11.1 **Chief Executive Officer**

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11.1 Chief Executive Officer

11.1.1 RAILWAY PRECINCT INVESTIGATION PROJECT

Attachment 1 – Excerpt from Shire of Augusta Margaret River Municipal Heritage Inventory (assessment matrix and Margaret River Station Group Site)
SHIRE OF
AUGUSTA-MARGARET RIVER
HERITAGE INVENTORY

Prepared for
The Shire of Augusta-Margaret River

by
Annette Green, Greenward Consulting
in association with
Carmel Given, Historian, and Stephen Carrick Architects

July 2012
3. ASSESSMENT OF LOCAL HERITAGE PLACES

3.1. INTRODUCTION

Current methodology for the preparation of local government heritage inventories is that all assessments of local heritage places should be carried out in accordance with common standards so that the assessments are:

- accountable and can be tested
- comparable
- consistent.

These criteria adhere to well-established ‘best practice’ in the identification and assessment of heritage places in WA and throughout Australia, both at the State and local levels.

3.2. ASSESSMENT CRITERIA

A place or area will be of significance to the locality if it meets one or more of the criteria set out below under the headings of Aesthetic, Historic, Research or Social value.

Significance in this context is a question of value for the Shire of Augusta-Margaret River, and not value for the State or the region. Typically, the place or area will be assessed in the context of the history and development of the district as identified in the Thematic History (see Section 2).

The following criteria have been taken from the Heritage Council of Western Australia publication, *Criteria for Assessment of Local Heritage Places and Areas*.

3.3. NATURE OF SIGNIFICANCE

3.3.1. AESTHETIC VALUE

*Criterion 1: It is significant in exhibiting particular aesthetic characteristics.*

Guidelines for Inclusion:

A place or area included under this criterion will have characteristics of scale, composition, materials, texture and colour that are considered to have value for the local district.

This may encompass:

- Creative or design excellence
- The contribution of a place to the quality of its setting
- Landmark quality
- A contribution to important vistas.

A place will not necessarily need to conform to prevailing ‘good taste’, or be designed by architects, to display aesthetic qualities. Vernacular buildings that sit well within their cultural landscape due to the use of local materials, form, scale or massing, may also have aesthetic value.

For a place to be considered a local landmark it will need to be visually prominent and a reference point for the local district.
In the case of a heritage area, the individual components will collectively form a streetscape, townscape or cultural environment with significant aesthetic characteristics.

Guidelines for Exclusion:
A place or area is not normally included under this criterion if:

• Its distinguishing features have been lost, degraded or compromised
• Landmark or scenic qualities have been irreversibly degraded by surrounding or infill development
• It has only a loose association with creative or artistic excellence or achievement.

3.3.2. HISTORIC VALUE

Criterion 2: *It is significant in the evolution or pattern of the history of the local district.*

Guidelines for Inclusion:
A place or area included under this criterion should:

• Be closely associated with events, developments or cultural phases that have played an important part in the locality’s history.
• Have a special association with a person, group of people or organisation important in shaping the locality (either as the product or workplace of a person or group, or the site of a particular event connected with them).
• Be an example of technical or creative achievement from a particular period.

Contributions can be made in all walks of life including commerce, community work and local government. Most people are associated with more than one place during their lifetime and it must be demonstrated why one place is more significant than others.

The associations should be strong and verified by evidence and, ideally, demonstrated in the fabric of the place.

Guidelines for Exclusion:
A place or area will generally be excluded if:

• It has brief, incidental or distant association with historically important activities, processes, people or event
• It is associated with events of interest only to a small number of people
• It retains no physical trace of the event or activity.

A place reputed to be the scene of an event, but for which there is no evidence to support the claim, is not normally considered under this criterion.

3.3.3. RESEARCH VALUE

Criterion 3A: *It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district.*
Guidelines for Inclusion:
A place included under this criterion may be a standing structure or archaeological deposit and will generally be an important benchmark or reference site.

A place of research value should provide, or demonstrate, a likelihood of providing evidence about past activity. This may include important information about construction technology, land use or industrial processes not available anywhere else.

The information should be inherent in the fabric of the place.

Guidelines for Exclusion:
A place will not normally be included under this criterion if:
• There is little evidence to suggest the presence of archaeological deposits
• The place is not able to provide useful information through the fabric
• It is likely to yield similar information to other places
• It is likely to yield information that could easily be obtained from documentary sources.

Criterion 3B: It is significant in demonstrating a high degree of technical innovation or achievement.

Guidelines for Inclusion:
A place included under this criterion should:
• Show qualities of innovation or represent a new achievement for its time.
• Demonstrate breakthroughs in design or places that extend the limits of technology.
• Show a high standard of design skill and originality, or innovative use of materials, in response to particular climatic or landform conditions, or a specific functional requirement, or to meet challenge of a particular site.

Many of the places included under this criterion are industrial sites, though examples of engineering (such as bridge construction and road design) might also meet this criterion.

Guidelines for Exclusion:
A place would not normally be considered under this criterion if its authenticity were so diminished that while the achievement was documented, it was no longer apparent in the place.

3.3.4. SOCIAL VALUE

Criterion 4: It is significant through association with a community or cultural group in the local district for social, cultural, educational or spiritual reasons.

Guidelines for Inclusion:
Most communities will have a special attachment to particular places. A place would be considered for inclusion under this criterion if it were one that the community, or a significant part of the community, has held in high regard for an extended period.
Places of social value tend to be public places, or places distinctive in the local landscape, and generally make a positive contribution to the local ‘sense of place’ and local identity. They may be symbolic or landmark places, and may include places of worship, community halls, schools, cemeteries, public offices, or privately owned places such as hotels, cinemas, cafes or sporting venues.

Places need not be valued by the entire community to be significant. A significant group within the community may be defined by ethnic background, religious belief or profession.

Guidelines for Exclusion:

A place will not normally be considered if its association is commonplace; or of recent origin; is recognised by only a small number of people; or if the associations are not held very strongly or cannot be demonstrated satisfactorily to others.

Of all the criteria, social value is the hardest to identify and substantiate. Care should be taken not to confuse cultural heritage significance with amenity or utility. There must be evidence that the building/place is valued over and above the activities that occur there.

3.4. DEGREE OF SIGNIFICANCE

3.4.1. RARITY

Criterion 5: It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district.

Guidelines for Inclusion:

This criterion encompasses places that either are rare from the time of their construction, or subsequently become rare due to the loss of similar places or areas.

A place or area of rarity value should:

- Provide evidence of a defunct custom, way of life or process; or
- Demonstrate a custom, way of life or process that is in danger of being lost; or
- Demonstrate a building function, design or technique of exceptional interest.

Guidelines for Exclusion:

A place or area will not normally be considered under this criterion if:

- It is not rare in the locality
- It appears rare only because research has not been undertaken to determine otherwise
- Its distinguishing features have been degraded or compromised.

3.4.2. REPRESENTATIVENESS

Criterion 6: It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district.

Guidelines for Inclusion:

A place included under this criterion should provide a good example of its type.
A place may be representative of a common building or construction type, a particular period or way of life, the work of a particular builder or architect, or an architectural style.

To be considered a good representative example, the place should have a high level of authenticity.

Guidelines for Exclusion:
Places will be excluded if their characteristics do not clearly typify their class, or if the representative qualities have been degraded or lost.

3.5. CONDITION, INTEGRITY AND AUTHENTICITY

While Condition and Integrity are considerations in assessing the significance of a place, it is possible for a place of poor condition or poor integrity to be identified as significant on the basis of a value to which Condition and Integrity are relatively unimportant (eg. a ruin with high historic value).

Places identified in an inventory will usually have a Medium to High degree of Authenticity.

However it is possible to include places of low Authenticity if they exhibit evolution of use and change that is harmonious with the original design and materials.

The three terms are defined as follows:

- **Condition**
  The current state of the place in relation to the values for which that place has been assessed, and is generally graded on the scale of Good, Fair or Poor.

- **Integrity**
  The extent to which a building retains its original function, generally graded on a scale of High, Medium or Low.

- **Authenticity**
  The extent to which the fabric is in its original state, generally graded on a scale of High, Medium or Low.

3.6 GRADED LEVELS OF SIGNIFICANCE

Each place that has been assessed as warranting inclusion in the Heritage Inventory (based on the above criteria) has been graded with one of the following levels of significance:

- **Exceptional Significance**
  Highly significant part of the cultural heritage of the Shire of Augusta-Margaret River.

- **Considerable Significance**
  Very important to the heritage of the Shire of Augusta-Margaret River.

- **Moderate Significance**
  Makes a positive contribution to the heritage of the Shire of Augusta-Margaret River.
• **Some Significance**

Helps to illustrate an important aspect of the history of the Shire of Augusta-Margaret River, but is not a key representative or rare example.

• **Historic Site**

(1)(a) The place is associated with an event or former place that is of particular significance for the local community. There may be some potential for significant archaeological remains.

(1)(b) The place is associated with an event or former place that is of particular significance for the local community. There may be some potential for archaeological remains.

(2) The place is associated with an event or former place that is of particular significance for the local community but, with the exception of landscape element(s), retains no physical evidence.

(3) The place is associated with an event or former place that is of particular significance for the local community. A memorial/plaque has been erected at the site.

As noted in the introduction to this report, inclusion in the Heritage Inventory simply provides recognition of a place’s heritage importance for the local community and does not afford any legal protection to its heritage values.

The conservation and protection of places and areas of local heritage significance is provided for in the Planning and Development Act 2005, which enables local governments to protect heritage places and objects in local planning schemes. Model provisions for local heritage are set out in the Model Scheme Text contained in the Town Planning Amendment Regulations 1999. Under this system, the protection of local heritage places requires the establishment of a Heritage List (separate to the Heritage Inventory)

The graded levels of significance help to inform (but do not dictate) what places may be included on a Heritage List and what, if any, measures the Shire of Augusta-Margaret River may apply to support conservation of those places. Such measures could include incentives and/or the consideration of heritage issues as part of the normal planning processes - consistent with the Model Scheme Text and State Planning Policy 3.5: Historic Heritage Conservation (Western Australian Planning Commission, 2007).
<table>
<thead>
<tr>
<th>PLACE No.</th>
<th>MARGARET RIVER RAILWAY STATION GROUP (FORMER)</th>
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<tbody>
<tr>
<td>MR(T)-10</td>
<td>Margaret River Railway Station, Depot, Goods Shed &amp; Station Master’s House</td>
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</table>

**Location**

Bounded by Railway Terrace, Boodjidup Road, Clarke Road and Betts Street, Margaret River. Including:

1. **Barracks**: 9 (Lot 136) Clarke Road, Margaret River  
   GPS (at street frontage): -33.962264 115.070829

2. **Goods Shed**: 41 (Lot 135) Clarke Road, Margaret River  
   GPS: -33.960695 115.068446

3. **Station Masters House (former)**: 278 Railway Terrace, Margaret River  
   GPS: -33.962014 115.068854

**Current Photo/s (Feb 2012)**

*View to former Barracks from Clarke Road*

*Goods Shed*
Station Masters House (former)

| LGA Site No | (1) A5308  
|            | (2) A4477  
|            | (3) A3647  |
| PIN Number | (1) 537751  
|            | (2) 537729  
|            | (3) 537709  |
| Place Type | Individual Building(s) or Group |
| Use(s)     | Original: General – Transport/Communications; Specific – Railway Station  
|           | Current: General – Unused  
|           | Current: General – Residential; Specific – single storey residence |
| Statutory Heritage Listings | None |
| Other Heritage Listings and Surveys | HCWA Database (not entered in State Register or in Assessment Program): Place Number 04970. |

**CULTURAL HERITAGE SIGNIFICANCE**

| Statement of Significance | Margaret River Railway Station Group Site is of significance:  
|                          | • For its contribution to an understanding of the pattern of settlement in the South West of the State and its association with the development of the region following the establishment of the Group Settlement Scheme.  
|                          | • For its historical association with the important role of the WAGR railway in providing goods transport in the South West to assist |
agricultural production.
In 1993 the Goods Shed was assessed as an extremely rare example of its type (Goods Shed, 4th Class) (Uhe, Philippa, The Survey of Railway Heritage in Western Australia National Trust of Australia, 1993)

<table>
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<tr>
<th><strong>Integrity</strong></th>
<th>Low: The use has been altered and the original use cannot be readily discerned.</th>
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<tr>
<td><strong>Authenticity</strong></td>
<td>Low to Moderate (varies across the site)</td>
</tr>
<tr>
<td><strong>Level of Significance</strong></td>
<td>Moderate - Contributes to the heritage of the locality.</td>
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**PHYSICAL DESCRIPTION**

<table>
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<tr>
<th><strong>Construction Materials</strong></th>
<th><strong>Walls</strong>: General - Metal; Specific – Corrugated iron</th>
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<tbody>
<tr>
<td><strong>Roof</strong>: General - Metal; Specific – Corrugated iron</td>
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<table>
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<tr>
<th><strong>Architectural Style</strong></th>
<th>Functional</th>
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| **Physical Description** | The overall site is heavily revegetated with native trees and bush and the majority of the railway lines appear to have been removed or covered over (although a small section was noted near the entrance to the Goods Station site in 2012).

1) The old Barracks are largely concealed from view by trees. Street views confirm that it is a two-storey, shed-like structure, clad with horizontal, corrugated-iron and brick to the ground floor and vertical timber boarding to the upper floor. There are curved-roofed, corrugated iron railway cabins attached to an enclosing verandah on the western side. A brick chimney is visible above the first floor rooftop.

Note: A more detailed, on-site inspection would be required to determine the nature and extent of the original fabric and additions to this place.

2) The Goods Shed is a corrugated-iron clad, rectangular shed with a raked roof. It has a deep verandah overhang to the western side, above the old sliding doors, and smaller awning to opposite elevation. Internally it has an exposed timber frame and there is a varnished timber office in the north-west corner.

The Goods Shed is set in a flat, bituminised area, adjacent to a raised loading platform (now covered with long grass) on which the former crane was located. There is a row of mature pines along the Railway terrace side.

3) The former Station Masters Residence is located opposite the main railway reserve, at 278 Railway Terrace. This is a timber-framed house set back approximately 7.5m from the street boundary, in a domestic garden. It is of a simple inter-war bungalow style with a prominent hipped roof, with gablets facing the street at the ridgeline. The wide return verandahs are partly enclosed and have a flat, fibrous cement balustrade. Original detailing includes high-waisted doors with two glazed panels over three vertically proportioned timber panels. |
The layout and operation of the Railway Station yards is no longer clear from the surviving physical evidence.

**Condition**
Good to Poor (varied across the site and different buildings)
*Assessed from streetscape survey only

**HISTORICAL DESCRIPTION**

**Historic Theme(s)**
Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)
- Improved Transport Corridors
- Establishment and Consolidation of Town and Village Centres

**Construction Date(s)**
1926

**Year of Demolition**

**Associations**
Architect: PWD

**Historical Notes**
The following information has been provided by Rail Heritage WA:

Margaret River was the mid point of a very interesting railway from Busselton to Flinders Bay. The southern end had been built originally for timber pioneer, M C Davies, to transport logs and sawn timber from the forest to his mills, and then to the ports at Hamelin Bay and Flinders Bay. This timber tramway was progressively extended north to the Margaret River and logging spurs transported logs back to the company mills. After the Millars Karri & Jarrah Co. purchased the whole operation in 1902 the forest was gradually cut out and the last mill closed in 1913 (see Place #AU/MR-03)

The railway was purchased by the state government for £31,000 and the sale was completed on 1 June 1916 (PWD Annual Report 1916). The government planned to use this old railway to link up with a new line from Busselton to Margaret River. Construction had commenced from Busselton early in 1917 but it was only to fell trees along the proposed route. About 29kms of clearing was done before the work was stopped.

Unfortunately, as was the case for several other railway construction projects in the state at this time, World War One intervened – with a shortage of both labour and steel rails for these projects. All rails came from overseas in those days and all steel production was going into the war effort.

The government finalised another clearing tender in October 1920 and work began again to fell the remaining trees to Margaret River.

At the southern end, the old timber company track was used for much of the route, but with some deviations. One of these commenced about 2km north of Witchcliffe. The old line went further to the east of Margaret River townsite, following Darch Road. The new government line went to the west following, in part, an old logging spur line to cross the Margaret River just to the north of the town. This provided for a station site, 1km to the south-west of the town centre.
Construction of the railway was undertaken by the Railway Construction Branch, Public Works Department. They employed 'day labour' who built up the formation with shovels and horse-drawn scoops, while bridge and culvert builders constructed the crossings over the many watercourses. The PWD commenced the Busselton-Witchcliffe section on 15 July 1922 and Witchcliffe-Flinders Bay in May 1923. Busselton-Witchcliffe was opened by the government railways on 20 October 1924 and the remaining section on 1 April 1925.

A list of State Records Office drawings suggests that most buildings were built about the time of opening the railway. Tenders were called for a wooden station (since relocated off-site) and wooden residence (possibly the house at 278 Railway Terrace) in Margaret River in September-October 1926, and the first Station Master was appointed at the beginning of the next year.

The WA Government Railway between Busselton and Flinders Bay was closed on 1 July 1957. The station offices and freight depot were retained for use and WAGR operated road transport to replace the train service. Passenger buses took over the traffic between Flinders Bay and Bunbury/Perth with pickup points along the Bussell Highway.

After the railway closed, the WAGR decided to retain a station officer at Margaret River for dealing with road services. Frank McCann had been Assistant Station Master, Margaret River since November 1952 and was appointed to this new role. He was the only WAGR station officer at a station with no rail service. On 1 July 1982 he was appointed Station Master, Busselton and retired from that position in July 1984.

A 1993 Survey of Railway Heritage in Western Australia by the National Trust describes the Goods Shed at that time.

*The Goods Shed (4th Class) was built in 1926 for £257. It is in excellent condition with a sympathetic lengthwise extension. This type of shed is extremely rare today. Also in the yard is the loading ramp and 2.5 ton goods crane.*

Sometime before this 1993 survey, the station building was purchased and moved to the Whistletop Park at Yoongarillup (south east of Busselton on the Vasse Highway), a local tourist attraction featuring a wildlife park and a miniature railway that took patrons around the park. The six railway worker’s houses were demolished and, as at 2012, the Montessori School is located that portion of the original railway site (north of Bettis Street). The crane was relocated to the Northampton (or Walkaway?) Museum. Railway Museum at some stage after 1996.

The former Station Master’s House is located opposite the main railway reserve, at 278 Railway Terrace. This is now a private residence and, as at 2012, is being offered by sale.

In February 2012 the Goods Shed was being used for storage and clearing/earthworks were being undertaken in the area immediately south of the shed.

REFERENCES
• Railway Heritage WA [Jeff Austin, email to Carmel Given, 24 Nov 2011.]
• The West Australian, 25 September 1926, p16 and 30 October 1926 p 8
• West Australian, 1 July 1957
• Uhe, Philippa, The Survey of Railway Heritage in Western Australia National Trust of Australia, 1993
• Shire of Augusta-Margaret River Municipal Heritage Inventory, 1996

The following drawings are held at the State Records Office:
  ACC1642/199 – Progress Plan
  ACC1781/24882A – development of station yard
  ACC1781/40333 – land for railway housing
  ACC1781/24075 – shelter shed and goods shed
  ACC1781/24309 – station building
  ACC1781/24322 – Station masters house
  ACC1781/24842 – trainmen s barracks
  ACC1781/25804 – water supply and pipeline

Margaret River Station, 2 January 1973. Photo courtesy of Jeff Austin, Railway Heritage WA