



JANDAKOT AIRPORT HERITAGE MANAGEMENT PLAN

CONSERVATION MANAGEMENT PLAN APPENDIX I

Jandakot Airport Holdings Pty Ltd
16 Eagle Drive
Jandakot WA 6164

TABLE OF CONTENTS

1	INTRODUCTION	4
2	LEGISLATION	4
2.1	Commonwealth Legislation.....	4
2.2	State Legislation.....	4
3	BACKGROUND	4
3.1	Previous Land Use	4
3.2	Archaeological and Ethnographic Investigations.....	5
3.3	Current land use.....	6
4	MONITORING AND MANAGEMENT	7
5	REPORTING REQUIREMENTS	7
6	REVIEW AND AMENDMENT OF HERITAGE MANAGEMENT PLAN.	7
7	SUMMARY OF ACTIONS	7
8	REFERENCES	9
9	GLOSSARY	9

FIGURES

FIGURE 1	MASTER PLAN 2009
FIGURE 2	ABORIGINAL SITES 2008
FIGURE 3	MASTER PLAN 2014
FIGURE 4	MASTER PLAN 2020

Amendment History

Version	Issue Date	Description	Prepared By	Approved By (JAH)	Approved by (DCCEEW)
1	22/01/2014		Joanne Wann (JAH EM)	J. Fraser	Not Required under EPBC 2009/4796.
2	21/12/2018	Minor revision	Joanne Wann (JAH EM)	J. Fraser	TBC
3	16/02/2024	Review and Amendment	James Holme (JAH EM)	J. Fraser	TBC
4	24/07/2025	Review and Amendment as per DCCEEW feedback July 2025.	James Holme (JAH EM)	J. Fraser	

1 Introduction

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

The purpose of this Cultural Heritage Management Plan is to guide JAH in conducting its developments in a manner that complies with the *Airports Act 1996* and other statutory requirements in relation to areas of Aboriginal cultural significance. This HMP is not required under condition 6 and is provided for completeness only.

2 Legislation

2.1 Commonwealth Legislation

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

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

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

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

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

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

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

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

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

2.2 State Legislation

2.2.1 *Aboriginal Heritage Act 1972*

The *Aboriginal Heritage Act 1972* (AH Act) was amended and passed through the WA State Parliament on 15 November 2023, replacing the *Aboriginal Cultural Heritage Act 2021*. The AH Act applies to important and significant Aboriginal sites, and requires a landowner to obtain consent from the Minister to use land where damage to an Aboriginal site may occur.

3 Background

3.1 Previous Land Use

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

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

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

3.2 Archaeological and Ethnographic Investigations

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

3.2.1 Archival Research.

Archival research consisting of a review of site information held by the Department for Planning, Lands and Heritage (DPLH), research and desktop study of previously recorded sites and surveys, as well as from other sources was undertaken. The DPLH search revealed five (5) previously recorded Aboriginal sites in the general vicinity of the airport, two of which are mapped within the development area (see Figure 2).

Table 1. Aboriginal sites recorded within the Airport Boundary						
ID	Name	Access	Status	Type	Location	Comments
3513	Lukin Swamp	Open	Permanent	Artefacts/Scatter, Camp	395389 E 6447399 N	Original recording describes 40x16 m artefact scatter of 50 artefacts including quartz and fossiliferous chert flakes, chips and a core.
4309	Prinsep Road	Open	Insufficient Information 'Not a Site'	Artefacts/Scatter	392700 E 6448575 N	Original recording describes 20 artefacts of quartz and fossiliferous chert flakes, flaked pieces, fragments, chips, backed blades, scrapers, a lumps and an adze. Artefacts were collected by the WA Museum in 1974.

DAA 3513 Lukin Swamp

This site was recorded by Quartermaine in 1990 while undertaking a survey in relation to proposed Jandakot airport extensions (O'Connor *et al.* 1990). A small artefact scatter was identified on open sandy ground that had been cleared of vegetation (firebreak). Over 50 artefacts were found over an area 40 m by 16 m on the eroding top of a sand hill, including quartz and fossiliferous chert flakes, chips and a core. One basalt anvil stone was recorded at the site. The potential for stratification of sub-surface material at this site was noted, however, its potential is considered low due to the erosion in the area. This site was described as a seasonal campsite that overlooked the Lukin Swamp, approximately 300 m away, with a small assemblage of artefacts considered to be representative of the region including quartz and fossiliferous chert stone artefacts. The DPLH mapping placed the site within Area 3 of the PDA in the proposed fourth runway area.

DAA 4309 Prinsep Road

This site was recorded by Stranger in 1974 when the artefacts were collected by the Western Australian Museum. The Aboriginal Cultural Material Committee (ACMC) states there is insufficient information to deem it a site. A sparse artefact scatter was located on a sand hill bordering a 'winter swamp' of Melaleuca lowland. The 20 artefacts consisted of quartz and fossiliferous chert flakes, flaked pieces, fragments, chips, backed blades, scrapers, a lump, a steep scraper and an adze. The stone artefacts were collected by the WA Museum at the time of the original recording and removed from the site.

In 1990, O'Connor located the site finding only one quartz chip (O'Connor *et al.* 1990). He indicated that the area had been greatly disturbed by road construction and firebreaks. The DPLH mapping of this site is located in the south-western corner of the PDA in Area 5.

3.2.2 Archaeological Survey Results

ID 3513 Lukin Swamp

During the AIC archaeological survey, this site was not identified. The AIC archaeologists surmise that this is mostly likely the result of a datum shift in GPS coordinates which should position the site further north in closer proximity to Lukin Swamp outside of the airport boundary. AIC concluded that the site would not be impacted by development associated with the implementation of Master Plan 2009, and advised no regulatory approval pursuant to the AH Act would be necessary to undertake ground disturbing activity in Area 3.

ID 4309 Prinsep Road

AIC concluded that this artefact scatter site is mapped by the DPLH as being located in Precinct 5 of the Jandakot Airport. This site was not identified during the archaeological survey due to its removal by the West Australian Museum in 1974. It is no longer a site within the meaning of Section 5 of the AHA. It will not be impacted by development associated with the implementation of Master Plan 2009, and no regulatory approval pursuant to the AH Act would be necessary to proceed with ground disturbing works in Area 5.

3.2.3 Ethnographic Site Identification Survey

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

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

The AIC investigation therefore concluded that the Jandakot Airport Master Plan 2009 would not impact on Aboriginal sites and confirmed there were no archaeological or ethnographic constraints or risks of impacts to important and significant Aboriginal sites, places or objects.

3.3 Current land use

Following the Aboriginal heritage due diligence work undertaken in 2008, the works associated with Master Plans 2009, 2014 and 2020 have been completed. This has involved the clearing and modification of the ground surface within Areas 3 and 5, consistent with the approved Master Plans (Figures 1, 3 and 4). The areas of land where ID 3513 Lukin Swamp and ID 4309 Prinsep Road had been indicatively mapped by the DPLH, relying on poor quality spatial information from the original recordings, have been

extensively modified. There is no potential for cultural material, surface or subsurface, to exist in Areas 3, 4, 5 or 6, and no risk to compliance with the AH Act.

4 Monitoring and Management

Given findings of AIC (2008), and subsequent development activity, there are no ongoing Aboriginal monitoring requirements at Jandakot Airport. However, JAH acknowledges that there is potential for previously unknown surface or intact archaeological deposits, which may contain cultural materials, to be unearthed in areas of new development, particularly within Areas 1 and 2. Should ground disturbing works be proposed within Areas 1 and 2, the JAH will adopt a precautionary approach and undertake appropriate due diligence regarding Aboriginal heritage sites identification and protection. The summary of actions regarding monitoring, management and due diligence for new finds of Aboriginal heritage or cultural material is detailed in Table 2.

5 Reporting Requirements

Reporting against actions described in this plan will be included within the Jandakot Airport Annual Environment Report (AER). In line with the *Airports (Environment Protection) Regulations 1997*, the AER will be submitted to the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA) by 28th October each year. A copy of the report will be provided to the Department of Climate Change, Energy, the Environment and Water (DCCEE) by 28th October each year.

6 Review and Amendment of Heritage Management Plan.

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

The Heritage Management Plan will be reviewed every 5 years. The next comprehensive review will be undertaken in 2028. If new information arises or Master Plan 2028 results in significant changes relating to heritage management at Jandakot Airport, then the Heritage Management Plan will be amended accordingly.

7 Summary of Actions

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

Table 2. Heritage Management Plan Summary of Actions.			
Action		Responsibility	Timing
Monitoring and Management			
HMP1	Ensure that CEMP for projects involving clearing and earthworks include requirement to stop work and advise JAH EM should an item of suspected heritage significance be discovered	JAH EM	JAH approved CEMP to be developed prior to works commencing.
HMP2	Secure the site and liaise with relevant experts should a suspected heritage artefact be uncovered during clearing or earthworks.	JAH EM	Immediately following the identification of a suspected artefact.
Reporting Requirements			

Table 2. Heritage Management Plan Summary of Actions.			
Action		Responsibility	Timing
HMP3	Report against actions of the HMP within the Jandakot Airport Annual Environment Report (AER) and provide copies to DITRDCA and DCCEEW.	JAH EM	28 October Annually.
Review and Amendment of HMP			
HMP4	Update and revise the existing Heritage Management Plan.	JAH EM	2028 (or earlier if warranted).

8 References

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

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

9 Glossary

AH Act	<i>Aboriginal Heritage Act 1972</i>
ACMC	Aboriginal Cultural Material Committee
AER	Annual Environment Report
AIC	Australian Interaction Consultants
CMP	Conservation Management Plan
DAA	Department of Aboriginal Affairs (formerly DIA, now DPLH))
DITRDCA	Department of Infrastructure, Regional Development and Cities (previously DIT, DIRD and DIRDC).
DOE	Department of the Environment (now DOEE)
DCCEEW	Department of Climate Change, Energy, the Environment and Water (previously DOE, DEWHA, DSEWPaC and DOEE)
DPLH	Department of Planning, Lands and Heritage
EPBC	<i>Environmental Protection and Biodiversity Conservation Act 1999</i>
JAH	Jandakot Airport Holdings
JAH EM	Jandakot Airport Holdings Environment Manager
PDA	Proposed Development Area

FIGURE 2 ABORIGINAL SITES 2008

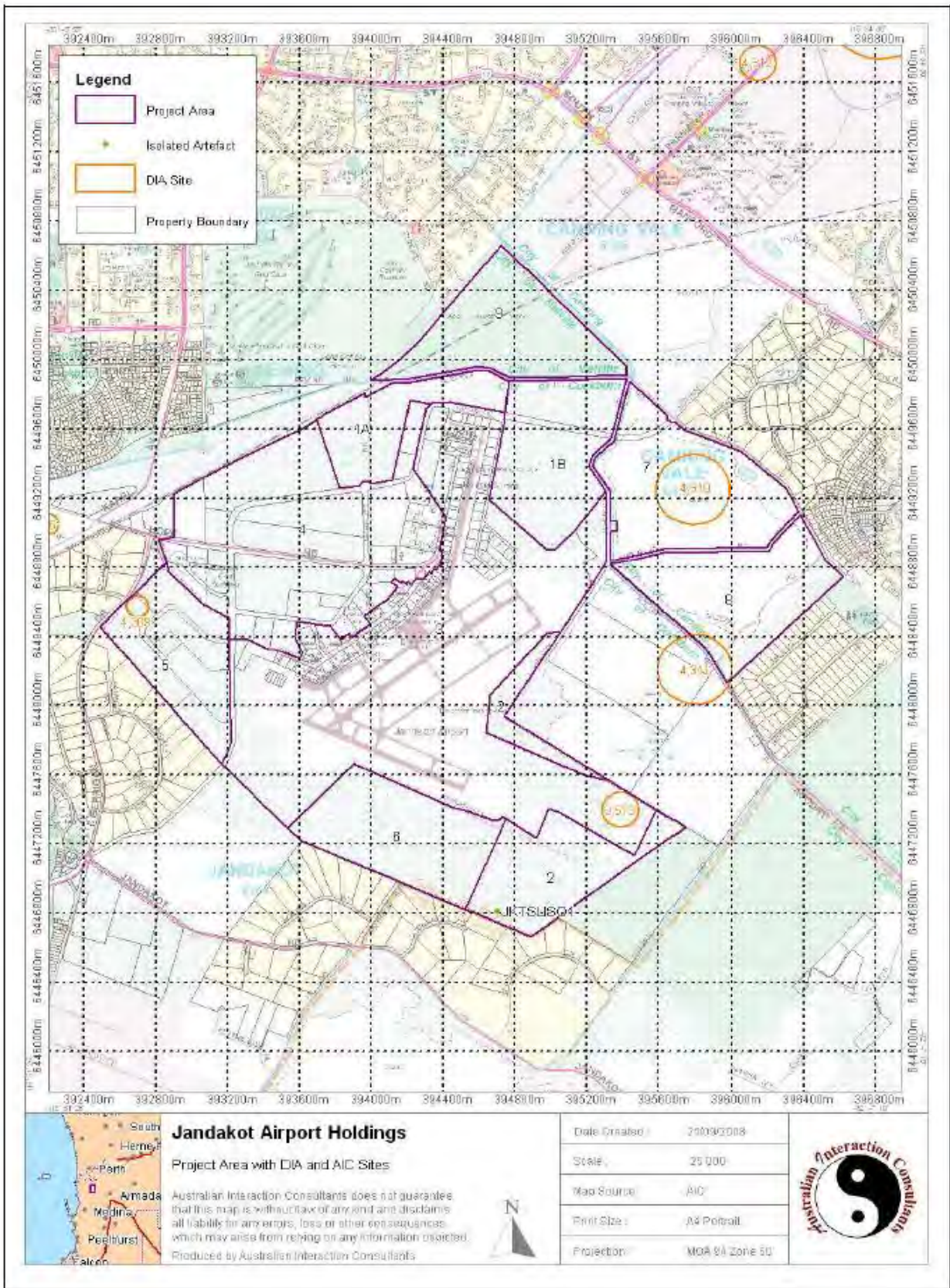


FIGURE 3 MASTER PLAN 2014

