



HISTORICAL HERITAGE IMPACT ASSESSMENT FOR P10191 COUNCIL BUILDINGS (FMR) AT LOT 1 FORREST ROAD, HAMILTON HILL, WESTERN AUSTRALIA

NOVEMBER 2025

For Main Roads Western Australia



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Cover Image: 1939 Military Mapping Photography for Fremantle Coast, Pinjarra (Cropped Image; Source: Geosciences Australia; MAP2623 – 1382).

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Disclaimer

The authors are not accountable for omissions and inconsistencies that may result from information which may come to light in the future but was not forthcoming at the time of this research.

Spatial Information

All spatial information contained in this report uses the Geocentric Datum of Australia (GDA94), Zone 50, unless otherwise specified. All information obtained from Main Roads Western Australia is assumed to be accurate to two decimal places. All spatial information obtained during fieldwork was taken using a handheld Garmin GPS with a purported accuracy of ± 3 m. Where we report spatial information collected in the field, we have opted for a slightly wider degree of accuracy of ± 5 m.

Authorship

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The maps were produced by Tehya Scholz.

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Table of Contents

DOCUMENT INFORMATION	2
COPYRIGHT	3
WARNING	3
DISCLAIMER	3
SPATIAL INFORMATION	3
AUTHORSHIP	3
ACKNOWLEDGEMENTS	3
TABLE OF CONTENTS.....	4
LIST OF MAPS.....	5
LIST OF TABLES	5
SECTION ONE – INTRODUCTION	6
OVERVIEW AND AIMS OF THE HHIA	6
PROJECT AREA.....	6
LIMITATIONS	7
HISTORICAL HERITAGE LISTINGS	10
WA HISTORICAL HERITAGE LISTINGS.....	10
HISTORICAL CONTEXT.....	11
SECTION TWO – IMPACT ASSESSMENT AND RECOMMENDATIONS	26
INTRODUCTION.....	26
ARCHAEOLOGICAL POTENTIAL.....	27
HERITAGE IMPACT ASSESSMENT.....	29
SUMMARY OF HERITAGE IMPACTS	30
IMPACT MANAGEMENT STRATEGIES	32
RECOMMENDATIONS	34
REFERENCES.....	35
APPENDIX ONE – HERITAGE LISTINGS	36
CITY OF COCKBURN LOCAL GOVERNMENT INVENTORY	36
APPENDIX TWO – HISTORICAL CONTEXT	40
BROADER HISTORICAL CONTEXT.....	40
HISTORY OF P10191 COUNCIL BUILDINGS (FMR).....	44
APPENDIX THREE – ARCHIVAL RECORD TEMPLATE	59
STANDARD ARCHIVAL RECORD.....	59

List of Maps

MAP 1. OVERVIEW OF THE PROJECT AREA	8
MAP 2. HISTORICAL HERITAGE PLACES INTERSECTING AND ADJACENT TO THE PROJECT AREA	9
MAP 3. ARCHAEOLOGICAL POTENTIAL WITHIN THE PROJECT AREA.....	31

List of Tables

TABLE 1. SUMMARY OF HERITAGE IMPACTS FOR P10191 <i>COUNCIL CHAMBERS (FMR)</i>	30
TABLE 2. ARCHIVAL RECORDING REQUIREMENTS	60

SECTION ONE – INTRODUCTION

OVERVIEW AND AIMS OF THE HHIA

Archae-aus was engaged by Main Roads Western Australia (Main Roads) to prepare a Historical Heritage Impact Assessment (HHIA) and Archival Record for the Local Government Inventory Place, P10191 *Council Buildings (fmr)* at Lot 1 Forrest Street (Part Lot 1), Hamilton Hill, WA (the Project Area). Main Roads is proposing to demolish the buildings at this place and has been advised by the City of Cockburn to undertake the HHIA and prepare an Archival Record of the place prior to demolition.

Due to safety concerns raised by Archae-aus and Main Roads regarding the current occupation of the site by squatters, the planned site visit has been postponed until the matter is resolved. Accordingly, the archival recording of the buildings, features and spaces at the site cannot be undertaken at this time. It is recommended that the recording be completed once the site has been secured and deemed safe for entry, and prior to the commencement of any demolition works.

This report complies with the Heritage Council guidelines for the preparation of a Historical Heritage Impact Statement (or Assessment).¹

Project Area

The Project Area is at Lot 1 Forrest Street, Hamilton Hill, within the City of Cockburn (Map 1, Map 2). The lot is triangular in shape, situated at the intersection of Forrest Road to the north and Rockingham Road to the south, with a paddock immediately to the east. It covers an area of approximately 6,445 m², with the frontages along Forrest Road measuring approximately 142 m, 136 m along Rockingham Road, and 100 m along the eastern boundary adjoining a neighbouring paddock.

The lot contains four main buildings, including the former Council Building (constructed c. 1922), which housed the Fremantle Road Board from 1924 (possibly constructed from 1922) and later the Cockburn Road Board (see Appendix Two), as well as three outbuildings comprising two sheds and a main residence.

Place Description

The following place description is based on observations of aerial, satellite and Google Street View imagery and may need to be refined during the site visit.

The place at Lot 1 Forrest Road, Hamilton Hill is a municipal site comprising four primary buildings arranged across a generally triangular lot, with access from Forrest Road at the northern end. The southernmost building is the former council chambers, a rendered brick structure with a tiled roof, forming the civic focus of the site; it has undergone renovations and extensions which have encased the original c.1922 Road Board / Council building.

Towards the central northern portion is a machinery shed, constructed of limestone with quoined corners on the eastern and western façades, corrugated iron walls, and a tile roof, which may have been replaced with corrugated iron in recent years; the combined limestone and brick façade provides some aesthetic interest within an otherwise utilitarian precinct.

¹ <https://www.wa.gov.au/system/files/2021-05/HER-Heritage-Impact-Statement-A-Guide-2020.pdf>

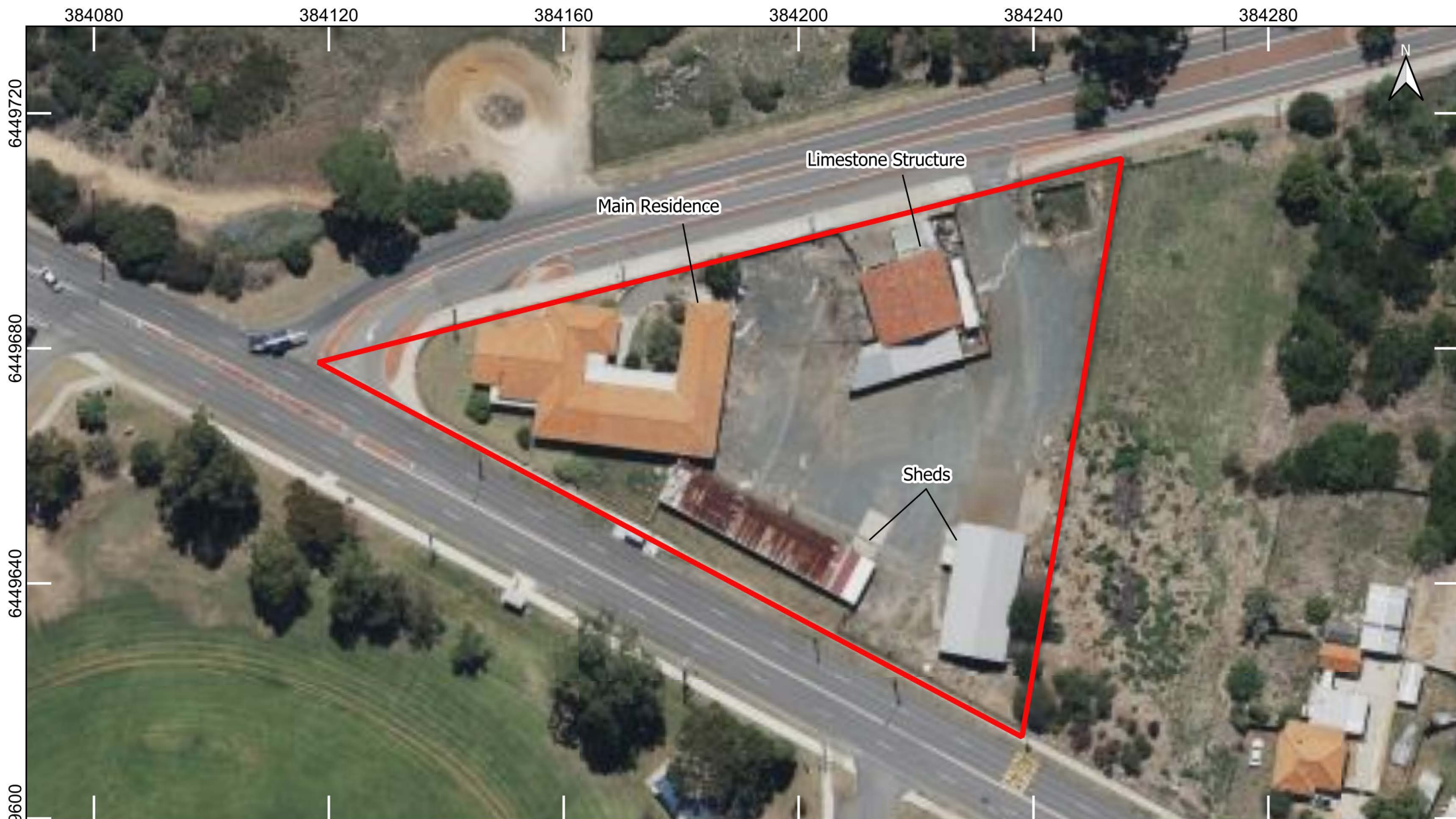
Two additional ancillary buildings, comprising corrugated iron sheds, including one with rough rendered exterior walls, are located along the south and southeastern boundaries and are now in a dilapidated condition. A bitumen hardstand links the buildings, providing vehicular circulation, and first appears in aerial imagery in 1981.

The site is defined along Forrest Road and Rockingham Road by a low brick retaining wall, which forms a curved peak at the intersection and encloses a raised lawn area. Vegetation is limited, consisting of a small stand of medium-height shrubs and trees along the Forrest Road entrance to the council chambers, along the southeast boundary behind a shed, and an isolated tree at the southern intersection. Cyclone wire fencing, with shade cloth covering some sections, encloses the site along both street frontages.

Overall, the place reflects the functional layout and character of a typical 20th-century municipal precinct, exhibiting low aesthetic and architectural significance, aside from the limited visual interest provided by the limestone and brick façade of the machinery shed located along Forrest Road at the rear of the former council chambers. All buildings show evidence of degradation, vandalism, and graffiti.

Limitations

This HHIA has been prepared based on the desktop assessment only. A site visit could not be undertaken due to safety concerns; therefore, an archival recording and a final impact assessment will need to be completed once the site has been secured and is safe to access.



Legend

 Project Area

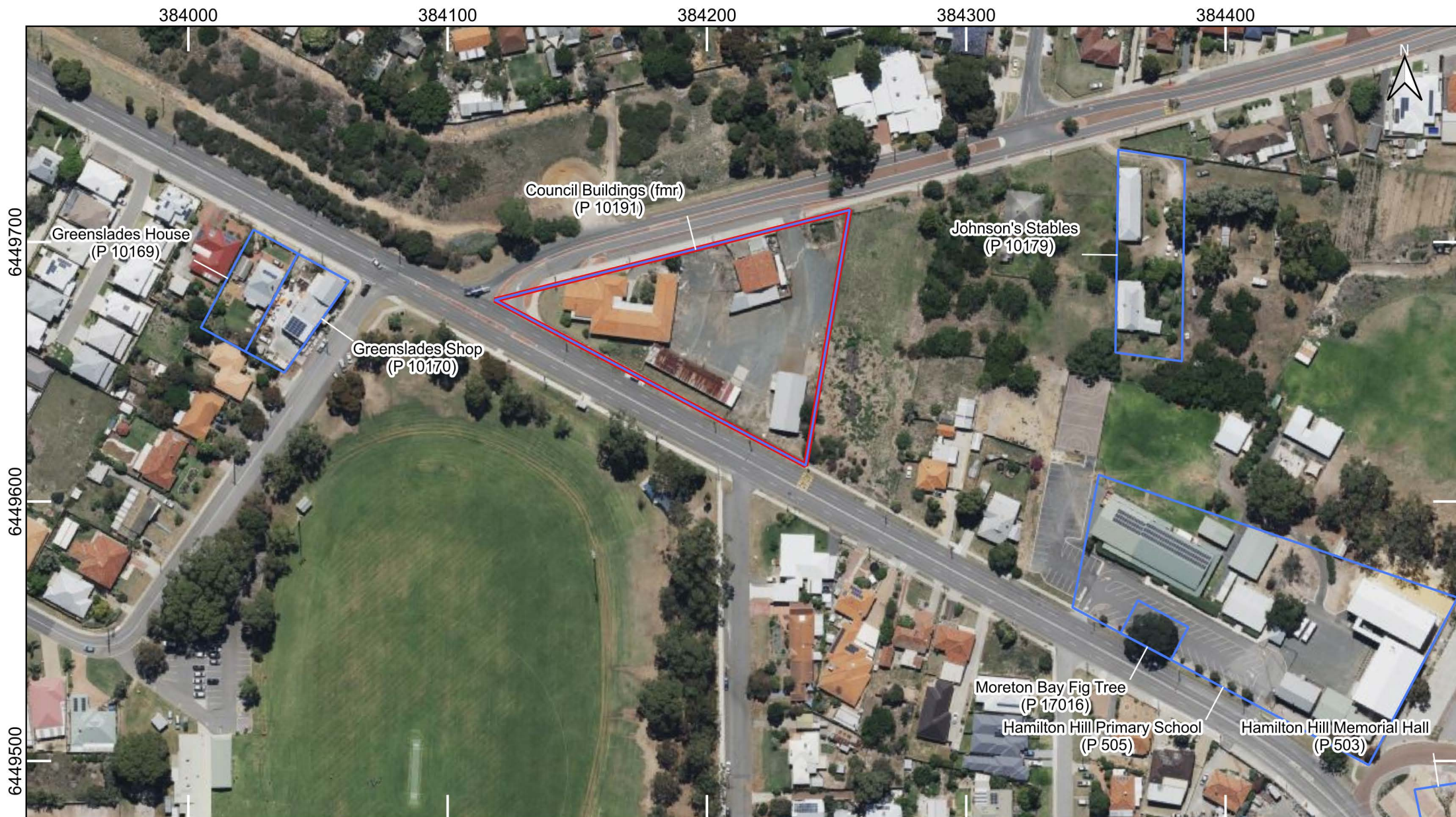
Map 1. Overview of the Project Area

0 10 20 m



Drafted by Tehya Scholz
Last updated: 14/10/2025
Satellite imagery source: Google Satellite
GDA94 / MGA zone 50 (EPSG:28350)

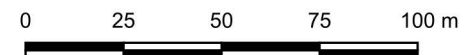




Legend

- Project Area
- Heritage Council Local Heritage Places

Map 2. Historical Heritage Places Intersecting and Adjacent to the Project Area



Drafted by Victoria Huntley
 Last updated: 14/10/2025
 Satellite imagery source: Google Satellite
 GDA94 / MGA zone 50 (EPSG:28350)



HISTORICAL HERITAGE LISTINGS

WA Historical Heritage Listings

State Heritage Register

A search of the Western Australia State Register of Heritage Places indicates there are no State Registered Places within the Project Area.

City of Cockburn Local Government Inventory

The City of Cockburn adopted its first Local Government Inventory (previously referred to as the Municipal Heritage Inventory) in 1997 and subsequently updated it in 2017 and 2021 (final version available). The most significant places (Management Categories A and B) are also included on the Heritage List. The adoption of a Heritage List is a requirement of the City of Cockburn Town Planning Scheme No. 3 (the Scheme), and these places are protected under the Scheme.

There is one place included in the Local Government Inventory within the Project Area: P10191 *Council Buildings (fmr)*, also known as Spearwood Estate Agency, Cockburn Council Chambers (fmr), Fremantle District Road Board (fmr). Its management category is classed as C-Significant (see Appendix One for listing).

P10191 Council Building (fmr)

The following information has been obtained from the Heritage Council of Western Australia's InHerit² database and the City of Cockburn Local Government Inventory³.

Status

Adopted on the Municipal Inventory on 10 April 2014 under Management Category C:

Significant Contribut[ion] to the heritage of the locality. Conservation of the place is desirable. Any alterations or extensions should be sympathetic to the heritage values of the place, and original fabric should be retained wherever feasible.

Physical Description

Council Buildings (fmr) were originally two rooms constructed from limestone with quoins. Many extensions have been made to the original building, and a new terracotta roof has been added. The building is on the very busy Rockingham Road and is [was] occupied by various commercial interests such as medical and paramedical professionals, real estate agents and accountants. This building is located within the Controlled Access Highway Reserve for the now-defunct Roe Freeway proposal.

Construction Date

c.1922

City of Cockburn Statement of Significance

P10191 *Council Buildings (fmr)* is associated with the Fremantle Road Board, which had jurisdiction over Cockburn before the Cockburn District Road Board was created in 1955.

² <https://inherit.dplh.wa.gov.au/Public/Inventory/Details/7211e33f-2339-4182-863e-e732a7076834>

³ [https://gisservices.cockburn.wa.gov.au/hyperlinkspublic/LocalGovtInventory/042-CouncilBuildings\(Fmr\).pdf](https://gisservices.cockburn.wa.gov.au/hyperlinkspublic/LocalGovtInventory/042-CouncilBuildings(Fmr).pdf)

Historical Context

Limited historical sources are available for the Project Area and so the following section provides a brief historical timeline, especially of the wider area, with a focus on European land use. Additional contextual information and references are provided in Appendix One and Two.

Historical Timeline

1829 – The land was initially acquired by Captain George Robb (and later by several others including Charles and Victor Manning of Davilak Estate).

1842 – The intersection between Forrest and Rockingham Roads that form the Project Area (also historically known as “The Peak”, first appears on the 1842 surveyor general map; Figure 1). Strangely, these roads and intersection do not appear on the supposedly later 1859-1861 map (Figure 2), which may suggest that Figure 2 might be older than Figure 1.

1850s – Charles Manning bought land now known as Manning Park, establishing the Davilak Estate.

1863 – Hall’s land sold to Charles Manning, which became part of the Davilak Estate.

1880-1890 – Gold rush era caused a boom in the population of Cockburn and surrounds, with the Fremantle Road Board overseeing an increase in road construction and maintenance.

1887 – Lime burner Frederick Outram claimed all the land between Forrest Road, Rockingham Road and Blackwood Avenue. The historical information is unclear as to whether ‘The Peak’ was the location of his 4-room stone house on the once larger property (see Appendix Two and Figure 3).

1899 – Davilak Estate was subdivided into 42 smaller lots following the death of Lucius Manning, with even smaller allotments created between Hamilton Hill and North Lake later on.

1901 – Discussions were initiated around moving the Fremantle Road Board office out of Fremantle and into areas where new roads were being constructed; the nearby junction at Rockingham and Hamilton Hill Roads (now Cockburn Road) was identified as a potential candidate (Figure 4).

1920 – Referendum held to decide where to relocate the Fremantle Road Board office, with several options considered, including at “The Peak” (current Project Area). “The Peak” won the vote. The land, comprising two acres, was purchased from a Mr Thomas (possibly Thomas O’Beirne who was a prominent Fremantle businessman) (Figure 5 to Figure 8, and see Appendix Two).

1922 – Construction possibly started on the new Fremantle Road Board office (according to the City of Cockburn Listing).

1924 – The new Fremantle Road Board office was officially opened (Figure 10, Appendix Two).

1926 – Electricity was connected in Hamilton Hill, earlier than neighbouring suburbs such as Bibra Lake and Jandakot.

1930 – The Fremantle Road Board office was ransacked with thieves smashing windows and stealing objects (Figure 12, Appendix Two).

1954 – Fremantle Road Board became the Cockburn Road Board (Figure 13, Appendix Two).

1976 – A separate meter was installed to isolate the yard and sheds from the office. In addition, an offer was made by private tenants to rent the ‘Old Council Chambers’ and an offer was made from Shell Company to rent the shed (silver painted), bitumised area and ‘Town Planning Office’ on Forrest

Road, as part of the lease agreement Shell was intending to install underground tanks and upgrade the depot.

In July 1976, the Metropolitan Region Planning Authority sent a letter to the Town of Cockburn offering to buy the land for future roadworks, with the Council able to continue to operate from the council chamber, reception area and kitchen (Part Lot 10 Corner Forest / Rockingham Roads) (Lewis 1976).

Present - By the 21st century, the site was being used by commercial tenants such as medical and paramedical professionals, mechanic, real estate agents and accountants. Currently, the lot is largely vacant, except for squatters.

Historical Maps



Figure 1. 1842 – Hamilton Hill and Manning Lake, with inset containing Project Area (Source: SROWA Cons_3869_Cockburn Sound_004)

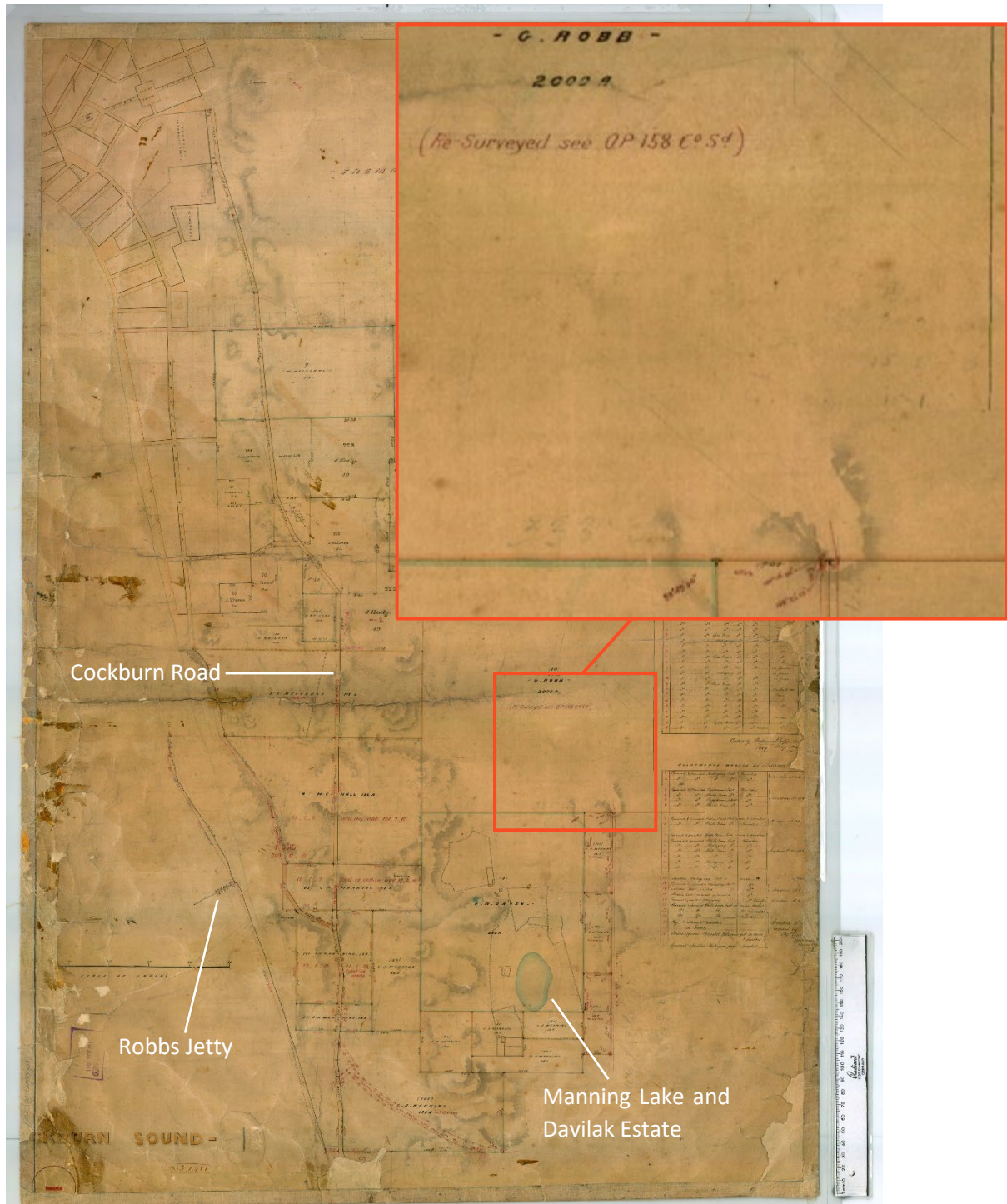


Figure 2. 1859-1861 – Hamilton Hill Locations (Manning Lake), with inset containing Project Area (within G.Robb's land)
(Source: SROWA Cons 3869_Cockburn_Sound_001)

Aerial Timeline of the Project Area

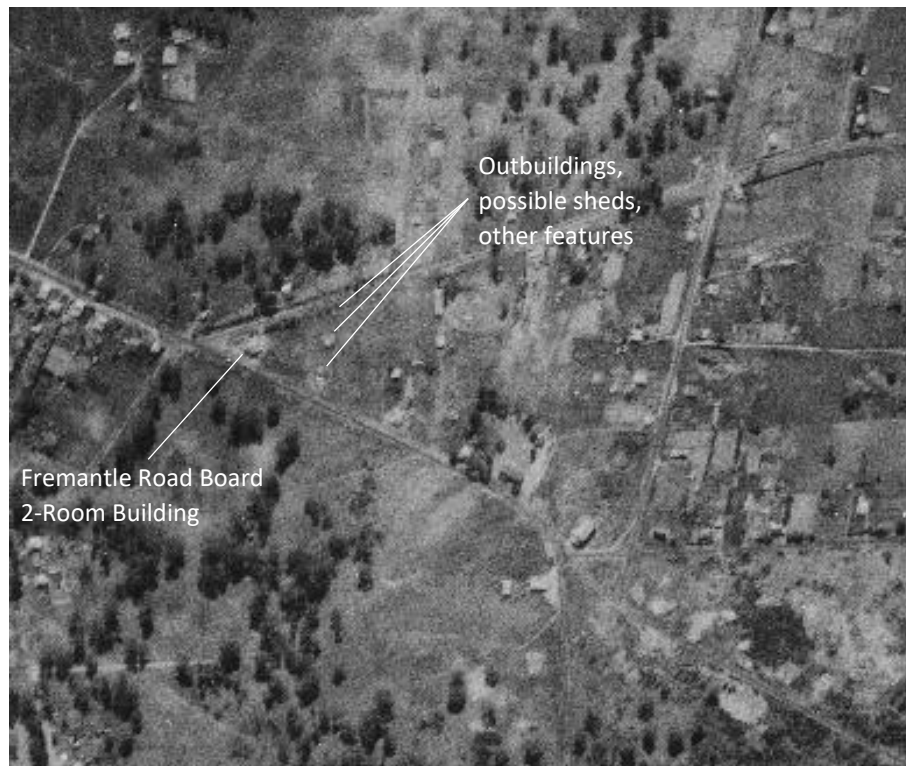


Plate 1. 1939 Aerial Photograph of the Project Area (Courtesy of Geoscience Australia)

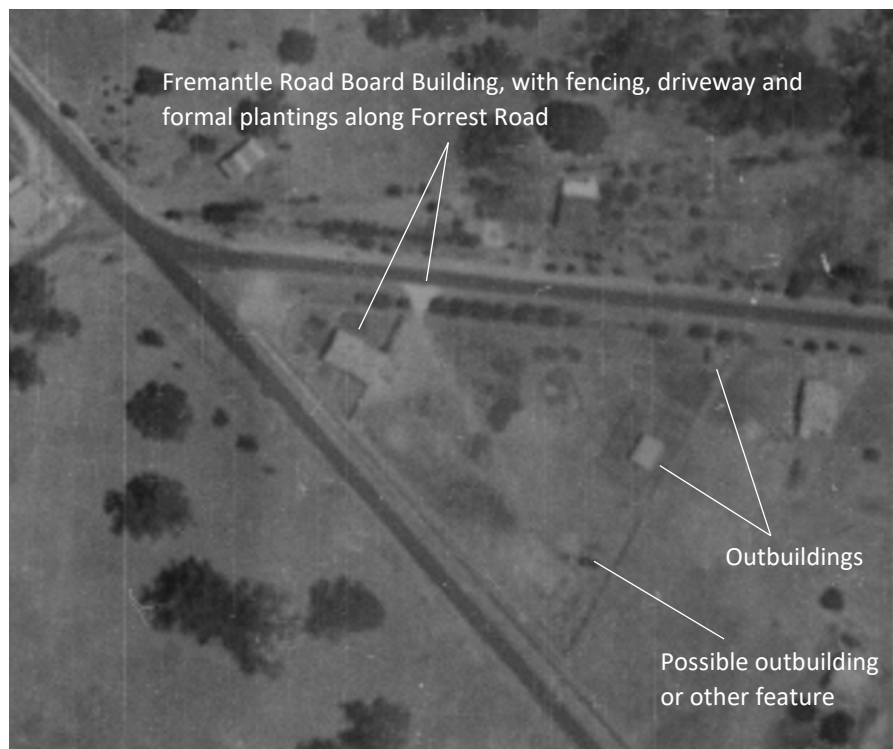


Plate 2. 1942 Aerial Photograph of the Project Area (Courtesy of Geoscience Australia)



Plate 3. 1953 Aerial Photograph of the Project Area (Courtesy of Landgate)



Plate 4. 1965 Aerial Photograph of the Project Area (Courtesy of Landgate)



Plate 5. 1974 Aerial Photograph of the Project Area (Courtesy of Landgate)

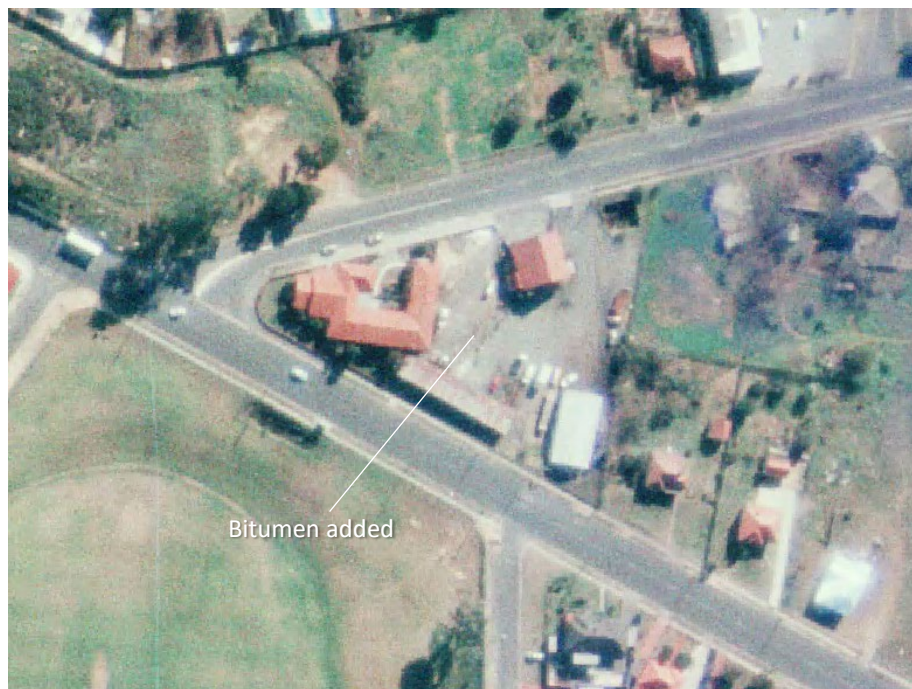


Plate 6. 1981 Aerial Photograph of the Project Area (Courtesy of Landgate)



Plate 7. 2000 Aerial Photograph of the Project Area (Courtesy of Landgate)



Plate 8. 2025 Aerial Photograph of the Project Area (Courtesy of Landgate)

Recent Photographic Timeline of the Project Area



Plate 9. 2025 - Southwest boundary of the Project Area (Courtesy of Google Maps)



Plate 10. 2025 - Northwest boundary of the Project Area (Courtesy of Google Maps)



Plate 11. 2025 – South boundary of the Project Area (Courtesy of Google Maps)



Plate 12. 2024 – North boundary of the Project Area (Courtesy of Google Maps)



Plate 13. 2021 - Southwest boundary of the Project Area (Courtesy of Google Maps)



Plate 14. 2021 - Northwest boundary of the Project Area (Courtesy of Google Maps)



Plate 15. 2021 – South boundary of the Project Area (Courtesy of Google Maps)



Plate 16. 2021 - North boundary of the Project Area (Courtesy of Google Maps)



Plate 17. 2017 - Southwest boundary of the Project Area (Courtesy of Google Maps)



Plate 18. 2017 - Northwest boundary of the Project Area (Courtesy of Google Maps)



Plate 19. 2017 - South boundary of the Project Area (Courtesy of Google Maps)



Plate 20. 2017 - North boundary of the Project Area (Courtesy of Google Maps)



Plate 21. 2014 - Southwest boundary of the Project Area (Courtesy of Google Maps)



Plate 22. 2014 - Northwest boundary of the Project Area (Courtesy of Google Maps)

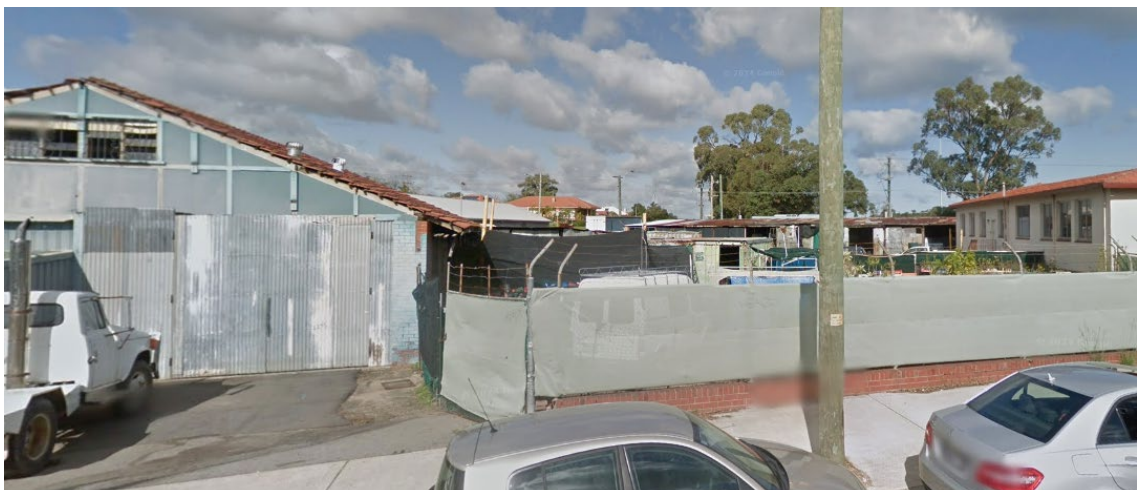


Plate 23. 2014 - South boundary of the Project Area (Courtesy of Google Maps)



Plate 24. 2014 - North boundary of the Project Area (Courtesy of Google Maps)



Plate 25. 2009 - Southwest boundary of the Project Area (Courtesy of Google Maps)



Plate 26. 2008 - Northwest boundary of the Project Area (Courtesy of Google Maps)



Plate 27. 2009 - South boundary of the Project Area (Courtesy of Google Maps)



Plate 28. 2009 - North boundary of the Project Area (Courtesy of Google Maps)

SECTION TWO – IMPACT ASSESSMENT AND RECOMMENDATIONS

INTRODUCTION

Heritage places and landscapes constitute a non-renewable component of Western Australia's cultural heritage that are vulnerable to direct and indirect impacts resulting from ground-disturbing activities and infrastructure upgrades. This section outlines the potential impacts of the proposed works on the identified heritage values of the place and provides recommendations to manage and mitigate those impacts.

Guiding Principles

Relevant sections from the Burra Charter (2013) have been used to assist in the assessment of risk and in the construction of recommendations management of heritage in the Project Area, including the following articles:

Article 2. Conservation and management

- 2.1 Places of cultural significance should be conserved.
- 2.2 The aim of conservation is to retain the cultural significance of a place.
- 2.3 Conservation is an integral part of good management of places of cultural significance.
- 2.4 Places of cultural significance should be safeguarded and not put at risk or left in a vulnerable state.

Article 3. Cautious approach

- 3.1 Conservation is based on a respect for the existing fabric, use, associations and meanings. It requires a cautious approach of changing as much as necessary but as little as possible.
- 3.2 Changes to a place should not distort the physical or other evidence it provides, nor be based on conjecture.

Article 7. Use

- 7.1 Where the use of a place is of cultural significance it should be retained.
- 7.2 A place should have a compatible use.

Article 8. Setting

Conservation requires the retention of an appropriate setting. This includes retention of the visual and sensory setting, as well as the retention of spiritual and other cultural relationships that contribute to the cultural significance of the place. New construction, demolition, intrusions or other changes which would adversely affect the setting or relationships are not appropriate.

Article 9. Location

- 9.1 The physical location of a place is part of its cultural significance. A building, work or other element of a place should remain in its historical location. Relocation is generally unacceptable unless this is the sole practical means of ensuring its survival.

ARCHAEOLOGICAL POTENTIAL

Archaeological Assessment

Archaeological potential refers to the likelihood of physical remains surviving at a place. Based on the desktop assessment and City of Cockburn heritage inventory, the following place types, features, and elements are known or have the potential to be located within the Project Area:

1. Historical structures, such as the Council buildings, two sheds and a residence.
2. Historic structural remains, including materials and features associated with domestic, civil, farming, transportation and commercial activities.
3. Retaining walls and other landscape modifications and related features.
4. Potential historic subsurface finds and features.
5. Loose historic surface finds and isolated artefacts.

Any archaeological remains will be disturbed by the proposed demolition works, with a higher chance of encountering historical features and artefacts in areas deemed to have moderate to high archaeological potential. The significance of these potential archaeological remains is moderate to low due to the major modifications that have taken place over the years to the original c.1922 building and yard, and their similarity to other municipal buildings of a comparable age and style.

Descriptions of each ranking or potential are provided below and specifically relate to the assessment of the historical archaeological potential at P10191 *Council Buildings (fmr)*.

Moderate to High Potential

The following criteria are used to identify areas of moderate to high archaeological potential:

- ◇ Minimal to some modern disturbance, including superficial and limited impacts to subsurface soils.
- ◇ Evidence of past historical land use and activity.
- ◇ Associated with features and objects of higher historical significance.

At Lot 1 Forrest Road, the original footprint of the c.1922 building is considered to have higher potential for underfloor archaeological deposits, with greater value and interest compared with the rest of the site. Given past modifications to this building and unknown condition of underfloor deposits, it is therefore deemed an area of moderate to high potential (see Map 3).

Potential Finds

- ◇ Office stationery and equipment, including items that show early 20th century technologies
- ◇ Evidence of early 20th century construction methods and materials.
- ◇ Evidence of changing technologies, materials and construction techniques at the site, from 20th century through to the mid-century.
- ◇ Personal items dated to the early 20th century such as buttons, thread, hair pins, combs, coins, keys, nails and other small paraphernalia that might fall through floor boards.

Low Potential

The following criteria are evaluated to determine areas of low archaeological potential:

- ◇ High level of modern disturbances, including major earthworks.
- ◇ No or limited evidence of past historical land use and activity in the form of substantial structures or features.
- ◇ Any built or remnant features have low historical significance.

At Lot 1 Forrest Road, the majority of the site is considered to have low archaeological potential due to past disturbances and no evidence for any notable historical constructions before the 1920s (Map 3).

Potential Finds

- ◇ Unexpected loose finds of a varied nature related to all periods of occupation of the site.
- ◇ Poorly preserved features and objects from any time period that can provide little insight into the past people and former activities carried out at the site.

Historical Landscape

While most of the site exhibits limited potential for historical archaeology, the location occupies a prominent landform in the historical landscape, formerly known as “The Peak”, at the triangular intersection between Forrest Road and Rockingham Road. This intersection appears on maps as early as 1842 (Figure 1). These roads are some of the earliest major roads that helped to expand the wider Fremantle settlement, including areas to the south along the Cockburn Sound coastline and inland towards the Beeliar Wetlands and Jandakot Agricultural District (City of Cockburn, 2025).

HERITAGE IMPACT ASSESSMENT

The proposed demolition of Lot 1 Forrest Road will have a direct impact on the listed heritage values of the place, by removing key structures and features that reflect its former use as the Fremantle and Cockburn Road Boards and City of Cockburn Council Building and depot.

The following aspects of the proposal are considered likely to have a detrimental impact on the heritage significance of the place. The reasons for these impacts, as well as measures to minimise them, are discussed in the Summary of Archaeological and Heritage Impacts:

- ◇ Significant landscape modifications, impacting the historical and semi-rural setting and character of the area.
- ◇ Removal of structures and features associated with P10191 *Council Buildings (fmr)*, including complete demolition of extant buildings.
- ◇ Disturbance to, or removal of, surface or subsurface historical archaeology.

Direct and Indirect Impacts

Local Heritage Place P10191 *Council Buildings (fmr)* occupies the entire site at Lot 1 Forrest Road, Hamilton Hill. This heritage place includes the former c.1922 Fremantle and later Cockburn Road Boards office (later the extended Council chambers), and the three additional buildings, comprising the main residence and two sheds. The proposed works within the Project Area will affect the entire curtilage of the site, resulting in the partial or complete loss of heritage significance associated with the structures and their setting.

Despite these impacts, the proposal presents opportunities to contribute positively to the general amenity of the broader area. Key elements of heritage value to consider when planning major modifications to this location include:

- ◇ Built heritage: The former Council buildings and associated outbuildings, which require careful consideration to preserve, interpret and/or document any heritage elements prior to demolition, including the retention or salvage of any well-preserved historic elements that could be adapted or reused in any future developments of the site.
- ◇ Archaeology: Structures and sub-surface deposits identified as moderate to high archaeological potential, which may require mitigation through archival recording, monitoring, and/or salvage excavation prior to demolition.
- ◇ Landscape features: Cultural landscape values related to remnant trees, historic fence lines, “The Peak,” the alignment of Forrest and Rockingham Roads, intact farmland to the north, and open spaces such as the Kerry Street School grounds, should all be considered in any future development of the site. In particular, future development should respect the historical context and visual prominence of the site at this key historical intersection that dates to at least 1842.

Where impacts are unavoidable, mitigation measures should align with best practice, including: archival recording, interpretive signage, archaeological monitoring, and adherence to relevant government heritage disposal and development guidelines. Any new building or modification should be sympathetic to the local historical character and setting, reflecting the prominence of the location while minimising further loss of heritage values.

SUMMARY OF HERITAGE IMPACTS

Table 1. Summary of Heritage Impacts for P10191 Council Chambers (fmr)

Area of Impact	Degree of Impact	Statutory Agency / Listing	Stakeholders
Part of Lot 1	Major disturbance	City of Cockburn	City of Cockburn
Demolition of all four buildings within the precinct.	Permanent damage resulting in major loss of significance	Local Heritage Survey Category C - Some Significance Conservation of the place is desirable Any alterations or extensions should reinforce the significance of the place, and the original fabric should be retained wherever feasible	Commercial tenants Local residents Squatters

Heritage Values and Explanation (Desktop Research)

Scientific – archaeological

Demolition and construction work in this area would impact the structures within the Project Area, including the former Council Chamber buildings and two sheds.

An assessment of archaeological potential, based on desktop research, suggests there is a moderate level of potential for subsurface archaeology across much of the site. There is a higher level of potential for underfloor subsurface archaeology, dating to the early 20th century, within the original footprint of the c.1922 building, providing that no major subfloor works have occurred during the later renovation and extension of this original structure. In terms of the archaeological significance, any potential artefacts and features that are dated to the early 20th century would be of particular interest, as well as any remains that provide an insight into the use of the site over time, which is otherwise not clearly understood in the available documentary evidence.

Other Heritage Values

The City of Cockburn have not identified any aesthetic, historic, social or spiritual values for P10191 Council Buildings (fmr).

The former Council building and associated structures within the Lot 1 Forrest Road Project Area are currently in a degraded condition. Despite this, the site retains sufficient spatial integrity to reflect its historical function as municipal chambers and a depot, with the original mid-century layout and relationships between buildings and surrounding spaces still discernible. The early 20th century structure, on the other hand, has been completely obscured due to major extensions and alterations that took place from the 1950s (Plate 3).

The buildings and features of the 1950s era constructions are moderately intact, although some fabric has been lost and alterations have occurred over time. While the place retains elements indicative of its original use, it is not a rare or highly authentic example of a well-maintained council building. When compared to other early to mid-20th century council building and depot structures across Perth and regional areas, its level of preservation and maintenance is moderate, providing a representative, though not exceptional, example of this building type.

384120 384160 384200 384240 384280



6449680

6449640



Perth

Project Area

Legend

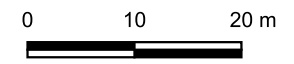
Project Area 

Archaeological Potential

Moderate 

Low 

Map 3. Archaeological Potential within the Project Area



Drafted by Tehya Scholz
Last updated: 30/10/2025
Satellite imagery source: Google Satellite
GDA94 / MGA zone 50 (EPSG:28350)



IMPACT MANAGEMENT STRATEGIES

A number of recognised management strategies have been used to mitigate against impacts on historic heritage. The relevant strategies identified for this Project include:

- ◇ Conducting a site visit to undertake archival recording prior to demolition works.
- ◇ Undertaking archaeological monitoring or an archaeological watching brief during ground disturbing works.
- ◇ Undertaking recording and salvage excavation if any archaeological finds are encountered during ground disturbance works.

By commissioning this HHIA and liaising with City of Cockburn and the DPLH; Main Roads has already begun to reduce the risks associated with historical heritage within the Project Area. The management strategies proposed in the *Summary of Archaeological and Heritage Impacts* section of the HHIA, should be considered by Main Roads.

Archaeological Chance Finds Discovery Procedure and Heritage Induction

Prior to any ground disturbing works occurring within the direct impact footprint, Main Roads WA and their contractors should follow an Archaeological Chance Finds Discovery Procedure. A heritage induction that explains this procedure in further detail should be delivered to contractors prior to works commencing. The Archaeological Chance Finds Discovery Procedure and associated induction should include:

- ◇ Guidance on the identification of potential archaeological cultural materials, including images of both historical and Aboriginal artefacts or features that may be encountered.
- ◇ A process to follow if a suspected archaeological find is encountered, along with guidance on how and who to report the find to and how best to protect it in the interim.
- ◇ A procedure that provides clear steps in managing the unlikely discovery of any skeletal remains.
- ◇ A contractor handout that outlines key steps in the chance finds discovery process and identifies key personnel and their contact details for specific roles and responsibilities.

Government Approvals and Processes

Main Roads, as the responsible agency, will need to send the DPLH details of all the properties that are being considered for the planned disposal or demolition. Places will need to be considered as part of this process if they:

- ▶ Are more than 60 years old.
- ▶ Are already listed on an existing heritage list such as a local government inventory (Local Heritage Survey / Municipal Inventory).
- ▶ Display other evidence of potential significance in terms of aesthetic, historic, social or scientific value.

Once the assessment information is submitted to the DPLH, a preliminary review is presented to the Heritage Council to determine if a heritage assessment is warranted. It is noted that there are currently no statutory listings or a previous Heritage Council assessment of P10191 *Cockburn Chambers (fmr)* recorded on the inHerit database.

WA State Register of Heritage Places

There are **no places** included on the State Heritage Register or the Assessment Program within the Proposal Area.

Local Heritage Survey and Heritage List

Approval from City of Cockburn is required if there is planned ground disturbance works, development and/or demolition of a building/structure within the curtilage of a heritage place included on the Local Heritage Survey or Heritage List (under the Council's Town Planning Scheme). Based on the Proposal Area footprint, provided by Main Roads as part of this HHIA, there is **one place** that will be directly impacted by the works (P10191 *Council Buildings (fmr)*), as discussed in the *Summary of Archaeological and Heritage Impacts*.

RECOMMENDATIONS

It is **recommended** that:

1. Main Roads liaise with the City of Cockburn for P10191 *Council Chamber (fmr)*, which is listed on the Local Government Inventory as a Management Category C place, to discuss the proposed demolition works (currently in progress).
2. A site visit is required to carry out an archival recording of the place, in line with the Heritage Council's guidelines, once the premises have been secured.
3. An archaeological watching brief should be undertaken during demolition and proposed ground-disturbance works. Should significant archaeological deposits be uncovered, an archaeologist will need to assess them and advise on the appropriate actions before works proceed.
4. An Archaeological Chance Finds Discovery Procedure, along with a heritage induction, should be developed and delivered to Main Roads and all contractors prior to commencement of works.
5. This HHIA should be updated if new information becomes available prior to any ground-disturbing works.

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APPENDIX ONE – HERITAGE LISTINGS

CITY OF COCKBURN LOCAL GOVERNMENT INVENTORY

(On next page)



LOCAL GOVERNMENT INVENTORY

COUNCIL BUILDINGS (fmr)

C Significant



LGI # 042

PIN No.

LOT/PLAN DIAGRAM

LOCATION Pt Lot 1, No 1 Forrest Road, Hamilton Hill

OTHER NAME(S) Spearwood Estate Agency; Cockburn Council Chambers (fmr); Fremantle District Roads Board (fmr)

CONSTRUCTION DATE(S) 1922

STATEMENT OF SIGNIFICANCE

Council Buildings (fmr) is associated with the Fremantle Roads Board, which had jurisdiction over Cockburn before the Cockburn District Roads Board was created in 1955.



LOCAL GOVERNMENT INVENTORY

PHYSICAL DESCRIPTION

Council Buildings (fmr) were originally two rooms constructed from limestone with quoins. Many extensions have been made to the original building and a new terracotta roof has been added. The building is situated on the very busy Rockingham Road and is now occupied by various commercial interests such as medical and paramedical professionals, real estate agents and accountants.

This building is located within the CAH Reserve for the future Roe Freeway.

ARCHITECTURAL STYLE	-----	
CONSTRUCTION MATERIALS	<i>Walls</i>	Limestone; other brick
	<i>Roof</i>	Ceramic tile
	<i>Other</i>	-----
ORIGINAL USE	Governmental	Office or administration building
CURRENT USE	Commercial	Shopping complex
HISTORIC THEMES	Social & civic activities	Government & politics

HISTORY

The Fremantle District Roads Board at first held their meetings in Fremantle. However, as the people of Spearwood and Hamilton Hill sought their independence from the Town of Fremantle, they planned for offices to be built in an area more representative of the Roads Board. The block of land where the offices were eventually built was known as 'the Peak'. It was a five acre block owned by Victor Manning, midway between Blackwood Avenue and Owen Road. This was one of a choice of a few blocks of land at first considered for the site of the Fremantle Roads Board offices. In 1920 a referendum was held to guide the final site choice. 'The Peak' was selected and the offices were completed in 1922. A greater area of jurisdiction came when the Jandakot Roads Board was dismantled in 1923.

In 1931 the Fremantle Roads Board was still a very small organisation employing only one person as a secretary. Roads Board minutes in the cellars of the Old Council offices reveal interesting stories about the financial state of the Board, especially during the Depression.

ARCHITECT/DESIGNER	-----
ASSOCIATED PEOPLE	-----
CONDITION	Good
INTEGRITY	Low
AUTHENTICITY	Medium



LOCAL GOVERNMENT INVENTORY

OTHER LISTINGS

HCWA No. 10191 -----

Register National Estate -----

National Trust WA -----

SUPPORTING INFORMATION

National Estate Study

ASSESSOR(S) NAME

Community Committee, c/o City of Cockburn

Eddie Marcus, History Now

ADDITIONAL NOTES

DATE OF LAST ASSESSMENT

October 2009

APPENDIX TWO – HISTORICAL CONTEXT

BROADER HISTORICAL CONTEXT

Post-1829

Aboriginal Displacement and Survival

The Swan River Colony was established by the British in 1829, causing the displacement of Noongar people throughout the southwest as the colony expanded. Noongar groups experienced the rapid collapse of their way of life. Not to diminish the devastating impact caused by colonisation, it is important to recognise too that the historical record of the southwest demonstrate examples of tenacity and adaptations in the face of colonisation, which are often not widely discussed or acknowledged, let alone celebrated, in the general historical narratives about Western Australia.

This includes key Noongar participation in formative colonial activities and important industries, such as exploration, agriculture and pastoralism, the possum fur industry, product innovation and entrepreneurship, and many others. In addition, they created hybrid economies and communities on the fringe of mainstream society to survive, overcome, and resist the hardships and exclusion directly or indirectly imposed by European settlers and institutions, this discrimination was formalised through policies such as the *Aborigines Act 1905* and the later *Native Administration Act 1936* (Haebich, 1988; Laurie, 1994; Walshe *et al.*, 2019).

In the Cockburn district specifically, were the Beeliar Nyungar people led by Midgegooroo (City of Cockburn, 2024). Midgegooroo and his son Yagan resisted European occupation; however, as stated by the City of Cockburn were punished by the colony with outlaw status, imprisonment, and execution (2024). Disease encumbered many of the Beeliar Nyungar elders and those left were forced from their lands by the colonial government (City of Cockburn, 2024)).

Early maps note that the general area around the Project Area was comprised of limestone hills covered in grass trees (*Xanthorrhoea* sp.), white gums (likely *Eucalyptus wandoo*) and Jarrah (*Eucalyptus marginata*) trees. It is probable that banksias (*Banksia* spp.), marris (*Corymbia Calophylla*) and tuart (*Eucalyptus gomphocephala*) trees were also present, with ancient tuarts still present on the nearby Clontarf Hill, Woodman Point and in other parts of the Fremantle area⁴. Noongar people would have likely moved through this area between the Beeliar Wetlands, up to Clontarf Hill and out to the coast. It is possible that early European roads followed these original pathways or bidi, such as Forrest Road, which leads out to Waliabup (Bibra Lake).

European Occupation

Nineteenth Century

Hamilton Hill was settled in 1829, with Captain George Robb establishing a 2,000-acre farm stretching from Hamilton Hill to North Lake. Robb's land, later referred to as Robb's Grant was subdivided by Sidney Smith in 1830 and 1831 after giving up the property. Small land grants were given to Charles Macfaull, who printed the Swan River Colony's first newspaper and Henry Edward Hall (Heritage Council of Western Australia, 1996; City of Cockburn, 2025). Hall's land was later sold to Charles

⁴ <https://www.bushlandperth.org.au/campaigns/celebrating-tuart-woodlands/>

Manning in 1863, where he would develop Davilak estate (Heritage Council of Western Australia, 1996).

Davilak Estate

The land in which the Davilak Estate was eventually built was purchased by Charles Manning in the 1850s (Harvey, 2020). The land parcel bought by Charles Manning is known as Manning Park (City of Cockburn, 2019). The first building completed was a 10-room estate (Harvey, 2020). This initial building ran as a farm to supply the Manning's main house in Fremantle (City of Cockburn, 2024). Additionally, the government rented the land from the Manning's to house convicts whilst building the Rockingham Road (Harvey, 2020). This house burnt down in the 1860s and in 1866 a new house was built by Charles Manning (Harvey, 2020). The new house was a 14-room cottage built by convicts from locally sourced limestone (Harvey, 2020). The cottage was associated with several outbuildings and became known as the Davilak Estate (Plate 29).



Plate 29. Davilak Estate c. 1900. Courtesy of City of Cockburn Library. (Harvey, 2020, p.34)

Following the death of Lucius Manning, Charles Manning's son, much of the Davilak Estate was subdivided and sold to new settlers hoping to buy land for market gardening. This land, previously George Robb's original grant, was divided into 42 smaller lots and sold in 1899. These were later divided into smaller allotments extending between Hamilton Hill and North Lake.

The Gold Rush

Between 1880 and 1890, the gold rush caused the population of Cockburn and surrounding suburbs to expand rapidly. As a result, Hamilton Hill became an important area for producing food and building materials to support Western Australia's population boom. The suburb's swampy lands were ideal for market gardening, and the limestone ridges near the coast were used for quarrying and burning (City of Cockburn, 2025).

During the gold rush boom, Afghan cameleers began arriving in the Cockburn district (Harvey, 2020). Originally the camels were housed at the quarantine facilities at Woodman Point (Harvey, 2020). However, it quickly became apparent that there was no room left at Woodman Point and the extra camels were moved to Davilak House (Harvey, 2020). The Manning's family estate house camel camps for three years (Plate 30) (Harvey, 2020). After the gold rush, the camels were freed into the bush (Harvey, 2020).



Plate 30. Camel camp at Davilak Estate. Courtesy of City of Cockburn Library. (Harvey, 2020, p. 31)

Early Twentieth Century

Creating Industry

As Hamilton Hill's population continued to expand, various industries became popular. Robb Jetty was the only cattle port in the Perth metropolitan area in the 1870s. As a result, many meat competitors gathered here for business. It wasn't until the 1890s when steamships became more reliable, where businesses began to ship cattle from the Kimberley in large quantities. However, with only one cattle port and a lack of facilities, Robb Jetty developed rapidly. In 1896, the onset of tick-disease and tuberculosis within cattle meant that a quarantine jetty was added to the holding facilities at Robb Jetty. Between 1898 and 1911, six competing slaughterhouses and factories were built near Robb Jetty (City of Cockburn, 2025b). By 1900, at least 10 small private abattoirs and piggeries were established throughout Hamilton Hill (Heritage Council of Western Australia, 2006).

Despite laws to govern the health and safety of these places, various health inspectors noted the cruel, unsanitary and unsafe conditions of these small slaughterhouses. In 1909, the Public Abattoir Act was introduced, making these private establishments illegal, discontinuing the practice of small-scale abattoirs by 1916 (City of Cockburn, 2025).



Plate 31. Cattle on the beach near Robb Jetty, 1911 (Courtesy of the City of Cockburn)

Horse racing played a significant role in the development of Hamilton Hill and South Fremantle. The first horse racing was held at South Beach in 1833. This event increased during the 1890s, especially as racecourses were introduced in places such as Helena Vale, Canning Park and Belmont. Unregistered courses such as those at Coogee and Woodman's Point also operated during this time. This led to the development of horse stables and training tracks at South Fremantle and Hamilton Hill, and businesses such as Blacksmiths and saddlers. In 1912, the Newmarket Hotel (P00504) was constructed, named after London's centre for horse racing. The Newmarket Hotel catered to those involved in market gardens, horse breeders and trainers, and slaughterhouse workers such as those at Robb Jetty (Heritage Council of Western Australia, 2006).

Wartime

In 1929, the Hamilton Hill Memorial Hall was established, commemorating the men and women who left the area to serve the First World War. During the Second World War, the Cockburn area was used for military training and military defence (City of Cockburn, 2024). The Naval Base off the Cockburn shore was a prominent training camp (City of Cockburn, 2024). Several searchlights and anti-aircraft batteries were also located off the shore and lake chains (City of Cockburn, 2024). Unfortunately, many Italian migrants in the Coogee area were taken to internment camps as 'enemy aliens' after Italy joined the Axis powers which had a lasting impact on the interned men and their families across WA (City of Cockburn, 2024).

Expanding Hamilton Hill

In the 1920s, Hamilton Hill became more dormant, families commuting to work in the Fremantle area. Larger parcels of land supported families, allowing them to grow their own food. By 1926, electricity was connected in Hamilton Hill, unlike neighbouring settlements such as Bibra Lake and Jandakot which became connected in the 1950s.

In 1954, Hamilton Hill was resumed by the State Housing Commission after the post-war industrial boom, the Commission building houses for the rapidly growing population of Perth. Various families lived in decommissioned military camps such as Naval Base or in shanty towns such as Robb Jetty. The construction of houses was an attempt by the State Housing Commission to catch up on six years of housing, as construction was paused during the Second World War. In the 1960s East Hamilton Hill was created upon the establishment of new housing (City of Cockburn, 2025).

History of P10191 Council Buildings (fmr)

The Fremantle District Road Board was formed in 1871. In the first 20 years of the Board's existence, members served on the Fremantle Town Council looking exclusively at the development of the Fremantle. The Board's role was to provide the roads that connected Fremantle to other towns within the Colony. In 1900, the Jandakot Agricultural Area was established, bringing an influx of settlers to the eastern part of the Fremantle District. Settlers from this area argued that the Road Board should look at the development of the whole district and not exclusively Fremantle. This led to the construction of halls and better roads from Fremantle to Jandakot. In 1913, the suburb of Spearwood was developed, sparking questions about independence and proper representation (Berson, 1978).

From as early as 1901, there had been discussion about moving the Fremantle Road Board Office to the junction of the Rockingham and Hamilton Hill Roads⁵, which is where the historical Newmarket Hotel currently stands. A block known as *the Peak* at the junction of Forrest and Rockingham Road was eventually chosen to become the Road Board office for Hamilton Hill. This 5-acre block was originally owned by a Mr Thomas – likely the Fremantle historical figure Thomas O'Beirne (the land was previously thought to be owned by Victor Manning but has since been verified by local researcher Mr Joe Baker that it was Mr Thomas' land that was sold to the Fremantle Road Board⁶). Prior to Mr Thomas' ownership of 'The Peak', the 1900 rate book shows that Frederick Outram Snr was the owner of a larger lot (Lot 10 depicted in green in Figure 3).

It was believed that the Hamilton Hill school house was rented as a temporary office by the Board, until a new office was officially opened at *the Peak* in 1924; however, according to a letter from the editor by a Mr Pearce in 1920, "Mr Dowse brought forward a resolution to rent the schoolmaster's quarters at Hamilton Hill State School, which the Board turned down, the chief reason being that the Education Department would only lease it for one year" (Figure 15). Today, this place is known as the P10191 Council Buildings (fmr). The Fremantle Road Board was renamed the Cockburn Road Board in 1954 (Figure 13).

In 1967, plans were drawn up for the new extension to the original building and includes evidence of earlier extensions (date of the earlier extension is unknown) (Figure 14). A series of historical letters were provided to Archae-aus by the City of Cockburn (Figure 15 to Figure 18), indicating that the main building and sheds were going to be rented out to commercial tenants (see Figure 15).

⁵ 1908 'SPEARWOOD AND COOGEE.', *The Empire (Fremantle, WA : 1907 - 1908)*, 1 August, p. 7., viewed 29 Oct 2025, <http://nla.gov.au/nla.news-article227982697>

⁶ Information from Mr Baker was provided by City of Cockburn 30 October 2025.

In April 1976, a separate meter was installed to isolate the yard and sheds from the office, at a cost of \$126 (Figure 15). In addition, an offer was made by private tenants to rent the 'Old Council Chambers' and a separate offer was made from Shell Company to rent the shed (silver painted), bitumised area and 'Town Planning Office' on Forrest Road; as part of the lease agreement Shell was intending to spend \$25-30,000 to install underground tanks and upgrade the depot. The original offer made by Shell to rent the site (\$5,000) was rejected by the council in favour of \$6,000 to \$6,500 per annum (Figure 18). However, the letter from Shell is able to provide an insight into the buildings at the site at the time (Figure 16):

...premises comprising the yard, 60' x 35' shed, old garages, toilet block, fibro and weatherboard shed and the office....

In July 1976, the Metropolitan Region Planning Authority sent a letter to the Town of Cockburn offering to buy the land for future roadworks for a sum of \$130,000, with the Council able to continue to operate from the council chamber, reception area and kitchen (Part Lot 10 Corner Forest / Rockingham Roads) (Lewis 1976).



Figure 3. 1925 Boundaries overlaid on a post 1922 aerial photograph (date unknown) (Image created by Mr Joe Baker, Courtesy of the City of Cockburn)

Up until to recently, the site was being used by commercial tenants such as medical and paramedical professionals, mechanic, real estate agents and accountants. Currently, the lot is largely vacant, except for squatters.

Relevant Newspaper Articles

FREMANTLE ROADS BOARD.

SUGGESTED REMOVAL OF OFFICE.

At the last meeting of the above body held on Tuesday night last, Mr. J. A. Hicks moved the following motion, viz.: "That the time has arrived when in the best interests of the district, the office of the board should be removed from within the Fremantle Municipality, to a more convenient position within the Road Board's own district, and that a site should be obtained as near as possible at the junction of the Rockingham and Hamilton Hill-roads." The proposer explained that the primary object of the movement was to enable the resident settlers and ratepayers of the district to take a more active interest in roads board matters, and to give the secretary, who is also foreman of works, a better chance of supervising the works going on in the district, it being important that in his capacity of foreman of works, he should be near the works in progress, also that as the district was growing in importance, it was desirable that the resident settlers should have better facilities for identifying themselves with roads board affairs, as they are the people who are making and developing the district and therefore more particularly interested and concerned in its welfare. The site suggested is right on the track where the whole of the settlers from Coogee, Spearwood, Jandakot and Bibra Lake had to pass when coming to market. Mr. Hicks informed the Board that a petition was in circulation in the district which could not be presented at that meeting as some of the sheets had not yet reached him. He urged the board not to make the question a party one, nor to decide hurriedly, but to adjourn the discussion until the next meeting, when the petition would be presented. Mr. Geo. Wills seconded the motion, and strongly supported same, explaining at length the many disadvantages,

and strongly supported same, explaining at length the many disadvantages, and the great inconvenience, which in his opinion, exist at present by reason of the office being located in the town of Fremantle, instead of in the district—contiguous to the resident settlers.

The discussion was somewhat animated, and an amendment was proposed by Mr. A. E. Davies that the board's office remain where it is, as he considered it the most convenient place. The amendment was carried, Messrs. Holmes, Davies, Mell and Dixon voting for the amendment, and Messrs. J. A. Hicks and Geo. Willis voting for the motion.

The motion having been lost, Mr. Hicks desired to move a further amendment to the effect that further discussion of the subject be adjourned until the next meeting, in order that the petition still being signed by ratepayers could be received and considered, but the chairman, Mr. J. Hammond, ruled that it would be out of order.

Both Messrs. Hicks and Willis expressed their opinion that there is a strong feeling on the part of a large number of the settlers in favor of the movement. It is, therefore, probable that the question will be again brought forward at an early date.

Figure 4. 1901 – Fremantle Road Board suggested removal of office from Fremantle to Hamilton Hill

1901 'FREMANTLE ROAD BOARD.', *The Umpire* (Fremantle, WA, 1896 - 1903), 12 October, p. 4., viewed 28 Oct 2025, <http://nla.gov.au/nla.news-article257750130>

Hamilton Hill Notes

(By "Hillite.")

The referendum taken by the Road Board on Saturday last to decide the site for the Board's offices has again demonstrated the suitability of the "Peak," the final count giving it a majority of 23 votes over Straughair's corner. This should now end the matter, as the referendum was taken at the desire of the few who were opposed to the "Peak," notwithstanding that twice previously motions were carried at the Board's annual meetings instructing the Board to purchase the site so familiarly known as the "Peak."

Feeling in regard to the referendum is seemingly being dropped, as, during the past week, nothing much has been heard of the matter. The owner of the "Peak" has been asked to name a price and give a short option, so, no doubt, matters will now take a business turn, and our Road Board office soon be in our midst.

The "Peak" site has been purchased by the Roads Board at a satisfactory price. When will the next move take place, and what will it be?

Figure 5. 1920 – Referendum to vote for new location of the Fremantle Road Board

1920 'Hamilton Hill Notes', *The Fremantle Times* (WA : 1919 - 1921; 1932), 26 November, p. 3., viewed 28 Oct 2025, <http://nla.gov.au/nla.news-article256643236>

Figure 6. 1920 – Proposed purchase of 'The Peak'

1920 'Hamilton Hill Notes', *The Fremantle Times* (WA : 1919 - 1921; 1932), 3 December, p. 3., viewed 28 Oct 2025, <http://nla.gov.au/nla.news-article256643317>

Figure 7. 1920 – Purchase of 'The Peak'

1920 'Hamilton Hill Notes', *The Fremantle Times* (WA : 1919 - 1921; 1932), 17 December, p. 1., viewed 28 Oct 2025, <http://nla.gov.au/nla.news-article256643485>

Spearwood Notes

The office site referenda resulted in the selection of the "Peak" corner of Forrest and Hamilton-roads, containing nearly two acres.

The voting was interesting. On the first count the voting showed:—"The Peak," 120; near Straughair's corner, 109; near Newmarket Hotel, 8; Owen-road, 7; opposite Hamilton Hill School, 6. The preference votes of the three last named sites made the final result:—"The Peak," 137; near Straughair's corner, 114. One striking feature of the poll was the apathy of the large property owners; very few exercised their votes. Another feature was the few informal votes. Voters were evidently well instructed. Anyhow, it settles the office site. The majority who voted favoured "The Peak," and those who did not vote evidently don't care a damn where it is.

Figure 8. 1920 – New Fremantle Road Board Offices Opened

1920 'Spearwood Notes', *The Fremantle Times* (WA : 1919 - 1921; 1932), 26 November, p. 3., viewed 28 Oct 2025, <http://nla.gov.au/nla.news-article256643224>

(To the Editor.)

"The Same Mr. Pearce" writes:—

"Your Searpwood Correspondent (Mr. Angus McLeod) seems to take pleasure in placing me in an unfavourable light in your columns. I would treat his remarks with the contempt they deserve but some of the ratepayers do not know him as well as I do. He insinuates that I am behind the times.

"If any ratepayers would take the trouble to peruse the minute book of the Board they will find that my work on the Board compares favourably with that of any other member, even with that of the 'great' Angus McLeod, during his six years of membership of the Board.

"Perhaps, Sir, it would be as well to give the ratepayers the history of what happened re office site. First of all, Mr. Dowse brought forward a resolution to rent the schoolmaster's quarters at Hamilton Hill State School, which the Board turned down, the chief reason being that the Education Department would only lease it for one year, and the majority of the Board thought the master ought to live there. The next move was at the annual ratepayers meeting held at Hamilton Hill. Mr. Mitchinson moved that 'the office be procured in the district,' which was carried unanimously. Several ratepayers, including Cr. Daly, Mr. Winfield, Mr. H. S. Dixon, advocated the site known as the 'Peak.' The Board then received an offer from Mr. Thomas (the owner of the 'Peak') to sell the property to the Board for £100.

"At a meeting of the Board held on December 17, 1918, Mr. Cooke moved the following resolution, 'that the finance committee go into the matter and report next meeting.' Seconded by Mr. Bassett. W. Pearce moved as an amendment, 'that a special committee be appointed, consisting of J. Cooke, H. S. Dixon, and the chairman (Mr. McLeod) go into the matter and report at the next meeting.' the amendment being carried.

"At the next meeting of the Board (January 14, 1919) the committee had no report to make. Mr. H. S. Dixon gave a verbal report, and recommended the 'Peak.' Mr. Love then moved, 'that the report of the special committee appointed to report on sites for

that the report of the special committee appointed to report on sites for the Road Board office be held over till next meeting.' I then moved the following amendment, 'that negotiations for the purchase of the 'Peak' from Mr. Thomas be entered into.' This was seconded by Mr. H. S. Dixon, and on the amendment being put to the meeting the voting recorded was equal, the chairman (Mr. McLeod) giving his casting vote in favour of the motion, which was carried by four votes to three. Mr. Cooke was absent.

"A paragraph of Mr. McLeod's notes reads as follows: 'The same Mr. Pearce moved two years ago that the Peak be purchased. He didn't want ratepayers consulted then, and he didn't name a price. His motion, if carried, may have committed the Board to a sum of £100.' You will see that Mr. Thomas had fixed the price at £100 for the 'Peak.' My amendment was to negotiate, and had it been carried, I pre-

sume that the Board would have made the best possible bargain with Mr. Thomas. As for consulting the ratepayers the matter never cropped up. I may say, Sir, that the special committee never presented a report, so the matter lapsed until the annual Road Board elections in April, 1919. At a meeting held at the Olivet Hall previous to the elections, Mr. Tylee and I advocated the purchase of the 'Peak,' and we were returned at one of the most spirited elections held in the district for twenty years. Mr. McLeod was defeated, so you see, Sir, that I had a mandate from the ratepayers to fight for the 'Peak.'

In conclusion, I am a constant reader of your valuable paper, and I don't mind how much criticism your correspondent deals out to me, so long as it is fair, as 'fair play is bonny play.' All my actions since I have been a member of the Fremantle Road Board will bear the light of day. Thanking you in anticipation."

Figure 9. 1920 – Letter to the Editor

1920 '(To the Editor.)', *The Fremantle Times* (WA : 1919 - 1921; 1932), 10 September, p. 4., viewed 14 Nov 2025,

<http://nla.gov.au/nla.news-article256642361>

FREMANTLE ROAD BOARD.

New Offices Opened.

The new offices of the Fremantle Road Board were officially opened by the Minister for Works (Mr. Alex. McCallum) on Saturday last. About 40 representative people attended the ceremony, including Messrs. G. Potter, W. H. Kitson, and S. H. Gray, M's.L.C., and J. B. Sleeman, M.L.A., the Mayor of Fremantle (Mr. John Cooke), and the members of the board.

The chairman of the board (Mr. William Pearse) presided, and in welcoming the Minister, enumerated many requirements of the district which he considered should be brought under the Government's notice. Particularly was the provision of road maintenance urged.

After officially declaring the offices open, Mr. McCallum dwelt at length on the many activities of the board and how he, as Minister for Works, intended to grant to local governing bodies more financial support than had been granted by the previous Government. The principles he held before his election to Cabinet would, he said, now be put into operation, as time and finance permitted. Naturally, he could not empty the Government coffers into the Fremantle district, but he had granted £10,000 to be immediately expended on roads between Fremantle and Armadale, the ultimate grant being £40,000, which would be spent when available. With reference to the drainage of the Peel Estate, he had made available £1,000 to be expended in research work, so that information would be forthcoming, from which a comprehensive scheme for the drainage work could be established. The matter of the sand drift menace had been mentioned and while he could not say very much at the present time regarding it, investigations were being made which would possibly result in a new industry being formed in the district in which the sand from the drift would play an important part and would prove a decided asset instead of a menace as at present.

During the afternoon a presentation of a framed photograph of members of the board was made to the Mayor of Fremantle who, prior to the last elections when he voluntarily retired, had been an active member of the board for 21 years. Mr. A. Sanderson (officer controlling Local Governing Bodies) made the presentation and Mr. Cooke suitably replied.

The new offices are built of brick and stone on a site known as The Peak, at the junction of Hamilton Hill and Forrest roads. The contractor was Mr. W. Sloan and the architects Messrs. Allen and Nicholas. A programme of children's sports had been arranged in conjunction with the opening ceremony, but owing to the inclemency of the weather this had to be postponed.

Figure 10. 1924 – New Fremantle Road Board Offices Opened

1924 'FREMANTLE ROAD BOARD.', *The West Australian* (Perth, WA : 1879 - 1954), 26 May, p. 5., viewed 28 Oct 2025, <http://nla.gov.au/nla.news-article31233080>

FREMANTLE ROADS BOARD

After an interval of four weeks, the Board met in their office at Hamilton Hill on Tuesday night. Present: A. McLeod in Chair; E. Atwell, A. Bailey, E. Follington, J. N. Greenslade, A. Mayor, A. Newman, J. Robinson, A. Sage.

The Automobile Club applied for permission to use a telephone extension from the Board's Office, stating it was their intention to place a patrol there at the intersection of (Rockingham and Forrest Road, on holidays and Sundays.—The request was granted.

FREMANTLE BURGLARY

Roads Board Office Entered

After ransacking the Fremantle Road Board's office at Hamilton Hill last night thieves made off with a typewriter, a Burrows adding machine, and a small quantity of stationery.

Entrance was effected by smashing the pane of a rear window and lifting the latch. The typewriter was found subsequently on the road at some distance from the Road Board office, but the other property is still missing. The adding machine is valued at £32, and any person finding such a machine is requested to communicate with the Fremantle C.I.D. Det. Porter is making investigation.

National Library of Australia

Figure 11. 1929 – Automobile Club telephone extension from Board Office.

1929 'FREMANTLE ROAD BOARD', *The Advertiser* (Fremantle, WA : 1921 - 1932), 11 January, p. 3., viewed 28 Oct 2025, <http://nla.gov.au/nla.news-article255954267>

Figure 12. 1930 – Burglary at the Road Board Office

1930 'FREMANTLE BURGLARY', *The Daily News* (Perth, WA : 1882 - 1955), 15 March, p. 2. (FINAL SPORTING EDITION), viewed 28 Oct 2025, <http://nla.gov.au/nla.news-article83500492>

Road District Adopts Name Of Cockburn

The Fremantle Road Board has decided to change its name to Cockburn Road Board.

The decision is the result of a voluntary referendum among ratepayers.

A road board spokesman said yesterday that 1,800 circulars asking ratepayers what they thought of the change of name were sent out a week ago.

Already there had been 250 replies, of which 89 per cent favoured the new name.

The spokesman said the board proposed the change because Cockburn Sound was more closely associated with the district's history than Fremantle.

The new name would link the board with the great development taking place on the shores of the sound and also with its traditions.

It would also have the advantage of giving the board an identity separate from other local authorities incorporating the name Fremantle.

A letter was sent yesterday to the Minister for Local Government (Mr. Fraser) asking him to approve the change of name.

Figure 13. 1954 – Road District adopts name of Cockburn

1954 'Road District Adopts Name Of Cockburn', *The West Australian* (Perth, WA : 1879 - 1954), 27 November, p. 5., viewed 29 Oct 2025, <http://nla.gov.au/nla.news-article52966882>

Figure 14. 1967 – Proposed Additions to the Cockburn Shire Council Building

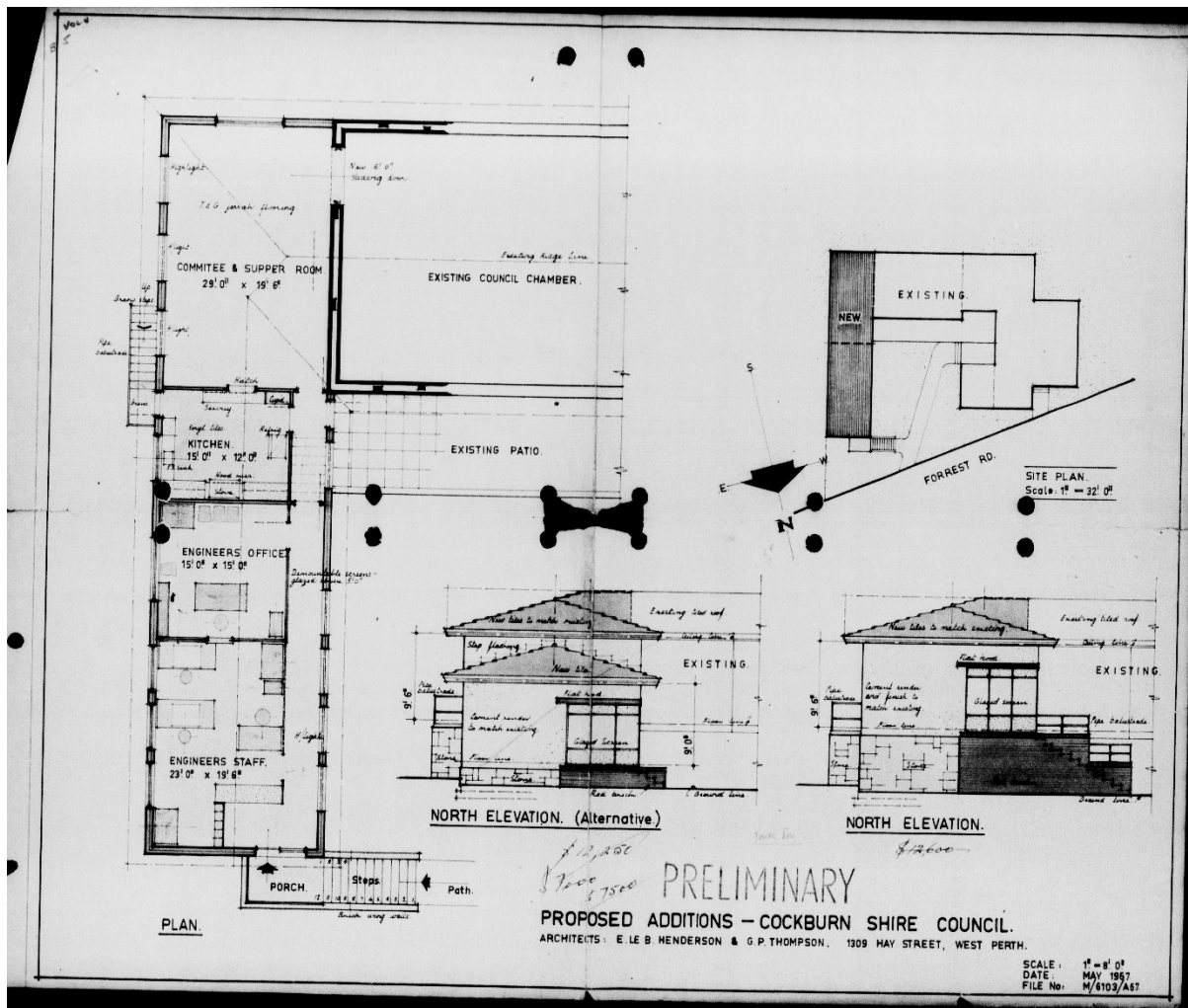


Figure 15. 1976 – Letter regarding new meter to isolate the yard and sheds from the office (Courtesy of City of Cockburn)

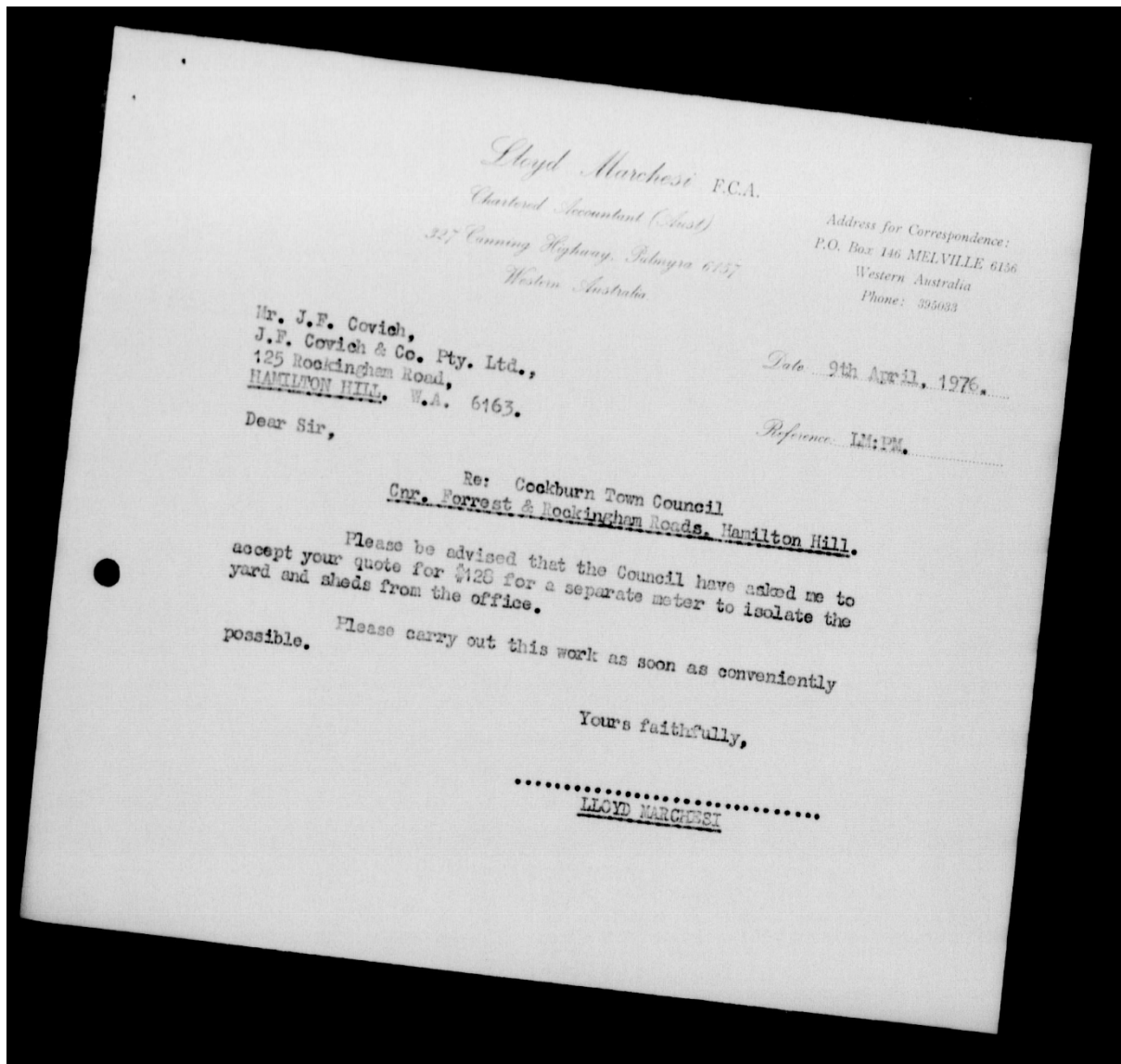


Figure 16. Shell Company offer to lease former council chambers site (Courtesy of City of Cockburn)

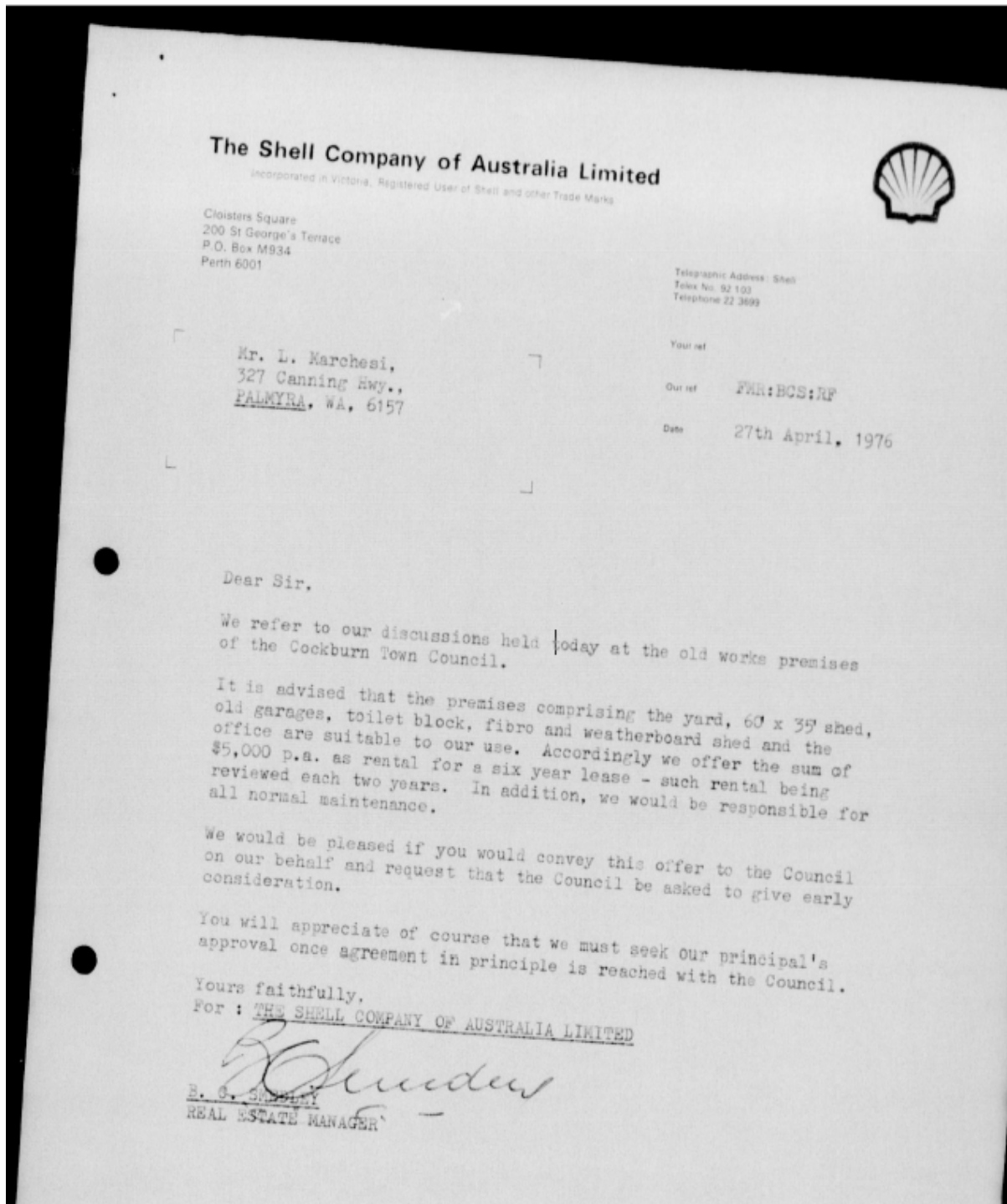


Figure 17. 1976 – Letter regarding leasing the property (2 pages) (Courtesy of City of Cockburn)

Nloyd Marchesi F.C.A.
Chartered Accountant (Aust)
 327 Canning Highway, Subiaco 6157
 Western Australia

Address for Correspondence:
 P.O. Box 146 MELVILLE 6156
 Western Australia
 Phone: 395033

Date 3rd May, 1976

The Town Clerk,
 Cockburn Town Council,
 P.O. Box 21,
HAMILTON HILL, W.A. 6163.

Reference LM:PM

Dear Sirs,

Re: Council Properties

I submit a progress report for the month of April, on council properties:-

(1) Old Council Chambers:

The balance of the space in the Main Office has now been let To K.D. Sherlock, G. Della Maddalena, G.A. Struthers and J. Garbin for \$317 per calendar month (from the 1st May, 1976), which is at the same rate of \$3.50 per sq.ft. per annum as the space which was previously rented. The total annual rent for this section amounts to \$3,804 per annum. The space rented includes 833 sq.ft. of office space and 254 sq.ft. of a strong room space. It was agreed that Mr. Sherlock undertake minor alterations to the counter at his expense. It was also agreed that the tenants to be responsible for all internal cleaning of passages, toilets, windows etc. and that council be responsible for external cleaning of windows on approximately a 3 monthly basis.

Mr. Sherlock agreed to provide a plan setting out the various areas which have been rented, so as this can be incorporated with the lease document.

The only space which is not let and I understand not available for rental, is the machinery room adjoining the receptionist area with reception area itself.

(2) Shed (Silver painted) Bitumised Area and Town Planning Office, Forrest Road.

I have instructed Covich to proceed with the quote of \$128 for the sub meter.

I have been negotiating with a Mr. Coleman, who is a shell dealer, for lease of the above premises and after a conference with Shell Representatives, council officer and myself last Tuesday, I have received a letter from Shell offering \$5,000 per annum for the office yard and shed facilities. I believe the rental is "Rock Bottom" and I had hoped that we would receive in the vicinity of \$7,000 for the total area.

I would however, point out the advantages to council of the offer to hand:-

- (1) It may be difficult to obtain one tenant to rent all of these areas.
- (2) The tenant is financially substantial.
- (3) The lease period of 6 years with 2 yearly rent reviews is attractive.
- (4) The normal maintenance will be carried out by the tenant.
- (5) This tenant I believe, would be there for a period considerably in excess of 6 years as I understand they themselves will spend some \$25-30,000 in underground tanks and upgrading of the depot.

Cont/2.

- 2 -

The disadvantages to council I feel are -

- (1) The rent is low.
- (2) The areas may remain vacant for some time if the offer is not accepted.
- (3) The administration of 3 separate tenants instead of one.

I recommend that council consider an annual rental of \$6,000 which I believe would be fair to both parties. The letter from Shell Company dated 27th April, 1976 is attached to this report.

Bank Account, Commercial Bank, Hamilton Hill -

A bank account in the name of "Cockburn Council Rental Account" has been opened. The signatories on this account are usual council officers. I will give details of the transactions through this account in my next report to council.

Correspondence Outward:

For your information, I enclose with this report, copies of outward correspondence -

- 9/4/76 J.F. Covich accepting quote of \$128.
- " United Transport giving 3 months notice of termination.
- " Craft Decor Pty. Ltd., advising of tenancy, council's acceptance of lease and terms thereof.
- " K. Sherlock advising of rental arrangements.
- " Garbin & Struthers advising of rental arrangements.
- " Northmore, Hale advising of details for Craft Decor Pty. Ltd. lease.

Land Cockburn Road -

I look forward to this meeting at 4.30 on Tuesday 4th May, 1976 in the council chambers, Forrest Road.

Howson Way Land -

A "to let" sign has been erected thereon but to date no enquiries have been received.

Yours faithfully,

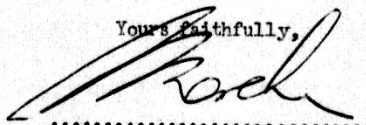
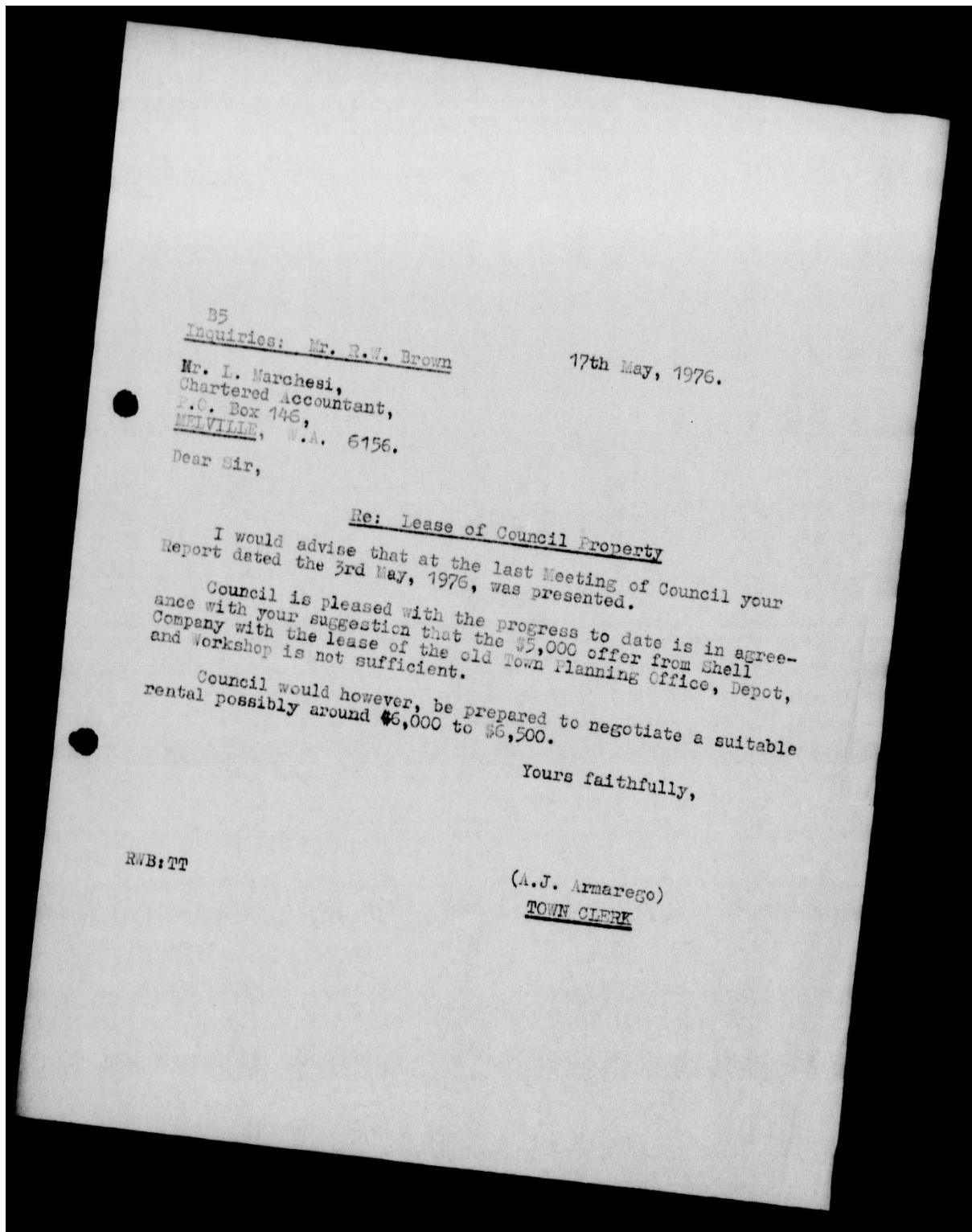

.....
LLOYD MARCHEST

Figure 18. 1976 - Letter of council rejection of Shell Company rental offer (Courtesy of City of Cockburn)



APPENDIX THREE – ARCHIVAL RECORD TEMPLATE

As discussed, an archival record of P10191 *Council Buildings (fmr)* was unable to be made at this stage. Once the site has been secured and is safe to enter and carry out recordings, a standard archival record will need to be completed, as per the Heritage Council of WA's Guide to Preparing an Archival Record⁷. No current condition report, heritage plans, or previous archival reports exist for this place.

STANDARD ARCHIVAL RECORD

Key Minimum Requirements

- ◇ Background
- ◇ Statement of Significance
- ◇ Location Plan
- ◇ Base Plan
- ◇ Reproduction of Archival Documents
- ◇ Heritage Assessment Documentation or Brief Written History
- ◇ Certificate of Title
- ◇ Photographs
- ◇ Measured Drawings to sketch standard, including site plan, floor plans, external elevations, other significant details.
- ◇ Bibliography
- ◇ Archaeologist report / input (included in this document).

Table 2. on the following page outlines the key Standard Archival Record requirements and identifies whether some of these requirements have been already complied with, are not relevant for this place or further assessment is required (i.e. site visit or archaeological investigations). The final Archival Record document will amalgamate sections of this report into a standalone Archival Record Report that follows the structure outlined in Table 2.

⁷ <https://www.wa.gov.au/system/files/2021-04/HER-Guide-to-Preparing-an-Archival-Record-2019.pdf>

Table 2. Archival Recording Requirements

HCWA Standard Archival Recording Requirement	Comments
Proposed Archival Report Template	
Background	The background to the project has been outlined in this HHIA document.
Statement of Significance	This will include the current City of Cockburn Statement of Significance and Archae-aus' preliminary archaeological significance assessment for this place (included in this HHIA document).
Location Plan	A location plan has been included with this HHIA document.
Base Plan	A base plan has been included with this HHIA document.
Reproduction of Archival Documents	All available archival documents have been identified and reproduced in this HHIA document, with links to the original sources provided.
Heritage Assessment Documentation or Brief Written History	No Heritage Assessment Documentation exists; however, a brief written history has been included in Appendix Two of this HHIA document and is summarised in Section One.
Certificate of Title	To be obtained.
Photographs	A site visit is required prior to demolition in order to photograph the key historical built elements and features, along with areas that contain potential archaeology.
Measured Drawings (Sketch Standard)	A site visit is required prior to demolition to be able to complete any measured drawings of the site and buildings.
Bibliography	A bibliography has been created for this place as part of the HHIA desktop research and will be added to if any further research comes to light during the archival recording process.
Archaeologist Report / Input	Archae-aus archaeologists have compiled this HHIA document and have evaluated the potential for archaeology at this place based on the available historical sources and aerial imagery.
Additional Elements to Include if Available and/or Relevant	
Photogrammetric drawings and negatives	No archival drawings or negatives were identified during the desktop research.
CAD drawings	One archival CAD drawing was identified during the desktop research (Figure 14).
Samples, details of furnishings, finishes or materials	Site visit is required to confirm.
Ancillary machinery and service equipment details	Site visit is required to confirm.
Remote sensing	Not necessary.
Full archaeological report	A full archaeological report <u>may</u> be required if significant archaeological materials are identified during the site visit or are unexpectedly uncovered during the demolition works.
Archaeological zoning plan	Archaeological zoning plan included in this document.
Video of film records	None identified during desktop research.
Oral history	None identified during desktop research.

HCWA Standard Archival Recording Requirement	Comments
Aerial photography / Satellite Imagery / Photomosaic	Aerial and satellite imagery included in this document.
Topographical Mapping	Not applicable.



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