that was operating on the deck closing c2016. The Jetty is no longer able to be used for fishing or recreation, nor for any boating activities and is currently closed to public access due to ongoing safety risks (*Based on H+H Architects inspection and Watching Brief for the de-construction of One Mile Jetty, 2021 and 2022*).

The *Esperance Tanker Jetty* was almost entirely deconstructed during 2019-2020 and replaced with a new jetty structure that is overlaid on the original footprint, albeit only 400m long compared to the original 800m length. The new structure has a 'heritage' section for its first 75m, which interprets the original jetty bent design including hardwood timber decking and timber braces and walers to the substructure. The new piles and superstructure throughout are steel, whilst the remainder of the jetty deck consists of reinforced concrete panels. The jetty retains its original 4.6m width, and the original timber balustrade detail has been reconstructed along the north edge, with a proprietary tubular steel balustrade along the south edge. Shelters on the Jetty Head are designed to match the original service sheds once located on the Tanker Jetty, and line marking interprets the original alignment of rail lines that once serviced the jetty. The Esperance Jetty is now used primarily as a fishing platform and recreational maritime structure only and is located in a no-boating zone and excised from Port waters, limiting any future opportunity to be used for berthing of light craft. (*H+H Architects undertook the Watching Brief for the de-construction of Esperance Tanker Jetty and designed the Replacement Jetty, which opened in 2021*).

Of these three jetty examples, none are being used for their original purpose and all have been adapted for recreational and/or tourism purposes. However, they represent a major type of maritime timber structure that was used for the transportation of cargo between sea vessels and the shore for the first hundred years or more of the development of Western Australia.

A search for other timber jetties constructed in Australia of significant length revealed only one other that came close to the length of Busselton Jetty, namely the Port Germein Jetty in South Australia which was constructed in 1883. Although claimed to be the longest timber jetty in the Southern Hemisphere in the relevant heritage listings and publicity material, it falls short of the *Busselton Jetty*, measuring 1664m.

Photo 72: View of Carnarvon One Mile Jetty. *H+H Architects, 2022.*

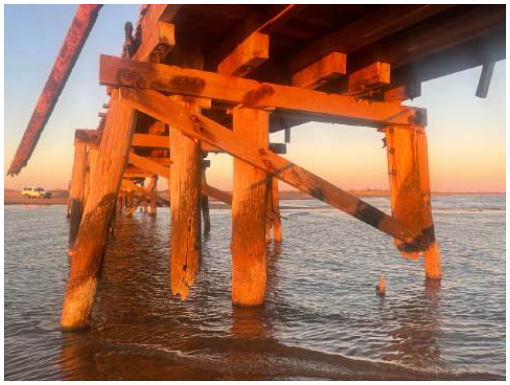


Photo 73: Detail view of timber jetty bent at Carnarvon One Mile Jetty. *H+H Architects, 2022.*

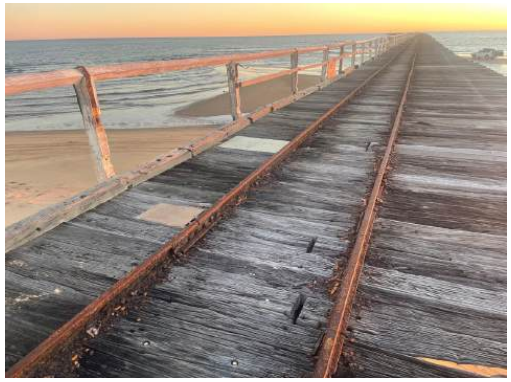


Photo 74: Detail view of remaining train tracks to timber deck, and remnant timber balustrade, Carnarvon One Mile Jetty. *H+H Architects, 2022.*

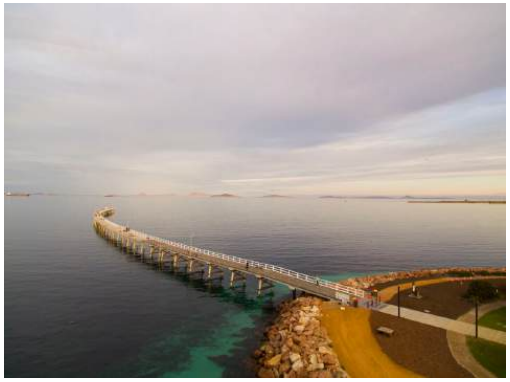


Photo 75: Aerial view of Replacement Esperance Jetty. *H+H Architects, 2022.*

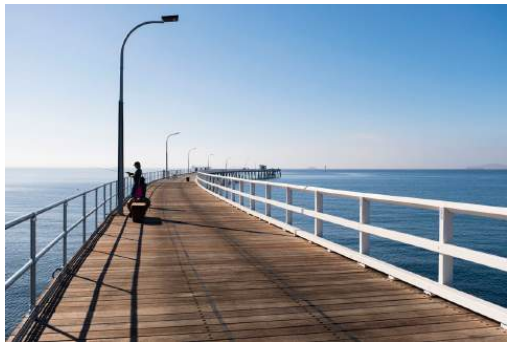


Photo 76: View of "Heritage" section of first 75m of Replacement Esperance Jetty showing timber decking and reconstruction balustrade. *H+H Architects, 2022.*

Photo 77: View of concrete deck to majority of Replacement Esperance Jetty. *H+H Architects, 2022.*

PART 4 - ASSESSMENT

ASSESSMENT OF SIGNIFICANCE

Aesthetic Value

Busselton Jetty is aesthetically significant due to its considerable size, scale and the repetitions in its form. When viewed from the eastern and western shorelines, the regularly spaced timber piers of the jetty create a repetitive rhythm that is consistent in its structural form and complements the expanse of seascape into which it extends. (Criterion 1.1)

Busselton Jetty has landmark qualities due to its considerable scale and length, its strong presence in the streetscape and its visibility when viewed from the shore. The impressive view of the jetty on the horizon is an aesthetically pleasing and unusual sight. The clear visibility of the jetty when viewed from the air highlights its prominence in Geographe Bay. (Criterion 1.3)

From its original alignment with Queen Street, *Busselton Jetty* has historic and visual links with the commercial centre of the town through to the sea, and is therefore part of a cultural environment that includes the courthouse and the bond store at the junction of Queen Street and Marine Terrace. (Criterion 1.4)

Historic Value

Busselton Jetty was important in the commercial and agricultural development of the Busselton region from the 1860s to the 1970s, as well as in the development of the timber industry of the State. Constructed in nine stages from 1865 to 1960, the jetty was in use for more than a century. Its role was particularly significant before rail transport arrived in the region. (Criterion 2.1)

The place contributes to an understanding of the development of sea transport in the region as well as the history of European occupation in the area as the jetty was central to the development of the Vasse district. (Criterion 2.2)

Busselton Jetty is significant in the development of the tourism industry of the Busselton locality, as it has served as a tourist attraction for the town since the late 19th century. (Criterion 2.2)

Scientific Value

Busselton Jetty has the potential to be used as a research and teaching site by virtue of the underwater reef and the Underwater Observatory at the sea end of the jetty. This unique marine environment has potential to contribute to the study of the natural history of Geographe Bay. (Criterion 3.1)

Social Value

Busselton Jetty is highly valued by the local community for its association with the economic growth and the development of local industries, providing the opportunity for export to national and international markets. It also provided a good source of employment through commercial operations and maintenance of jetty and associated port as well as through tourism. (Criterion 4.1)

Busselton Jetty is highly valued by the local community as evidenced by community efforts to prevent demolition since its closure in 1972 as a shipping facility, and following cyclone damage and lack of maintenance. An extensive clean-up and rebuilding program was organized, along with the formation of a group concerned with ongoing care for the jetty. (Criterion 4.1)

Busselton Jetty is highly valued by the local community as a place of social and recreational activities and interaction since the early 1900s, especially the social activity of promenading along the jetty, popular in the late 19th and early 20th century. (Criterion 4.1)

Busselton Jetty is the site of memorial plaques commemorating local residents. Many of the plaques note that ashes were cast from the jetty into the water, according to the wishes of the deceased. (Criterion 4.1)

Busselton Jetty contributes to the community's sense of place as a landmark structure and local icon. (Criterion 4.2)

DEGREE OF SIGNIFICANCE

Rarity

Busselton Jetty is a rare example of a substantially intact timber jetty on the coast of Western Australia. Of the 80 such structures built, modified, extended or replaced in Western Australia between 1832 and 1942 for the purposes of shipping activities, Busselton Jetty is one of only three predominantly timber jetty structures that remains completely or substantially intact. (Criterion 5.1)

Busselton Jetty is rare as the longest timber jetty known to have been constructed in the Southern Hemisphere. (Criterion 5.1)

Busselton Jetty is significant in demonstrating the former importance of the commercial shipping industry to the locality, and the way it functioned. (Criterion 5.2)

Representativeness

Busselton Jetty is a good representative example of a maritime jetty used to facilitate the transportation of cargo and passengers from sea vessels to the land. (Criterion 6.1)

PART 5 - STATEMENT OF SIGNIFICANCE

STATEMENT OF SIGNIFICANCE

The State Register of Heritage Places outlines the Statement of Significance for the Busselton Jetty on the Permanent Entry (Place #00423, dated November 2013) as follows:

Busselton Jetty, a timber jetty now refurbished in a combination of timber, steel and concrete, with a total length of approximately 1820m, situated at the eastern end of Geographe Bay, has cultural heritage significance for the following reasons:

- The place is a State icon and its importance to the community is demonstrated through efforts for its preservation by the local and wider community, and the State Government;
- The place was believed to be the longest timber jetty constructed in the Southern Hemisphere;
- The place has aesthetic and landmark qualities due to its considerable scale and length, its strong presence in the seascape and its visibility when viewed from the shore;
- The place has played a central role in the social and commercial development of the Busselton region from 1865 to the present, particularly in relation to the timber industry and tourism;
- The place is highly valued by the community for its contribution to the economic growth of the locality, as an ongoing source of employment and as a place of continued use for recreational and tourism purposes especially the social activity of promenading popular in the late 19th and early 20th century; and,
- The place has scientific value owing to the unique marine environment that has developed around the jetty's piles.

The recently built sheds on the jetty, accommodating the Interpretive Centre and the Underwater Observatory at the sea end of the jetty, are of little heritage significance.

PART 6 - GRADED ZONES & ELEMENTS OF SIGNIFICANCE

Grading matrix

Following the analysis of both the documentary and physical evidence, elements within the *Busselton Jetty* have been graded to indicate their level or degree of significance. In addition to the Statement of Significance, the elements' condition, integrity and authenticity contribute to the grading of significance.

A five tier grading matrix has been used, as outlined in the Standard Brief, and the following definitions indicate the different degrees of significance:

- Exceptional significance – of national importance, worthy of inclusion on any heritage register
- Considerable significance – of State importance, worthy of inclusion on any heritage register
- Some significance – of local importance. Threshold for entry on the Heritage Council of WA's Register of Heritage Places, the Australian Heritage Commission's Register of the National Estate, or the National Trust of Australia (WA) Classified Lists
- Little significance – elements that have a neutral or slightly intrusive impact on the overall significance of the place. Often these are the result of alterations or additions made to accommodate changing requirements over time. They tend to be expedient and ephemeral and their impact on the significance of the place ranges from neutral to moderately intrusive.
- Intrusive – elements that in their present form, detract from the overall significance of the place.

Significance of the Place

Due to its nature and degree of significance, *Busselton Jetty* may be described as having considerable cultural heritage significance. When a place has any degree of complexity, it is necessary to individually assess the component parts as well as the significance of the place itself. The significance of individual elements within *Busselton Jetty* are summarised below.

Considerable significance

Original Main Jetty alignment and remaining 1865 footprint extending from former Queen Street entry

Skeleton Jetty (viaduct) alignment (1909) which forms current Jetty entry

Historic access way to the 1865 jetty entrance (Queen Street)

Historic access way to the Skeleton Jetty (viaduct) entrance (now aligning with Jetty Way)

Artefacts to seabed

Some significance

Reconstructed jetty detailing including balustrades and kerb-rails

Interpretive elements created from salvaged jetty timber

Netherton Crane (reconstructed)

Jetty railway line affixed to deck surface

Commemorative plaques affixed to jetty structure

Little significance

Interpretive Centre

Underwater Observatory

Electric light poles along length of jetty

Modern furniture along jetty neck and head, including timber seats

FRP decking

Concrete deck panels, noting some have hand inscriptions

Sculptural elements and interpretive devices including artwork and signage panels

General signage

Intrusive elements

Plastic timber seats at Jetty Head

Image 40: Bob Whitehall catches 170kg North West Grouper off the Busselton Jetty in 1938. *Image sourced from Busselton Jetty Facebook page, photo supplied by Frosty Waterhouse.*

PART 7 - POLICY

INTRODUCTION

Purpose of the Conservation Management Policy

Places of cultural heritage significance enrich people's lives and provide a sense of connection to place and the community, to the past, and to lived experiences. They are historical records and express Australian identity and experience. Places of cultural heritage significance must be retained and conserved for present and future generations.

The purpose of the Conservation Policy section of this Conservation Management Plan is to:

- Retain and reveal significance;
- To identify feasible and compatible uses;
- To meet statutory requirements;
- To work within procurable resources;
- To anticipate threats and opportunities; and,
- To align with the vision for Busselton Jetty, which is *to provide the most memorable coastal experience in Australia*.

Key Policy Statements

Given the assessed cultural heritage significance of the *Busselton Jetty* as identified in the Statement of Significance and the Graded Zones of Significance, the place warrants protection and conservation and its future care should be guided by the principles of the Australia ICOMOS Burra Charter. The Burra Charter advocates a cautious approach to change: ***do as much as necessary but as little as possible*** to ensure that cultural heritage values are retained.

Policy 1 The identified cultural heritage values of the place should be retained, conserved and enhanced.

Policy 2 The Statement of Significance and the Graded Zones of Significance shall form the basis for future decisions about the buildings, structures and the site.

Policy 3 Future conservation actions should be based on respect for the existing fabric and should involve the least possible intervention in the significant fabric and not distort the evidence provided by the fabric.

Policy 4 Conservation should take into account all aspects of its cultural heritage significance without unwarranted emphasis on any one aspect at the expense of others.

Policy 5 Any proposed works or future development should be considered with the input of a suitably qualified and experienced heritage professional, and this should include early assessment and scoping of work through to the methodologies and techniques employed to ensure cultural heritage values are retained and conserved.

Policy 6 Elements or zones of exceptional significance should be retained and preserved, and wherever possible, effort should be made towards enhancing their heritage values through conservation practices such as restoration, reconstruction and interpretation.

Policy 7 Elements or zones of considerable significance should be retained and preserved, and wherever possible, effort should be made towards enhancing their heritage values through conservation practices such as restoration, reconstruction and interpretation. Any proposed adaptation or change shall be rigorously tested by means of a Heritage Impact Statement prepared by a suitably qualified and experienced heritage professional prior to work being undertaken.

Policy 8 Elements or zones of some significance should be retained and conserved wherever possible, particularly where they directly relate to the identified cultural values of the place. Adaptation is acceptable to the extent that it facilitates ongoing compatible use of the place and demonstrates a respect and sensitivity toward the significant fabric.

Policy 9 Elements or zones of little or no significance may be retained, modified or removed depending on the future use requirements of the place, however care should be taken to ensure that any such works do not adversely affect the significance of the adjoining spaces or elements.

Policy 10 Elements or zones that are identified as intrusive detract from the significance of the place and their removal or replacement with more appropriate detailing should be encouraged.

Heritage Best Practice

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 this Conservation Management Plan. As such, the Burra Charter forms an important reference document for the current and future custodians of Busselton Jetty, and may assist in resolving any issues relating to the conservation of the place that are not explicitly dealt with in the Conservation Plan.

Policy 11 The principles and processes set out in the Burra Charter shall be used to inform decisions relating to the conservation of the place.

The Burra Charter recognises that caring for a culturally significant place requires expert skills. The input of people with expertise in specialised areas of conservation may also be needed from time to time to guide outcomes.

Policy 12 Any proposed works or changes to the place should be considered with the input of a recognised conservation practitioner, who must ensure that the outcome of the proposal aims to retain or enhance the cultural significance of the place and that appropriate specialist advice is sought as required.

From time to time, new evidence or information may become available that will afford different interpretation of the place, its significance and the way it should be managed. Circumstances relating to the responsibility, management and conservation of the place are also likely to change over time. For this reason, periodic updating of the conservation plan will be required.

Policy 13 A review of the Conservation Management Plan shall take place within 10 years. If a major change is proposed prior to this date, then the Conservation Plan must be reviewed at that time.

SERVICES & INFRASTRUCTURE

Given the assessed cultural heritage significance of the *Busselton Jetty* as identified in the Statement of Significance and the Graded Zones of Significance, the place warrants protection and conservation and its future care should be guided by the principles of the Australia ICOMOS Burra Charter. The Burra Charter advocates a cautious approach to change: ***do as much as necessary but as little as possible*** to ensure that cultural heritage values are retained.

In order to adapt the place for future uses, the provision of additional services may be required. These services may include upgrading and/or additional electrical, hydraulics, telephone and date, mechanical services and emergency features.

Policy 14 New services may be introduced to the jetty deck and associated buildings to improve amenity and address compliance but should be carefully planned and integrated into the fabric so as not to detract from the cultural heritage values of the place.

Policy 15 New services, particularly those that involve excavation or ground disturbance in the vicinity of the jetty footprint, should be carried out with appropriate care and respect for the site and shall be undertaken with special regard for areas of potential archaeological or heritage significance. Refer also to Policy 50.

Existing services are typically surface-mounted, with exposed conduits and fittings installed to the underside of the main deck, maintaining a relatively uncluttered visual appearance to the structure and preventing unauthorised access. It would be desirable to continue to conceal fittings and services to maintain a high quality aesthetic appearance and presentation of the jetty.

Policy 16 Redundant services should be removed when no longer required, and wherever possible, surface mounted service conduits should be discretely located or concealed to maintain the aesthetic appearance of the jetty deck. Care should be taken during the installation of any new services not to negatively impact upon the significant heritage fabric or damage/destroy significant details and features.

The light poles along the jetty were traditionally of timber construction, spaced at regular intervals and attached to the piers on the west side of the jetty. The existing light fittings to *Busselton Jetty* are modern replacements but have been placed along the western edge of the jetty deck, which is consistent with the early design. Their regular spacing and placement, as well as their simple traditional style, contribute to an understanding of the repetitive jetty design which is part of the cultural heritage significance of the place.

Policy 17 The existing metal light poles are of little significance and may be retained, modified or replaced, depending on future use requirements.

Policy 18 If the existing light fittings require replacement or upgrade, new fittings should be selected to complement the traditional style and scale of light poles used on *Busselton Jetty*, and be placed evenly along the eastern edge, consistent with the early design. Light fittings should be chosen for their effect, rather than as features in themselves.

Visitor amenities such as rubbish bins, drink fountains and fixed seating contribute to the functionality of *Busselton Jetty* as a premier tourism destination and are currently well managed as part of the operations and maintenance of the place. Upgrades of existing amenities or placement of new amenities should consider the visual impact of the element on the views and vistas to and from *Busselton Jetty* and should be selected with regard to achieving a visual consistency across the place, so that these elements do not detract from the cultural heritage values of the place. Preference should be given to use of materials that are traditionally found on maritime structures such as timber, concrete and steel, which should be favoured above more modern materials like plastic or the introduction of new motifs or elements that detract from the jetty fabric itself.

Policy 19 Visitor amenities and infrastructure should be of a simple and consistent design across the site and utilise traditional materials that do not detract from the cultural heritage values of the place.

POLICIES RELATING TO THE PHYSICAL SETTING

The cultural heritage significance of *Busselton Jetty* is reinforced by its physical setting, significant views of the place, the environmental context of the built structures and their relationship to natural features.

Siting & Design

Busselton Jetty is recognised for its landmark values in the seascape of Geographe Bay and is a distinctive feature in the Busselton foreshore precinct. The site comprises a combination of natural and man-made landscape elements, and a variety of built structures with varying degrees of significance. The main jetty, the swimming jetties, and the grassed foreshore area featuring impressive Norfolk Island Pine trees and Moreton Bay Fig trees contribute to the distinct character of the place as well as the aesthetic values of *Busselton Jetty*. In particular, the strong vertical emphasis of the mature trees on the foreshore forms an attractive contrast with the horizontal form of the jetty in Geographe Bay.

Policy 20 The relationship between the built form of the jetty and the natural forms of the beach, the mature tree plantings and the landscaped foreshore, all contribute to the distinct character of the place and should be retained and conserved.

The foreshore park is an important public open space, contributing to both the visual setting of the jetty and providing a place for public recreational activities, particularly in the area between the main jetty and the swimming jetty.

Policy 21 The foreshore park contributes to the cultural heritage significance of the place and the section between the main jetty and the swimming jetty should be retained and conserved as a public open space.

Policy 22 The elements within the foreshore park that are not of heritage significance could be modified or removed without compromising the essential character of the setting. Redundant elements should be removed when no longer required to prevent cluttering of the space.

The beach contributes to the setting of the main jetty and has continued to be a site of recreational activities concentrated near the entry to the jetty for over a hundred years. In particular, the beach where the main swimming area is was an important link between the Original jetty alignment and the Skeleton Jetty being the site of the early swimming baths enclosed by the two jetty necks.

Policy 23 The beach is integral to the aesthetic and historic values of Busselton Jetty and should be retained and conserved as an open and accessible area for ongoing recreation and water activities.

From its original alignment with Queen Street, *Busselton Jetty* has historic and visual links with the commercial centre of the town through to the sea and is recognised as being part of a broader cultural environment that includes the Courthouse and Old Bond Store at the junction of Queen Street and Marine Terrace.

Policy 24 Visual and axial connections between the commercial district of Busselton, located at the south end of Queen Street, and the early jetty entry, located at the north end, should be maintained.

Policy 25 Historic connections between the former Bond Store and the main jetty should be retained and conserved.

Views & Vistas

Views of *Busselton Jetty* from the foreshore and from the air are recognised as significant aspects of its aesthetic values, and the place presents an impressive view in the seascape of Geographe Bay. Over time, *Busselton Jetty* has become an iconic landmark in Busselton, and therefore views to the place from key vantage points should be protected. In particular, the northern end of Queen Street should allow views to the original Jetty alignment, and views looking north from Jetty Way (Stanley Street alignment) should allow open views of the current jetty alignment. When viewed from the eastern and western shorelines, the regularly spaced timber piers of the jetty create a distinctive rhythm which complements the seascape, and these views should also be protected.

Policy 26 Views to *Busselton Jetty* should be protected, particularly when looking east and west along the shoreline of Geographe Bay, north along Queen Street, and north along Jetty Way.

Jetty Structure

Busselton Jetty was originally of standard timber pile, half caps, corbel, stringer beam and timber deck construction, and this structural expression has been retained generally in the replacement of jetty fabric using concrete and steel. The jetty fabric contributes to the cultural heritage significance of the place for its aesthetic, historic, scientific and social values, as well as being a rare example of a substantially intact timber jetty.

Policy 27 The *Busselton Jetty* form, structure and alignment is of considerable cultural heritage significance and should be retained and conserved.

Portions of the early jetty structure are still extant, comprising Heritage Interpretation Node #2 and Node #3, as well as some freestanding timber piles located in Section 2 of the Jetty. This fabric dates from the 1960s and 1970s and has cultural heritage value because it demonstrates the traditional construction techniques and design of the original timber jetty bents, it includes some of the oldest remaining fabric at the place, and it provides a visible and meaningful contrast to the more modern and well-maintained fabric of the Main Jetty.

Policy 28 The fabric comprising Interpretation Nodes #2 and #3 assists in demonstrating the ongoing impacts of passing time, weather and change on the timber fabric of the jetty, as well as reflecting the original jetty bent design using timber. The Nodes should be retained and preserved.

Policy 29 New work such as stabilisation may be carried out in association with preservation when its purpose is the physical protection of the significant fabric and when it does not distort or obscure the cultural significance of the place.

Beneath the deck, and in the vicinity of the early/original jetty footprint there is a range of heritage fabric which consists of either free-standing piles (that have been broken or cut off) and piles that are laying on the seabed. This material is part of the original heritage fabric of Busselton Jetty and can contribute to our understanding of changes to the structure over time and the original footprint. The material is also providing habitat to marine life, typically comprising timber elements like old piles, stringers and sections of the super-structure which fell into the sea during storm events, fire events or collapse events (during demolition or repair phases) and have continued to degrade over time due to environmental impacts.

Policy 30 Free-standing piles, cut-off or broken piles, and those that are scattered across the seabed are part of the significant heritage fabric of *Busselton Jetty* and should be retained insitu wherever possible. Where elements need to be relocated due to safety risks, or to accommodate future development or maintenance activities, they should be retained within the general proximity of the jetty footprint and not removed from the site. Care should be taken in handling and relocating this material to minimise damage to the fabric itself as well as the biota it supports.

Busselton Jetty has benefited from a significant repair and replacement campaign undertaken since 2009, with the condition of the structure greatly improved and a regular structural inspection schedule that allows for pro-active maintenance, ensuring the longevity of the structure and its ongoing compatible use. The construction materials comprise a mixture of timber, steel and concrete of varying age, but generally in good condition. The regime of repair and replacement has meant that the authenticity of the fabric is reduced, but the increase in condition ensures an enhanced integrity.

Policy 31 Maintenance is fundamental to the conservation of the Jetty and should continue to be undertaken.

Jetty Details

Jetty Decking

The jetty deck is a mixture of timber decking (typically to Section 1 – West, the lower platforms, and Allie's Landing only) and reinforced concrete panels (majority of the deck), with fibre-reinforced plastic to the universal access ramps in Section 7. The jetty deck is typically 4m wide along the jetty neck, with some widenings and projections at the landing and Head where required to accommodate other built forms.

Policy 32 The width of the jetty deck, particularly along the neck, relates to the original form and expression of *Busselton Jetty* and should be retained and conserved.

Retention of timber decking in key areas will retain the tactile and visual experience of a 'heritage timber jetty' for Visitors whilst also balancing the maintenance obligations of the place managers. Over time, replacement timber will acquire a patina and the significant aesthetic of the jetty will be able to be retained.

Policy 33 Decking material should ideally be limited to timber and concrete only, allowing for a simple palette of traditional materials consistent with a heritage maritime structure. If timber decking is to be replaced with a new material, this should be concrete. FRP or composite timber/plastic decking is not considered appropriate for use on the main jetty neck, but may be considered for use in modern additions such as new landings or access ramps/stairs.

Policy 34 Where portions of timber decking are to be retained, this material should comprise Western Australian hardwood as this material directly relates to its aesthetic and historic heritage values. Detailed investigations should be carried out before substituting the timber species to determine if alternative species are appropriate and to assess their potential negative heritage impacts.

Policy 35 Repair works to the timber decking should be based on simple repair using materials and section sizes that match the original/existing.

Policy 36 The FRP decking is of little significance and is somewhat intrusive to the aesthetic values of the place. When no longer required it may be removed, modified or replaced with a more sympathetic material.

Balustrades and Kerb-rails

The repair and maintenance works undertaken since 2009 allowed for the wholescale replacement and rationalisation of balustrade types on the jetty, which now comprise a white-painted timber balustrade for the full length of the jetty, along both sides. The balustrade design is based on the early/original detailing for *Busselton Jetty* and contributes to the aesthetic values of the place as well as being a necessary safety feature.

Policy 37 Timber balustrades detailed to match the original design should be retained on the jetty. Where replacement is required, or new balustrade formats are proposed to be introduced, they should be based on historic precedent.

Kerb-rails are an important heritage detail to the *Busselton Jetty* as well as being an important safety feature to the edge treatment of the deck. The kerb-rails installed to the timber deck sections typically comprise unpainted hardwood timber sections 200mm w x 200mm h with spliced joints and vertical bolt connections. Where the decking is concrete, the kerb rails are typically incorporated into the balustrade as a rectangular kick-rail fixed to the stanchion post and painted white.

Policy 38 Traditional timber kerb-rails shall be retained on the portions of timber decking at *Busselton Jetty* and shall be incorporated into the balustrade kick-rail for the portions of concrete decking, consistent with current detailing. Where replacement is required they should be based on historic precedent.

Signage

The Busselton Jetty site contains an array of different signs including directional signage, interpretive signage, signs relating to safety, regulatory signage and other general signage relating to the operation of the commercial premises. The existing signage is generally of little significance.

Policy 39 The existing signage is generally of little significance and may be retained, modified or removed depending on future use requirements.

It may be necessary to introduce new types of signage to Busselton Jetty to allow future uses and interpretation, and as part of visitor management. Excess signage can clutter and confuse the experiences of places with cultural heritage significance and it is therefore necessary to limit the amount of new signage.

Policy 40 An overall signage policy should be developed for the place as part of way-finding and interpretation strategy, ensuring that new signage protects the well-being of visitors and supports operations whilst also not having a negative impact on the cultural heritage values of the place.

Graffiti & Personal Memorials

Like many similar structures, the jetty retains evidence of former visitors and users in the form of graffiti and personal memorials etched into or attached to the fabric. There are some names and initials scratched into the concrete deck surface or onto timber kerb rails/balustrade rails, and also some examples of vandalism comprising mostly offensive material drawn or scratched onto surfaces.

Policy 41 The graffiti on the jetty should be recognised as markers of ongoing use and sense of 'ownership' of the jetty, and in many cases, is integral to the physical fabric of the place. Decisions on whether to retain examples of graffiti should be based on the apparent ages of the work, as well as its intent. Preference should be given to retaining examples that record names and/or dates as opposed to offensive or damaging material.

There are also numerous personal memorials attached to the main jetty, particularly in the area between Piers 145A and 153A where rows of metal plaques have been fixed to the timber balustrade. These memorials commemorate people who frequented the jetty throughout their lives and contribute greatly to the historic and social values of the place.

Policy 42 The personal memorials are of some significance and should be retained and conserved. New memorials should be co-located with the existing plaques to manage their impact across the jetty structure and to assist with way-finding.

Other built structures

A number of built structures are attached to the main jetty including the Interpretive Centre and the Underwater Observatory, as well as a range of small shelters and interpretive sculptures that were added in the last 20 years. These elements are of little significance.

Policy 43 Existing built structures on the jetty that are of little significance can be retained, modified, removed or replaced depending on future use requirements.

Proposals for new structures on the Jetty are likely to have an impact on the cultural heritage values and therefore should only be considered if they align with the vision for *Busselton Jetty* and are essential for the ongoing compatible use of the place. The location, scale and architectural expression of new built forms should consider the historic precedence of similar structures, noting that the Jetty entry/landing and the Jetty Head were typically the location of built structures, and the neck comprised only small and modest structures relating to the practical functions of the jetty.

Policy 44 Simple shelter structures providing protection for jetty users from the elements are appropriate additions to the jetty but should be design and located to minimise their impact on the significant fabric and not detract from the overall impression of the jetty as a linear structure with open views and vistas to the surrounding seascape.

Policy 45 Any new structures should respect the form, scale and materials of traditional built form on the jetty, but should be readily identifiable as new work. Any new structure more substantial than a simple shelter should be assessed to determine its likely impact on heritage values through the preparation of a Heritage Impact Statement.

Security features such as the security fencing and gates to the Underwater Observatory and Jetty Head are important for protecting the fabric and managing visitors (particularly after hours) but need to be carefully considered as they can be intrusive elements.

Policy 46 Security features should continue to be maintained at *Busselton Jetty*. Any new security features should not be dominant features of the place.

POLICIES ARISING FROM THE PHYSICAL CONDITION OF THE PLACE

Condition

Generally *Busselton Jetty* is in good condition and has been well maintained, with regular inspections undertaken on a yearly basis, and maintenance and repair work scheduled on the basis of condition and urgency.

The heritage values of the place are vulnerable to lack of ongoing care for the physical fabric. Ongoing maintenance of the place should be undertaken to protect the heritage values of the place. This should be regularly reviewed to ensure the ongoing conservation of the building fabric and significance of the site.

Policy 47 Maintenance of the place should be the single most important part of the conservation program. Systematic maintenance of the place must be undertaken to prevent deterioration of the place with an appropriate maintenance schedule.

Policy 48 Maintenance of the place includes informed supervision of minor and major works and vigilant attention in order to reduce the deterioration of the physical fabric. Prompt preventative action must be taken in addition to regular maintenance works.

Policy 49 All inspection and maintenance works must only be undertaken by those with suitable professional knowledge and experience of working with historic timber jetties. All maintenance works shall be carried out in accordance with the principles embodied in the Burra Charter.

POLICIES RELATING TO ARCHAEOLOGICAL POTENTIAL

A number of archaeological surveys have been undertaken at *Busselton Jetty* in recent years and these have identified a range of artefacts including standing piles, piles laying on the seabed, old anchors and moorings, rail-tracks, everyday objects (thrown off the jetty) made from glass, ceramics, brick, stone and metal, and a range of ship-related paraphernalia.

A Maritime Archaeological Management Plan (MAMP) has also been prepared for *Busselton Jetty* (Archae-aus, October 2021) focusing on the northernmost portion of the jetty head (Section 10) including the Underwater Observatory. This Plan outlines a Heritage Management Strategy which includes procedures around discovery, monitoring, management of salvaged finds, assessment processes, recording and collection procedures, managing contractors and approvals processes. Although this Plan is focused on the jetty head, it could be expanded to include other parts of the jetty footprint in the case of future development proposals.

Policy 50 All archaeological information and artefacts discovered and collected in the process of undertaking surveys and works at *Busselton Jetty* should be subject to the procedures as outlined in the Archaeological Management Plan for *Busselton Jetty*.

Policy 51 In accordance with the recommendations of the MAMP for *Busselton Jetty*, prior to any works at *Busselton Jetty*, a Pre-Works underwater archaeological survey (prepared to industry-standard in consultation with the WA Museum's Dept of Maritime Archaeology) shall be undertaken to map, record and assess the significance of the subject area's maritime archaeological values.

Seabed disturbance activities pose a risk to the archaeological heritage values of Busselton Jetty, and any new development that has the potential to impact on the seabed and its associated surface and sub-surface archaeology should be subject to risk assessment and negative heritage impact mitigation strategies.

Policy 52 In accordance with the recommendations of the MAMP for *Busselton Jetty*, mitigative actions should be taken to minimise damage and loss of information associated with known and unknown maritime archaeological objects and potential deposits including controlled removal, relocation and stabilisation of archaeological material.

The Burra Charter places emphasis on good record-keeping for actions affecting heritage places, and the MAMP for *Busselton Jetty* also recommends reporting of results for any heritage assessment, survey, excavation or monitoring that takes place at the site.

Policy 53 In accordance with the recommendations of the MAMP for *Busselton Jetty*, reporting of any heritage assessment, survey, excavation or monitoring should be prepared by the project archaeologist and copies held by Managers of the place as well as other bodies such as the Heritage Council of Western Australia and the City of Busselton.

The final stage of works that will complete the maritime archaeological management is providing information for any interpretation of the identified archaeology and heritage values for the wider public.

Policy 54 Archaeological management should provide guidance on potential options for interpretation which may include text for hard and digital media, curated object displays and interpretation in artworks.

EXTERNAL REQUIREMENTS

Local Government

Busselton Jetty is included on the Local Heritage Survey held by the City of Busselton as a Category 1 Heritage Place. According to the Survey, *these places are the most important places in the City with the highest cultural heritage values, and generally have built features that are part of their significance*.

Policy 55 Any proposed redevelopment or change of use at *Busselton Jetty* will be subject to approval of a Development Application submitted to the City of Busselton. The nature and extent of other relevant by-laws and policies will need to be determined once the likely re-use or redevelopment of the place is determined.

Heritage Act 2018

All places on the State Register of Heritage Places are protected by the Heritage Act 2018, which aims to recognise and promote Western Australian heritage by defining principles for conservation, use, development or adaptation for heritage places. Under the Act there are penalties for unauthorised impacts to registered heritage places. The Act is currently administered by the Department of Planning Lands and Heritage.

Policy 56 *Busselton Jetty* is protected by the provisions of the Heritage Act 2018.

As the place is included on the State Register of Heritage Places, any proposed works to *Busselton Jetty* must be referred to the Department of Planning, Lands & Heritage (on behalf of the Heritage Council of Western Australia) prior to any work being undertaken. DPLH will refer to this Conservation Plan when assessing proposals for change and may also request a specific 'Heritage Impact Statement', prepared by a suitably-qualified heritage consultant, be submitted along with any application. The advice provided by the Heritage Council in response to a referred proposal may consider the restoration, maintenance and interpretation of the heritage place.

Policy 57 Any proposed changes to the buildings, structures and settings at *Busselton Jetty* shall be referred to the Heritage Council of Western Australia via the Department of Planning, Lands & Heritage in accordance with the statutory obligations of the State heritage-listing of the place.

Building Commission of Australia

Statutory requirements in regard to the National Construction Code of Australia are detailed in publications available from the Building Commission of Australian and any changes to the building fabric or use may require specific attention to fire safety, access, egress, energy efficiency and other areas of compliance. Although some concessions may be possible, this approach can not be relied upon and focus should instead by placed on achieving solutions which achieve a balance between heritage considerations and the performance criteria of the Code

Policy 58 Compliance with current construction standards shall be carried out with respect and sensitivity for the significant heritage fabric and should only be undertaken under the guidance of an experienced and suitably-qualified heritage professional.

Underwater Cultural Heritage Act 2018

The Commonwealth Underwater Cultural Heritage Act 2018 (UCHA) provides for the protection of Australia's underwater cultural heritage, including shipwrecks, sunken aircraft and their associated artefacts, that occurred +75 years ago, regardless of whether their location is known, and that are located in Australian waters. The UCHA does not apply to Busselton Jetty as the Jetty is in State coastal waters.

Maritime Archaeology Act 1973

The WA Museum is the regulator for the State Maritime Archaeology Act 1973 (MAA), which protects pre-1900 maritime archaeological sites on State lands and in State waters, including protected bays, harbours, estuaries, rivers and creeks. Section 4 of the MAA defines what constitutes a maritime archaeological site which may be located below the low water mark, between the tide marks or on land. Maritime archaeological sites include shipwrecks and relics associated with historic ships, early maritime infrastructure and shipwreck survivor camps. This Act defines 'historic ship' as any ship that before the year 1900 was lost, wrecked, abandoned or stranded on or off the coast of Western Australia. The term 'relic' pertains to anything of historic interest that appears to have formed part of, or to have been carried by, derived from or been associated with an historic ship.

Busselton Jetty is not currently declared as a Maritime Archaeological site and accordingly, the WA Museum does not have jurisdiction over this place. According to the WA Museum's Shipwreck Databases, there are no shipwrecks in the vicinity of the Jetty. However, given the long-term and intensive use of the jetty, there is a very high potential for archaeological materials to be encountered if the sediments beneath and around the jetty are disturbed. The original jetty sections extending from the original Queen Street entry northward to the No. 3 Head would meet the pre-1900 age requirements for protection of the Maritime Archaeology Act 1973 and therefore a cautious approach is required for any works and future development in these zones.

The Maritime Archaeology Act 1973 can only protect pre-1900 maritime archaeology sites, however this may include the historic jetty sections up to No. 3 Head, which were all constructed prior to 1900.

Policy 59 Busselton Jetty may be subject to future protection under the Maritime Archaeology Act 1973 if surveys of the pre-1900 sections of the jetty seabed reveal sites of archaeological potential.

Aboriginal Heritage and Culture

Although there are no registered Aboriginal Heritage Sites listed within the Busselton Jetty curtilage, it is acknowledged that the Geographe region is of historical importance to the local Wadandi Bibbulum Aboriginal people, identified as the salt water people, who are closely linked to the ocean and have been hunting and gathering bush foods between the coastal strip, waterways and forests for thousands of years (City of Busselton, 2021).

The *Noongar (Koorah, Nitja, Boordahwan) Recognition Act 2016* recognises the Noongar people as the Traditional Owners of the south-west region of Western Australia.

Policy 60 In recognition of traditional cultural and historic connections with the site, any future development at *Busselton Jetty* should include consultation with First Nations people, the traditional custodians of the land, so that their cultural values and connections to the place can be acknowledged interpreted alongside the existing recognised values.

Busselton Jetty falls within the Southwest Native Title Determination Area which involves six Noongar Native Title Agreement groups and covers over 200,000 km2 of land. The Indigenous Land Use Agreement that includes Busselton is the South West Boojarah #2 Agreement. The Settlement commencement took place on 25 February 2021 and includes provision for Noongar Regional Corporations to enter into joint-management arrangements with the Department of Biodiversity Conservation and Attractions (DBCA) for lands within the South West Conservation Estate, as well as giving Noongar people access to land and water for customary activities. The representative body for the six Agreement Groups and should be engaged as part of any major development at *Busselton Jetty*.

Policy 61 In recognition of the South West Native Title Settlement, any future development at *Busselton Jetty* should include consultation with the representative body for the Native Title Holders.

Environmental Protection

Busselton Jetty has recognised heritage scientific value for the unique marine environment which is located beneath the jetty structure and its potential to be used as a teaching and research site. As well as a diverse range of marine species living under the jetty (over 300 species), there is biota attached to the current fabric as well as remnant fabric standing and laying on the seabed and relocated piles. The development of marine life and biota beneath the jetty deck is typical of other longstanding maritime structures, and in this case, will be supported by the development of other man-made structures that support marine life in the vicinity including the proposed artificial reef structures to be located within Lot 350 of the Crown Reserve.

Geographe Marine Park

Due to the environmental values present at *Busselton Jetty*, and its proximity to both the Ngari Capes Marine Park and the Geographe Marine Park (located 5.5kms from north end of the jetty), future development proposals are likely to be subject to referral to both State and Commonwealth governments for consideration under WA's Environmental Protection Act 1986 (and Amendment, 2020) and the Environmental Protection and Biodiversity Conservation Act 1999, Australia's primary national environmental legislation. Consideration will need to be given to changes that impact on physical and operational elements, including changes to visitor numbers and their activities, as well as changes to shade profiles, lighting, waste management etc.

Policy 62 Any future physical or operational changes to *Busselton Jetty* will likely require preparation of an Environmental Impact Assessment and Environmental Management and Monitoring Plans for referral to the EPA and other environmental protection agencies.

Ngari Capes Marine Park

Busselton Jetty is set within the Ngari Capes Marine Park, and the area near the jetty is valued for its seagrass meadows which are habitat for a diversity of marine species. The Sanctuary Zone that surrounds *Busselton Jetty* supports a unique assemblage of coral, other invertebrates and fish. The jetty is a complex habitat structure attracting a highly diverse range of marine life including high numbers of filter feeders. Common sea dragons are present and large pelagic fish can be observed in the vicinity. The sanctuary zone prohibits fishing and no take and is managed by DBCA and DPIRD.

The northern end of *Busselton Jetty* is located inside the Busselton Jetty Sanctuary Zone of the Ngari Capes Marine Park. This area is managed in a complementary manner to the marine park, however is excised from the marine park due to the existing Crown Reserve land tenure, with a 20m buffer zone between the Jetty structure and the marine park.

Policy 63 In accordance with the Ngari Capes Marine Park Management Plan (DEC, 2013), maintenance of the Busselton Jetty structure is required to have minimal impact on marine life in the sanctuary zones and management actions and conditions need to be developed in a way that avoids or mitigates any adverse effects within this zone.

Busselton Jetty and the existing Underwater Observatory is a nature-based attraction and supports marine conservation through the provision of educational and interpretive products and programs. This aligns with the Ngari Capes Marine Park whose management plan states, "Marine nature-based tourism has the potential to make an important contribution to protecting the region's ecosystems by fostering a greater understanding of the environment" (DEC, 2013).

Policy 64 Any future development or change/expansion of operations at *Busselton Jetty* shall be consistent with supporting marine conservation through education and interpretation as this directly aligns with the stated heritage values of the place.

Jetty Licence & Management Order

Jetty structures are licensed by Department of Transport (DoT) for regulatory purposes under s.7 of the *Jetties Act 1926.* DoT granted Jetty Licence LM1540 to enable the Busselton Jetty to be maintained, for building structures and use of the Jetty. There is also a Dept of Planning, Lands & Heritage Management Order 0400383 in favour of the City of Busselton for Lot 350 on Deposited Plan 55296 on Reserve 46715, which is Crown Land reserved under Section 41 of the *Land Administration Act*. The City of Busselton's Management Order is for the purpose of Recreation, Tourism, Heritage Protection, Education and Marine Research. City of Busselton *Jetties Local Law (2014)* applies to any use of the jetty including mooring and launching of vessels, connection to utility services, vehicle access, fishing activities, fish-cleaning activities and other prohibited activities. There is a Jetty Licence between the City of Busselton and Busselton Jetty Inc. (dated 2014) which allows BJI to conduct commercial activities on the jetty.

Policy 65 Activities at *Busselton Jetty* are controlled by the various Licences and Management Orders in place between the State Governement, the Local Government Authority and other licensees (including Busselton Jetty Inc.) and are limited to the purposes of recreation, tourism, heritage protection, education and marine research. The City of Busselton will seek approval from the State Government for any future development to Busselton Jetty, particularly with regard to any impacts to the structural integrity of the jetty or its operations.

Disability Discrimination Act

The Disability Discrimination Act of 1992 (DDA) set forth legislation that enforces the right of a disabled person to access any public place. This right applies to existing buildings as well as new buildings under construction, and in the context of heritage places constructed well before the concerns of universal access, often require modifications to facilitate such access. The DDA does not require the provision of access to be made if this will cause major difficulties or excessive costs to an organisation ('unjustifiable hardship'), and this has certainly been considered in the context of highly significant heritage buildings, but in the majority of cases it should not be considered a feasible way to avoid the need to address disability access. Usually a solution can be found that achieves compliance with the principles of the DDA and a heritage professional may need to be engaged as part of the design team to assist in finding a suitable outcome.

Policy 66 Any adaptation required by the Disability Discrimination Act to facilitate universal access should be carried out with respect and sensitivity for the significant heritage fabric and should be guided by the policies in this Conservation Management Plan.

Policy 67 The existing disabled access ramps to the low fishing/swim platforms throughout *Busselton Jetty* are of little significance and can be retained, removed or replaced as required.

Statutory Codes & Heritage Places

Although some allowances may be made for heritage places, some adaptation is often necessary to meet the changing requirements of the National Construction Code of Australia and other statutory health and safety regulations. Should such adaptations prove necessary, they should be based on sensitive intervention to the significant fabric.

Policy 68 Any adaptation required by statutory regulations should be carried out with respect and sensitivity for the significant heritage fabric and should be guided by the policies in this Conservation Management Plan.

COMPATIBLE FUTURE USE

Conservation outcomes are usually most successful when a place is kept in continual use and the heritage fabric is appropriately and sensitively maintained to accommodate this use. Ensuring the ongoing future use of a place is an integral part of its survival, provided the proposed use is compatible with the cultural heritage values and achieves a balance between the opportunities and constraints affecting the place.

Ensuring the continued use of *Busselton Jetty* as a heritage landmark with a tourism focus allows a continuation of its historic recreational use (particularly since it was decommissioned in 1972) whilst also allowing its ongoing importance as a place with aesthetic, historic, social and scientific values.

Policy 69 Uses of the place must be determined by what is compatible and feasible without compromising the significance of the place.

Policy 70 In determining compatible uses for Busselton Jetty, the historic uses of the place shall be recognised.

Policy 71 The conservation policies within this document should be adhered to irrespective of the use to which the place is put.

Recreational and Tourism Use

The original use of *Busselton Jetty* for cargo transport has been replaced by use of the site as a recreational and tourism asset with high quality offerings including tourist tram, Interpretive Centre and Underwater Observatory, all of which interpret and showcase the historic, social and scientific values of the place. The ongoing demands of upgrading and maintaining a safe recreational maritime structure suited to swimming, fishing, diving and promenading has required substantial repair and replacement of early heritage fabric but has ensured the longevity and sustainability of the place. It is unlikely that Busselton Jetty would ever have benefited from major capital investment over the last 15 years without its tourism uses, nor for the ongoing maintenance to be sustainably managed without funds raised through visitor fees, membership and paid experiences.

Policy 72 The use of Busselton Jetty as a recreational and tourist destination should continue as the primary use of the place.

Visitor Management

The expansion of tourist and visitor activities at *Busselton Jetty* has required an increase in management strategies and physical measures to ensure that cultural heritage values can be maintained. For example, new fishing/swimming platforms have been created at low level off the main jetty neck in various locations to accommodate berthing by recreational watercraft without damaging the structure. Likewise, upgraded amenities have been installed at the Jetty Head to accommodate large groups of visitors who arrive by walking the length of the jetty or travelling via the tourist tram. Security fencing has been installed near the Jetty Head, to manage visitor access when the Underwater Observatory is closed, and CCTV has been installed in key locations to allow observation of everyday activities.

More visitors and increased intensity of use can impact upon the built fabric and make it vulnerable to damage or mis-use (intentional and accidental), therefore it is important that management of visitor numbers and behaviour is considered an important aspect of managing the place.

Policy 73 The place should continue to encourage positive engagement by visitors with the jetty fabric through physical and operational measures that educate, inform and enforce expected behaviours.

Policy 74 Changes to the place to accommodate visitors arriving at or disembarking from the *Busselton Jetty* through different means (boat, tram, personal mobility devices, etc) should consider the potential negative impacts of any changes and whether the increased use is compatible with retention of the cultural heritage values.

Adaptive Re-use

According to the Burra Charter, compatible use means a use which respects the cultural significance of a place. Such a use involves no or minimal impact on cultural significance. This approach allows for some flexibility in the ongoing future use of Busselton Jetty, particularly if changes occur in the needs and requirements of the managers of the place. There may be a number of future uses for the individual elements and structures on the site that may be considered compatible, including those that require some adaptive re-use of the heritage fabric.

Policy 75 Adaptive re-use of the elements and spaces within *Busselton Jetty* is acceptable if it allows the ongoing and compatible use of the place in a way that is sensitive to the significant fabric and provides for the continuation, or interpretation, of practices that contribute to the cultural heritage significance of the place.

RENEWABLE ENERGY SYSTEMS

With current trends moving towards more sustainable building and operational practices, it is inevitable that sometime in the future it may be desirable for renewable energy systems to be incorporated into the building fabric or setting of *Busselton Jetty*.

Policy 76 Any future renewable energy systems proposed to be installed at *Busselton Jetty* should be positioned to limit their visibility and to avoid any negative impacts on the aesthetic values of the place, its setting, or the broader landscape, which forms part of the significant views and vistas of the place.

INTERPRETATION

It is important to provide the local and wider community with a deeper and more comprehensive understanding of the place. Interpretation enhances enjoyment and understanding of heritage places by appealing to different audiences, different levels of experience and knowledge, and different visitor expectations.

While the extant fabric of the place is the primary source for interpretation of heritage values, most people need additional information to understand heritage significance. An interpretation strategy is a useful means of gathering all the available information about a place, distilling themes and identifying ways in which the history and heritage values of a place can be interpreted. It is particularly recommended for places that provide a cultural heritage tourism experience.

A number of Interpretation Strategies have been prepared for *Busselton Jetty* over the years, responding to changing interests of Visitors to the place, new information discovered about the place, as well as the increasing sophistication of heritage interpretation methods using technology.

Policy 77 The significant fabric of the place must be retained and conserved as the primary means of interpreting the heritage significance of the place.

Policy 78 The Interpretation Strategy for *Busselton Jetty* should be implemented and continue to be reviewed and updated to respond to visitor needs and interests.

Policy 79 Redundant or out-dated interpretation devices should be removed to ensure a clarity of message for visitors and to prevent visual clutter at the place.

Decommissioning of redundant interpretation devices can include processes of disposal and removal, recognising that sometimes interpretation elements can attain their own social value due to artistic merit, meaning and association with the place or significant people/events.

FUTURE DEVELOPMENT

Busselton Jetty and the surrounding Busselton foreshore has been subject to major development over the last 20 years, substantially changing the setting of the place, its amenity and its aesthetic presentation. As a premier tourist landmark, the jetty itself is likely to be subject to future and ongoing development opportunities, particularly as the existing infrastructure ages. All future development should be considered in light of maintaining a compatible use and retaining and enhancing the identified heritage values.

In reference to the Assessment of Significance, suitable future development means limiting work that will detract from its aesthetic character and expression (particularly as viewed in the seascape), its landmark qualities, and its historic and visual links with associated elements (particularly Queen Street, the old Courthouse and the Old Bond Store).

Policy 80 Any new development should respect the form, scale and expression of the existing Jetty structure and should not detract from its aesthetic qualities and characteristics. New built elements should be readily identifiable as new work, but may take precedence from historic structures previously located on the *Busselton Jetty* (industrial or architectural), or inspiration from its natural setting.

Policy 81 The form of any new structures on the jetty should not detract from the horizontal emphasis of the current structure, and shall avoid the introduction of new vertical or oversized elements that will compete with the prominence of the heritage structure itself in Geographe Bay.

Its association with the development of the WA timber industry, as exemplified in its original hardwood construction and then its role in allowing the timber cargo to be distributed from the South West via the jetty, means that the timber fabric of the jetty has especial importance and future development needs to consider the ongoing use of this material.

Policy 82 Any new development should maximise retention of timber material in the jetty fabric and maintain a simple palette of materials that are consistent with maritime structures such as concrete and steel.

The social values of the place should also inform future development considerations, particularly the story of how community efforts galvanised to save the jetty from potential demolition, and the clean-up involved after Cyclone Alby, followed by the considerable community interest in the mid-2000s resulted in substantial reinvestment in the structure's repair and rebuild. The community should continue to be engaged about future development at Busselton Jetty, to ensure plans align with community interests and expectations for this long-standing local icon.

Policy 83 Community consultation should be undertaken alongside any stakeholder engagement for future development at *Busselton Jetty*, ensuring that the community a say in the future of the place.

A useful way of reviewing the effect that any proposed new works or changes may have on the cultural significance of a place is to obtain a professionally-prepared Heritage Impact Statement. Such documents can be very valuable for conservation planning, as they can be specific in ways that this Conservation Management Plan cannot be.

Policy 84 Heritage Impact Statements specific to proposals for major works or new developments, either directly at the place or in the vicinity of its setting, should be prepared by suitably qualified heritage professionals and any proposals modified in light of the findings, to mitigate negative impacts.

Figure 6: Location Plan of Busselton Jetty showing key axial and visual connections that need to be maintained as part of any future development. *H+H Architects, 2022.*

PART 8 - IMPLEMENTATION

RECOMMENDED MAINTENANCE SCHEDULE

Since 2005, *Busselton Jetty* has been subject to a comprehensive maintenance plan as required for a fully operational maritime structure. The current 50 Year Maintenance Plan (dated 2012 and prepared by Disley Civil Engineering Pty Ltd, with subsequent updates) is considered the primary guiding document for maintenance of the fabric that comprises *Busselton Jetty* and its other attached structures including the Interpretive Centre and the Underwater Observatory. The maintenance schedule outlined below is extracted from the 50 Year Maintenance Plan (2012-2062), acknowledging that maintenance (and eventually, capital replacement) of the jetty fabric is the most important means of retaining and protecting the heritage values of the place. The varying age and authenticity of the extant fabric (the earliest of which dates from the 1960s, and most of which is post 1990s) and its exposed marine location means that the continuous protective care of the jetty must include ***repair***, ***restoration*** and ***reconstruction*** as well as ***replacement***, and that a pragmatic approach must be applied to ensure that the Jetty may continue to be used and meet all relevant maritime structure standards and rail accreditation. The following schedule relates primarily to the *Busselton Jetty* itself, not the maintenance requirements for the UWO or Interpretive Centre (which are addressed in the 50 Year Maintenance Plan).

Weekly

Full jetty walk to inspect deck surface, handrail, railway track & fixings, signage, ladders, vandalism, etc

Empty rubbish bins (3 days/week)

Fortnightly

Clean fish-cleaning stations of offal

Monthly

Full jetty inspection (post-storm events) allow up to 10 per year

Allow to tighten isolated loose rail track fasteners

General maintenance and repairs to signs, memorial plaques and security fences

General maintenance and repairs to handrails and kerbs (typically caused by weathering, vandalism, vessel impacts) inlcuding tightening of fixings, painting out graffiti and stains

Quarterly

Overnight inspection of jetty light function (sight all luminaires from beach only)

Clean fish offal off crossheads (June - Sept, peak Mulloway fishing season)

General maintenance and repairs and clean out of rain shelters, litter bin refuges, fish cleaning areas and other localised areas as required

Maintenance and repair to ladder cahins

Half-yearly

Allow to repair/replace damaged rubbish bins

Allow to repair/replace damaged water or sewer lines

Allow to repair/replace damaged light fittings/globes

Annually

Underside inspection of superstructure and piers from barge, inlcuing structural, paint coatings and services

Termite inspection of crane platform and Section 1 decking at abutment

Check tightness of all rail track fasteners

Re-application of linemarking to jetty deck surface

General maintenance and repairs to timber decking (Sections 1A and 2B, low level Platform 2A, Heritage Interpretation Node #4, Platform 5A and 5B, Allies Landing, Old Meteorology Platform, Section 7) mostly addressing deck respiking and trip hazards

General maintenance and repairs to FRP decking (Section 7)

Replacement of signage, paint, hardware, chains, fasteners, etc

3 yearly

Steelwork coating inspections (above water)

Steel pier and superstructure corrosion protection repairs

5 yearly

Detailed inspection of Jetty structural elements and marine organism activity

Pile wrapping (timber piles and steel piles)

Timber handrail repainting

Replacement of all lightglobes to jetty luminaires

Replacement of ladders (typically 33% of ladders)

Replace all jetty informational, warning and regulatory signs

10 yearly

Pier maintenance (bolt tightening, bolt replacement & end grain treatment

Pile banding of split timber piles

Replacement of sacrificial anodes to steel piles

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AN INFORMATION GUIDE TO

CONSERVATION MANAGEMENT PLANS

This guide introduces you, as the owner or manager of a private or public heritage place, to the preparation and use of a Conservation Management Plan (CMP).

The guide answers some common questions asked about the purpose, scope and content of a CMP. It also includes the Heritage Council's CMP standard brief, which you can use to commission a heritage consultant.

What is a CMP?

A CMP is the principal guiding document for the conservation and management of a heritage place. The main objective of the CMP is to ensure that decisions are made with regard to the cultural heritage significance of a heritage place.

To that end, a CMP identifies the heritage significance of the place and provides clear policies for the sustainable future of the place.

Why do I need a CMP?

As the owner or manager of a heritage place, you are the custodian of a significant piece of our Western Australian history. A CMP will provide you with the necessary knowledge and tools to ensure that the significance of the place is not lost through change.

Change in a heritage place is often necessary to ensure that it survives for our future generations. A CMP provides guidance in managing change in the heritage place without compromising the heritage significance of the place.

A CMP is a good property management tool because it promotes effective decisions through the conservation and maintenance schedules for the place.

What does a CMP contain?

The process in preparing a CMP is described in the Burra Charter Process. Essentially, this process can be broadly broken down into three parts:

1. Understanding the significance of a place
2. Developing policies to guide maintenance and change
3. Developing an action plan

The content of a CMP largely reflects this process. The first part of a CMP will provide you with information that allows you to understand the history and background of the place through historical documents. It will also record the changes to the place through time and provide a recording of the physical condition at the time the CMP is written. Through the analysis of the documentary and physical evidence, an assessment of the significance of the place is undertaken. Out of this analysis, a Statement of Significance and zones (and elements) of significance are developed. A Statement of Significance is a succinct statement, broken into several points, on the cultural significance of the place. The zones and elements of significance lists, either textually or graphically, the relative significance of areas and elements of the place.

The second part of a CMP identifies opportunities and constraints that arise from the significance of the place and other factors such as planned future development and current physical condition. Policies are developed out of the identification of these issues.

The final part of a CMP is the preparation of an action plan that includes a schedule of conservation works and maintenance schedule. A CMP should also provide the most up to date information on protocols that need to be followed in regards to undertaking changes to the place.

More information about the contents of a CMP is contained in the standard brief of a CMP, which is attached at the end of this information guide.

Who prepares a CMP?

A heritage professional with experience in preparing CMPs will not only bring technical skills but also a network of other specialists. A heritage professional may be an architect, archaeologist, historian, horticulturist, or material conservationist. The specialist skill required for a CMP depends on the nature of the place. When seeking the right person with appropriate background, it is best to first look at the major element of your heritage place. Is it a garden or landscape with a few scattered structures? Is it a building or complex of buildings? Is it a ruin? Answering this question will enable you to choose the right specialist group to approach.

Once you have decided upon the most appropriate specialist group, put together a brief that outlines your objectives, needs and aspiration for the place. Include also the CMP Standard Brief found at the end of this document. Approach several heritage professionals with your brief and ask for a quote and fee proposal.

It would be prudent to research a few heritage professionals and evaluate if they demonstrate the right skills and experience. You should look at examples of other recent CMPs they have produced and speak with previous clients. You want to ensure that you get value for money and this does not necessarily mean the cheapest quote. Look for professionalism and attention to detail.

You should also assess suitability against your needs and budget. The cost of a CMP can vary from $5000 to well in excess of $20,000 for large complex places.

How do I use a CMP?

A CMP is essentially a management tool and provides guidance for not only the maintenance of the place but also for changes proposed for the place.

As a priority, you should read through the CMP thoroughly and understand the information contained within it. The next step is to undertake the actions as set out in the schedule of conservation works.

The CMP is also a useful tool to test the impacts of a proposed change. If you were intending to undertake works or changes to the place, it would be useful to test the change against the policies contained in the CMP. It is wise to consider several options for the change and test them accordingly to the CMP. The best option is a change that minimises the adverse impact on the heritage significance of the place. For more information on heritage impacts and the testing of proposed change, please refer to 'A Guide to Preparing Heritage Impact Statements'.

STANDARD BRIEF

A Conservation Management Plan (CMP) is the principal guiding document for the conservation and management of a heritage place. The main objective of the CMP is to ensure that decisions about a place are carried out with regard to its cultural heritage significance. The CMP should provide clear and justifiable policies and actions for the sustainable future of the place.

The CMP should be presented in a manner that is suitable for use by owners and managers of heritage places, conservation practitioners, approval authorities and advisory bodies.

This standard brief provides an outline of the sections and information to be included when preparing a CMP.

In general, the work should be carried out in accordance with the guidelines and principles of J. S. Kerr's The Conservation Plan[1] and the Australia ICOMOS Burra Charter, 2013[2] or The Illustrated Burra Charter[3]. Reference should be made to the Guidelines to the Burra Charter: Cultural Significance, Guidelines to the Burra Charter: Conservation Policy and Guidelines to the Burra Charter: Procedures for undertaking studies and report. The document should also be produced in accordance with Style Manual for Authors, Editors and Printers, 2002[4]. The Australian Natural Heritage Charter: Standards and Principles for the Conservation of Places of Natural Heritage Significance should also be used when relevant.

A CONSERVATION MANAGEMENT PLAN SHOULD INCLUDE THE FOLLOWING SECTIONS:

EXECUTIVE SUMMARY

The Executive Summary is to be concise, self-contained and accessible by a broad audience. As a guide, the Executive Summary should be no more than three (3) pages.

The Executive Summary should include the following:

- the purpose of the CMP
- a description and brief history of the study area
- the Statement of Significance
- a summary of intentions of the policy and strategy contained within the CMP

1. INTRODUCTION

The introduction should include:

- The purpose of the CMP and guidance to the owner/ manager of the place as to how to apply the CMP.
- A description of the study area, including a list of all buildings/features on the site.
- A location plan showing the regional (broad) context of the place, a location plan showing the local context of the place, and a clearly defined study area or site plan annotating all buildings and features on site, land title information and boundary of the site.

1 J. S. Kerr, The Conservation Plan, National Trust of Australia (NSW), 2000, fifth edition.
2 The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter), 2013.
3 Marquis-Kyle, P. & Walker, M., The Illustrated Burra Charter, Australia ICOMOS, 2004.
4 Australian Government Publishing Service, revised by Snooks & Co., Style manual for authors, editors and printers, 6th Edition, John Wiley & Sons, 2002.

- Current heritage listings of the place.
- Acknowledgements of people and funding as appropriate.
- An outline of the methodology employed by the consultant in the preparation of the report.
- Study team and management structure for the project.

2. EVIDENCE

If the place is on the State Register of Heritage Places and has a substantial Heritage Council Assessment Documentation, this document should be used as a basis for this section of the CMP. Additional information should be added as necessary to bring the information up-to-date, respond to any unresolved issues and/or support the development of detailed conservation policies. Where the Assessment Documentation is used, the source document and the original authors should be clearly acknowledged.

In the preparation of documentary and physical evidence, consideration should be given to the items listed in Section 3.2 of the Guidelines to the Burra Charter; Cultural Significance.

Note: Technical expertise should be used appropriate to the condition and nature of the place. For example, experts may include a landscape architect, historical archaeologist, or specialist engineer. The findings of these experts should be integrated in the relevant section(s) of the report to allow a comprehensive understanding of the place. Detailed reports should also be included in full as an appendix.

2.1 Documentary Evidence

This section is to be prepared by an historian or suitably qualified archaeologist. The documentary evidence is to provide an understanding of the following:

- Pre-colonial occupation (where relevant).
- Historical context - for example, its place within the development of a locality/region or its association with the development of a particular industry.
- A history of the place from its past site use, establishment and construction up to present day, including its role and associations.
- A summarised chronology of major events.

Where an unsuccessful attempt has been made to locate important information, this should be noted in the documentary evidence (types of sources and depositories/locations searched).

Potential oral sources of information may also be investigated and, where possible, archival plans and photographs are to be provided to document the development of the place. Historic plans should be included to provide an understanding of the evolution of the place.

2.2 Physical Evidence

This section is to be prepared by an architect, historical archaeologist, engineer and/or landscape architect or other person with expertise as appropriate to the nature and condition of the place. There should be a clear statement about the methodology of the physical investigations undertaken and any limitations during the investigations. Issues or areas of concern should be clearly identified. Structural engineering reports may be commissioned as appropriate to provide understanding of the structural integrity of the place and to assist in developing policies arising from the physical condition of the place.

The physical evidence is to provide an understanding of the following:

- The context of the building(s)/features within the landscape/setting.
- A description of the current function of the place and building(s).
- A description of the surviving fabric (including any artefacts/movable heritage).
- Assessment of potential for archaeological remains
- A general assessment of the physical condition of the place. Structural engineering or other specialist reports may need to be commissioned as appropriate.

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Where possible, annotated photographs should be used to provide both pictorial and textual description of the fabric of the place. Floor plans of major built elements must be included in the physical evidence. Current photographs should be taken to document the present form and the internal and external condition of the place and building(s). Plans and photographs should be sourced and dated.

For complex sites with a number of buildings and/or physical features, each element should be discussed in a separate sub-section.

For archaeological sites, a description of all features remaining on the site and the relationship between structures remaining on the site, artefact scatters and any exotic vegetation should be included. The description should also include any depressions or mounds that do not appear to be natural. Archaeological potential identified at this stage should be addressed by an assessment of the possibility of uncovering significant sub-surface remains by a suitably qualified archaeologist.

Room by room schedules may be prepared noting the nature of the principal elements and their condition. These schedules should be included as an appendix. If there are buildings on site that are unlikely to be significant under section 38 of the *Heritage Act 2018*, it may not be necessary to prepare room schedules for such buildings.

3. ANALYSIS OF THE DOCUMENTARY AND PHYSICAL EVIDENCE

This section should address the following points:

- The sequence of development of the place, including past site use, based on the documentary and physical evidence. This should be presented as a chronology focussing on major changes to the fabric of the place, including changes to earlier finishes and decorative details, and identifying alterations to the fabric. For archaeological sites, any later building or activity on the site that altered the use patterns should be described and the impact of that activity on previous occupancy noted. It is recommended that this sequence also be presented graphically. No new documentary or physical evidence should be presented in this section.
- Discuss and identify any questions not resolved about the development of the place or any conflicts arising from the documentary and physical evidence. This sub-section should also identify any areas of further research such as archaeological investigations, historical research etc. The direction of this further research might be guided by a proposal of potential research questions.
- Undertake a comparative analysis of the place. The purpose of the comparative analysis is to provide supporting evidence for the assessment of the rarity and/or representativeness of the place. This could discuss a range of issues such as use, period, region, association or style. Thematic associations should also be included in this comparative analysis. Suggested sources of comparative information are the Heritage Council's Heritage Places Database, and Local Government Heritage Inventories. A conclusion should be stated, rather than merely providing a list of comparative places.

4. ASSESSMENT OF SIGNIFICANCE

The aim of this section is to analyse the information presented in the documentary and physical evidence and provide clear statements of the values pertaining to the place. The assessment of significance must derive from the evidence presented in previous sections and no new information should be introduced.

The assessment of significance is set out using the section 38 of the *Heritage Act 2018*. It aims to establish the 'nature' of significance in terms of aesthetic, historic, scientific and social significance, as well as the 'degree' of significance in terms of rarity and representativeness.

The assessment of significance should take into account:

- The assessment of the complex as a whole (within both a State and a regional context)
- The assessment of component parts or aspects
- The identification of elements/aspects of particular significance; and
- The identification of elements of little significance or those that are considered to be intrusive.

For a State Registered Heritage Place, the assessment of significance from the Heritage Council's Assessment Documentation should be used if it provides a detailed analysis of the significance of the place. Where the existing documentation is insufficient, or where new evidence has been identified, it should be revised in a manner consistent with the current standards for register documentation. Where the Assessment Documentation is used, the source document and the original authors should be clearly acknowledged.

5. STATEMENT OF CULTURAL HERITAGE SIGNIFICANCE

The Statement of Significance defines the cultural heritage significance of the place. It must be based on the statements made in the assessment of significance. It addresses whether the place is significant, why it is significant and how it is significant. The Statement of Significance will form the basis for the conservation management policies.

The values identified in the assessment of significance should be summarised into a concise and succinct Statement of Significance. Statements should be written in descending order of importance with each point able to stand and make sense on its own.

For a place on the State Register of Heritage Places, unless new information has been uncovered, the Statement of Significance in the CMP should not be different to the Statement of Significance in the Register Entry. If new evidence has been found, this should be discussed in the Assessment of Significance section.

6. GRADED ZONES AND ELEMENTS OF SIGNIFICANCE

The purpose of this section is to identify and discuss zones, sections and elements of the place that have varying degrees of significance. The grading should be considered in relation to the evidence and the assessment of significance. All parts of the study area, including landscape, archaeological potential, setting, building(s), physical features and elements should be assessed in this section.

The graded levels of significance should be presented graphically, with the various zones and elements easily distinguishable. The graphics should also be accompanied by a list detailing the zones and elements and corresponding level of significance.

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Generally, a five tier grading system is used to identify those parts of the place that are of:

- exceptional significance
- considerable significance
- some significance
- little and/or no significance (neither contributes nor detracts from the significance of the place)
- intrusive (detracts from or has an adverse affect on the significance of the place)

These grades are to be considered in a State context and all five tiers may not apply to each place. This will depend on the nature of the place and the assessment of significance.

7. CONSERVATION POLICY

The aim of this section is to establish clear policies based on the Statement of Significance and the evidence presented in the previous sections.

In general, the policies should address how to:

- Retain or reveal significance of the place
- Identify feasible and compatible uses for the place
- Meet statutory requirements
- Work within procurable resources

The following points must be addressed in the Conservation Policy:

7.1 Introduction

This section should contain:

- An explanation about the purpose of conservation management policy.
- A summary of the major issues considered.
- Key policy statements that establish a conservation framework for all future decisions and work.

7.2 Policies Relating to the Physical Setting

The policies contained within this section should clearly identify the requirements for landscape elements and other sites features, such as vistas, according to the various levels of significance as identified in Section 5. The impact of the setting, surrounding development and/or use in relation to the significance of the place should also be considered.

7.3 Policies Arising from the Physical Condition of the Place

The implications of the current physical condition of the place should be assessed and policies developed in this section. Particular attention must be given to the issues or areas of concerned raised during the physical investigations.

The following points should be considered:

- The nature, urgency and potential impact of any current or proposed maintenance works.
- The nature and urgency of any maintenance works identified as being required (as part of the physical inspection for this report). These may be used in the development of future works and/or maintenance.
- Any other relevant issues, such as the possibility of hazardous materials or the need for pest inspection/control.

7.4 Policies Relating to Archaeological Potential

This section should address any known or potential archaeological issues within the study boundaries and the management of these sites during any future works.

The policies relating to the archaeology of the place should clearly identify the requirements for managing the areas or elements of different levels of significance, as identified under Section 6.

The following principles should be applied:

- For areas of exceptional significance, the area should not be disturbed except in the event of a professional archaeological excavation with a comprehensive research plan.

- For areas of considerable significance, disturbance of the area should be avoided where possible. Where disturbance cannot be avoided, an archaeological examination should be undertaken prior to other works taking place. An appropriately qualified archaeologist, who may conduct an architectural excavation or test pit where appropriate, should carry out the assessment.
- For areas of some significance, disturbance of the area should be avoided where possible. Where disturbance cannot be avoided, an archaeologist should be present when works are undertaken in order to identify and/or collect material of archaeological significance. The archaeologist shall assess whether a watching brief is appropriate, with the aid of a test pit where necessary.
- A contingency plan for sub-surface disturbance and subsequent uncovering of archaeological features/materials shall be in place to ensure appropriate treatment of archaeological matter.

7.5 External Requirements

The following issues should be considered and policies developed accordingly:

- Current Heritage Listings/Registrations

  Discuss current heritage listings for the place, including a description of what is registered, the date of the listing and the implications of the listing. Discussions of listings should include but not necessarily be limited to:

  - Local Government Heritage Inventory
  - Heritage List or Heritage Protection Areas under the Town Planning Scheme
  - State Register of Heritage Places
  - Classified List (National Trust of Australia [WA])
  - Register of the National Estate (Australian Heritage Commission)
  - National Heritage List (Australian Heritage Council)
  - Commonwealth Heritage List (Australian Heritage Council)
  - World Heritage List (UNESCO)
  - Maritime Archaeology Act 1973
  - Register of Aboriginal Sites
  - Ramsar List of Wetlands of National Importance (Ramsar)

The implications of registration should be discussed, particularly in relation to the statutory requirements regarding the development process. This issue should also be discussed if the report is recommending that the place be considered for entry in the State Register of Heritage Places.

Further to the above and based on the findings of the assessment of cultural heritage significance, if the consultant believes the place is worthy of inclusion in any heritage list (and has not yet been considered for that list), a recommendation to that effect should be made.

- State Government Policy

  If the State Government owns the place, reference must be made to the Government Heritage Property Disposal Process.

- Other Statutory Requirements

  Consider the possible impact of Health Acts, Building Code regulations, Premises Standards, fire safety regulations, and any other restraints that may affect the place. Identify issues arising from the statutory requirements that may have future implications.

7.6 Compatible Future Use

Issues that should be considered are:

- The current use, proposed new uses and/or future development and possible impact on the cultural heritage significance of the place
- Areas and/or zones where future development may be appropriate (this should be presented graphically)

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The use to which a place was originally built is always the preferred ongoing use, but if this is not viable then a compatible use is preferred if the following principles are applied:

- The intactness of the place is maintained, including retention of significant interior and exterior spaces
- The adaptations and/or additions are easily reversible without causing damage to the significant fabric
- The opportunity for interpretation of the place and archaeological features or materials that may be uncovered
- The development provides the opportunity to conserve fabric described in other sections of the CMP

7.7 Policies Relating to Renewable Energy Systems

Issues relating to installation of renewable energy systems should be considered. In particular, possible future requirements relating to modern technology and sustainability, and the areas and/or zones where this may be accommodated without undue impact on heritage values.

The principles set out in the Heritage Council's publication Renewable Energy Systems in State Registered Places should be applied.

7.8 Policies Related to Interpretation

It is considered desirable to interpret the history and significance of a heritage place for visitors and/or users. This policy section should discuss broad principles or themes for appropriate methods and expertise for interpretation, use of interpretive material, and/or future recommendations. If an Interpretation Plan is to be recommended, then specific issues to be addressed in the Interpretation Plan are to be stated and justified.

7.9 Other

Identify any other areas not addressed in the above policy sections and develop specific policies on these issues.

8. POLICY IMPLEMENTATION

Arising from the policies in Section 7, a conservation works schedule and maintenance works schedule should be collated to ensure that implementation of policies are undertaken within appropriate timeframes.

8.1 Recommended Conservation Works Schedule

Works that are required to address issues identified in the previous sections should be outlined in a schedule that establishes the sequence of activities to be undertaken in response to priorities and resources.

Works should be categorised into 'urgent works' (to be actioned within 12 months); 'short-term works' (within two years); 'medium-term works' (within five years); 'long-term works' (within 10 years); and desirable works.

8.2 Recommended Maintenance Works Schedule

Other than conservation works, the CMP should also address ongoing maintenance works for the place. A schedule of maintenance works should be drawn up to ensure that upkeep of the place is programmed.

9. APPENDICES

Any information that may be critical to an understanding of the Conservation Management Plan report or its preparation should be included as an appendix. For documents available online, a web address will be sufficient. Appendices could include such things as:

- Documentary and physical evidence. For example, title deeds, reports and plans, building schedules etc. Documents shall include scale, orientation, date and designation where applicable
- Guidelines to The Burra Charter: Cultural Significance' and/or 'Guidelines to The Burra Charter: Conservation Policy
- Details of heritage listings/registrations