



Shire of Ashburton Local Government Heritage Inventory

October 2019

element.
the art and science of place

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Figure 1 – Location Plan showing the Shire in context with Perth

1.0 INTRODUCTION

The Shire of Ashburton (the Shire) has a rich and varied heritage, which is present in many forms such as landmarks, buildings, objects, cultural landscapes and the stories and traditions associated with them. This heritage is an important asset as it contributes to the cultural identity of the community; it provides a link to the past allowing us to understand the history of where we have come from; and contributes to the richness of the environment. The identification and protection of local heritage assets is required under State legislation to ensure that these places are appropriately managed for the benefit of future generations.

In 2016, the Shire commenced a review of its Municipal Heritage Inventory (now known as a Local Government Heritage Inventory or LGHI) to meet statutory obligations and to ensure information relating to places of heritage value in the district were up-to-date and thorough. Specifically, the following tasks formed the basis of the review:

- Review and update the LGHI in line with the common standards for inventories as per the recommendations provided by the State Heritage Office (SHO).
- Ensure that the LGHI is comprehensive, up to date, and represents community views and values, by calling for and assessing new nominations.

1.1 THE STUDY AREA

The Shire is located in the Pilbara region of Western Australia, about 1,400 kilometres north of Perth. The Shire covers an area of 105 647 square kilometres and is bound by the City of Karratha and the Town of Port Hedland in the north, the Shire of East Pilbara in the east, the Shire of Meekatharra, the Shire of Upper Gascoyne and the Shire of Carnarvon in the south, and the Shire of Exmouth and the Indian Ocean in the west.

The Shire includes the major towns of Onslow, Tom Price, Paraburdoo and Pannawonica and includes some of the world's largest open cut mines, largest pastoral lease and cattle stations all set against a beautiful and ancient arid landscape.

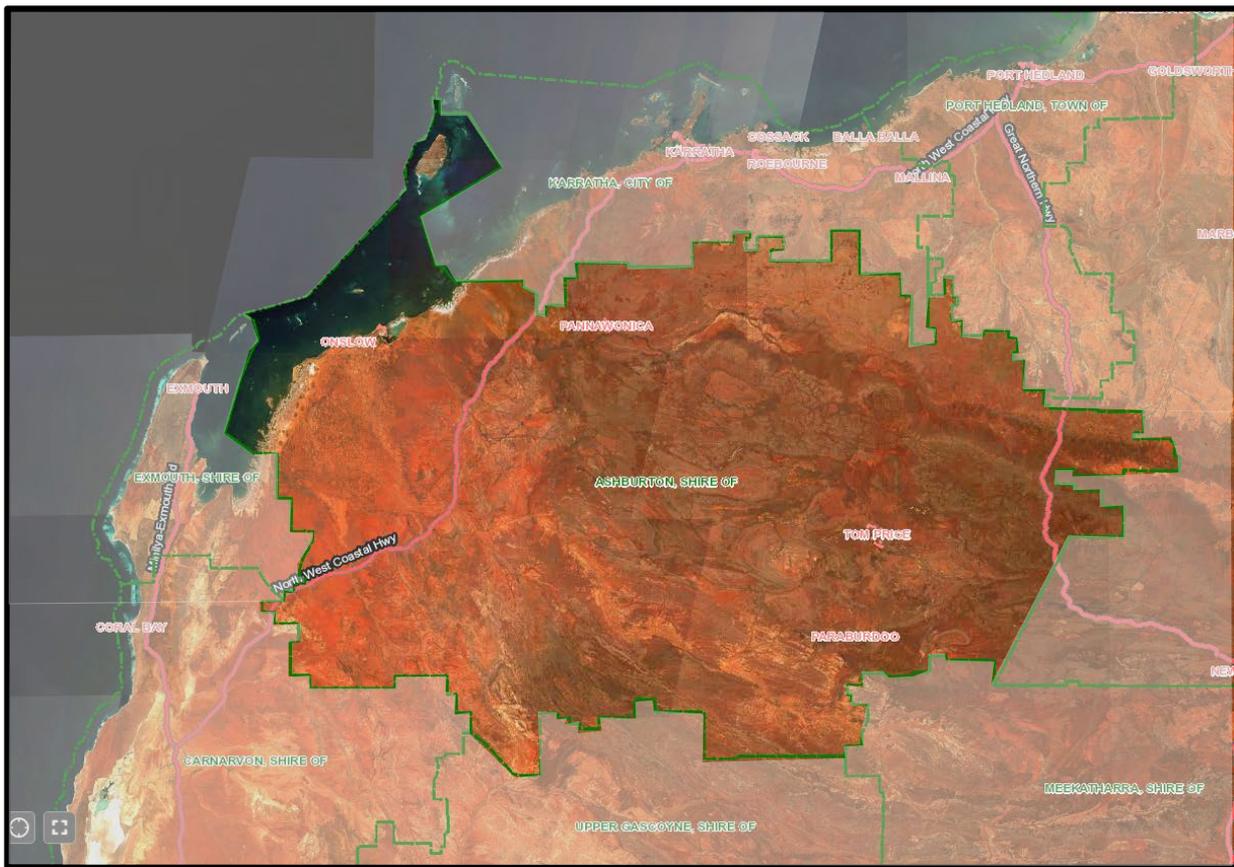


Figure 2 – Aerial image of the Shire of Ashburton showing its major towns

2.0 PROJECT SCOPE AND METHODOLOGY

21 SCOPE

In 1999 the Shire prepared its first LGHI, which contained 29 places. The 1999 LGHI was undertaken by O'Brien Planning Consultants and included a Thematic History and Place Record Forms for 29 places. This 2016 review builds on the 1999 LGHI and accordingly the work of O'Brien Planning Consultants is respectfully acknowledged.

Refer to Table 1 – Places included on the 1999 LGHI.

This LGHI focuses on events and developments in Western Australian history since the arrival of European settlers. It does not attempt to record the legacy of Aboriginal occupation prior to the European settlement in Western Australia as Aboriginal heritage is identified and protected by the Aboriginal Heritage Act 1972. Notwithstanding, the history and association of Aboriginal people has been noted where information is available.

Table 1 – Places included on the 1999 LGHI

NAME OF PLACE	LOCALITY	MANAGEMENT CATEGORY *
Ashburton River Road Bridge	Ashburton	C
Beadon Bay Hotel	Onslow	B
Koobinya/Nintirri Centres	Tom Price	B
Former Police Residence - Onslow	Onslow	B
Former Post Office and Residence - Onslow	Onslow	B
Millstream Homestead	Ashburton	B
Minderoo Homestead	Ashburton	B
Mt Florence Homestead	Ashburton	C
Nanutarra Homestead	Ashburton	B
Nyang Homestead	Ashburton	B
Old Onslow Townsite	Old Onslow	B
Old Wittenoorn Townsite	Wittenoorn	D/E
Onslow Goods Shed/Museum	Onslow	C
Peedamulla Homestead	Ashburton	A
Permanent Pools in the Ashburton River	Ashburton	C
Pre-Primary Centre: Wombats	Tom Price	B
Red Hill Homestead	Ashburton	C
Residence: 26 Third Ave	Onslow	C
Residence: Sweeting	Onslow	C
Residence: Turner	Onslow	C
Residence: 10 Lilac St	Tom Price	C
St Nicholas Church	Onslow	B
Tambrey Homestead Ruins	Ashburton	A
Tom Price Community Centre	Tom Price	B
Tom Price Primary School	Tom Price	B
Tom Price Shopping Arcade	Tom Price	C
Wyloo Homestead	Ashburton	B
Yanrey Homestead	Ashburton	B
Yarraloola Homestead	Ashburton	B

*Refer to Section 3.4 and Appendix A for details on 'Management Categories'.

22 METHODOLOGY

The review of the 1999 LHGI has been undertaken in accordance the following guiding documents:

- The Australia ICOMOS Burra Charter process
- State Planning Policy 3.5 – Historic Heritage Conservation
- State Heritage Office publications:
 - Criteria for the Assessment of Local Heritage Places and Areas and Basic Principles for Local Government Inventories;
 - Assessment of Local Heritage Places (DRAFT); and
 - Heritage List (DRAFT).

The key phases of the project included:

221 Review Heritage Framework

A review of the Shire's existing heritage management framework was undertaken to identify areas where it needed to be improved and/or amended to align with current practices. Key outcomes of this review were the preparation of a new Place Record Form proforma and the preparation of new Management Categories (refer to following chapter for an explanation of Management Categories).

222 Update Place Record Forms

This phase involved updating the Shire's existing Place Record Forms to check for accuracy, to fill in gaps and to help enhance an understanding of the significance of the places. This phase included the following tasks:

- creating a new Place Record Form for each place to reflect the current minimum standards as required by the State Heritage Office;
- undertaking additional historical research to better inform an understanding of the places;
- undertaking a site visit to each place to enable updated photographs to be taken and to inform an update of the physical description and statement of significance where necessary;
- confirm or amend the relevant Management Category for each place.

223 Identification of New Places

As part of the project the Shire sought nominations from the community to identify places for potential listing on the Shire's LGHI. Five new places were identified:

- Bobby's Tree
- Hamersley Homestead
- Stone hut relics at Karijini National Park
- Onslow Fuel Storage Tanks
- Beadon Point Navigational Leading Light

Place Record Forms were prepared for the above places and recommendations made with regard to their inclusion on the LGHI.

In addition, throughout the project new places came to light, which have played a role in the history and evolution of the Shire. These places are listed below. It is recommended that in the future these places should be considered for inclusion on the LGHI (after proper investigation, interrogation and consultation):

- Onslow Jetty
- Barrow Island
- War memorials (Tom Price and Onslow)
- Uaroo
- Yalleen Homestead
- Rocklea Station
- Korrdarrie Station
- Kooline Station
- Deepdale Station
- Coolwanyah Station
- Ashburton Downs
- Mulga Downs
- Copping Pool Miners Shack

2.2.4 Community Workshop

An invitation to attend a workshop on the process and implications of the LGHI review was extended to the community as part of this project. The workshop was held in October 2016 and attended by a small group of local people in Onslow.

Feedback received during the workshop included:

- The need for incentives to be made available for heritage listed places to help maintain and conserve them;
- The need for the people to be made aware of heritage listing when they are considering purchasing a place - i.e. the heritage status of a place should be included in any 'Property Report' prepared by the Council;
- The need for the better promotion of the variety of heritage places in the Shire – i.e. through heritage walks, interpretation and public art.
- The need to better promote the LGHI as a valuable resource on the history and heritage of the Shire.

2.2.5 Updating the Thematic History

A Thematic History is a concise narrative of the chronological history of the area, addressing the key events that have occurred that have helped shape the physical development of the local district. The 1999 review included a Thematic History, which covered the period from 1818 through to 1999. An additional chapter was added as part of this 2016 review, which covers the period from 2000 through to 2016.

3.0 HERITAGE EXPLAINED

As previously noted, the identification and protection of local heritage assets is required under State legislation to ensure that these places are appropriately managed for the benefit of future generations. This section provides detail on the Shire's obligations relating to the identification and protection of heritage places.

3.1 WHAT IS A LOCAL GOVERNMENT HERITAGE INVENTORY?

The *Heritage of Western Australia Act 1990* requires each local government to identify buildings of cultural heritage significance in its district through a LGHI (the LGHI was once referred to as a Municipal Heritage Inventory or MHI).

In line with the Heritage of Western Australia Act 1990 the Shire first prepared a LGHI 1999, which contains 29 places.

The LGHI is an information source of places of local heritage value, however inclusion on the LGHI has no statutory implications/protection. For a local government to have statutory authority and influence to manage the development of a heritage place, a place needs to be identified within a Heritage List adopted under a Local Planning Scheme.

Each place on an LGHI is assigned a management category, which recognises the varying levels of value each heritage place has. This classification system is often used as the basis for selecting properties to be included within the Heritage List adopted under a Local Planning Scheme. Generally, those places included on the Heritage List have a higher level of cultural heritage significance. Refer to section 3.4 for detail of the Management Categories.

3.2 WHAT IS A HERITAGE LIST?

The deemed provisions for local planning schemes of the *Planning and Development (Local Planning Schemes) Regulations 2015* sets out that a 'local government must establish and maintain a heritage list to identify places within the Scheme area that are of cultural heritage significance and worthy of built heritage conservation.'

Entry on the Heritage List, provides statutory protection which seeks to ensure that building or works affecting the place has minimal impact on the cultural heritage values of the place or precinct. Development Applications are generally required for works affecting a heritage place.

33 HOW IS A PLACE ASSESSED?

Places are selected for inclusion on the LGHI based on their cultural heritage significance to the locality.

A place or area will be of significance to the locality if it has one or more of the following values: Aesthetic, Historic, Research or Social value. These values have been defined by the Heritage Council of Western Australia and are used as criteria to assess the importance of places for heritage listing:

- | | |
|------------------------|---|
| Aesthetic value | A place included under this criterion may be a good example of an architectural style, display creative or design excellence or be of landmark value for the local district. |
| Historic value | A place included under this criterion will be closely associated with events, developments or cultural phases that have played an important part in the locality's history. |
| Research value | A place of research value will 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. |
| Social value | A place of social value will be significant through association with a community or cultural group in the local district for social, cultural, educational or spiritual reasons. |

These values are articulated in a Place Record Form for each place, which are contained in 'Part B' of this report.

34 MANAGEMENT CATEGORIES

The degree of heritage value of a place on an LGHI is varied with some places holding greater value than others depending on a variety of factors including their age, level of intactness and the role they played in the history of the area. Management categories are a tool that recognise the varying degrees of significance and importance of heritage places.

A management category is applied to each place on an LGHI which provides an indication of a place's relative level of significance. These categories will not all have the same implications for owners, as places in the highest category will need more careful management than will those places in the lower categories.

This 2016 review included a review of the Shire's existing management category criteria to ensure they align with Heritage Council of Western Australia's guidelines. This resulted in amendments to the Shire's existing management categories. Please refer to Appendix A for detail on the Shire's previous management category classification system, which are now superseded by those in Table 2.

The revised management categories, which have been assigned to places on the Shire’s 2016 LGHI are as follows:

Table 2: Management Category classification for places on the Shire’s LGHI

CATEGORY	DEFINITION	RECOMMENDED MANAGEMENT STATEMENT
Category 1: Exceptional significance	Essential to the heritage of the locality. Rare or outstanding example.	Inclusion on Heritage List. The place should be retained and conserved in consultation with the Heritage Council of Western Australia. Consider for nomination to State Register if not already included.
Category 2: Considerable significance	Very important to the heritage of the locality. High degree of integrity/ authenticity.	Inclusion on Heritage List. The place should be retained and conserved.
Category 3: Some significance	Contributes to the heritage of the locality. May have some altered or modified elements, not necessarily detracting from the overall significance of the item.	Inclusion on Heritage List. Encouragement should be given to the retention and conservation of the place. Photographically record prior to major development or demolition. Recognise and interpret the site if possible.
Category 4: Limited significance	Contributes to the history of the locality through its social and history rather than its built form; or may be a historic site.	Retain record in the LGI for archival purposes. Photographically record prior to major development or demolition. Recognise and interpret the site if possible.



PART A - THEMATIC FRAMEWORK

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INTRODUCTION

The following Thematic History provides a concise narrative of the chronological history of the Shire, addressing the key events that have occurred that have help shape its physical development.

The portions of the Thematic History, which cover the period from 1818 through to 1999, have been extracted from the 1999 LGHI, prepared by O'Brien Planning Consultant. The chapter, which covers the period from 2000 through to 2016 has been added as part of the 2016 review.

ABORIGINAL HISTORY

The Pilbara region has been inhabited by Aboriginal people for many thousands of years. Prior to European contact, aboriginal people lived as hunter gatherers, moving through the landscape along defined routes determined by seasonal supplies of food and water. Living in closely knit family groups, they evolved a stable social framework responsive to a challenging natural environment. Living in a close relationship with the land, Aboriginal identity was both embodied in and derived from the land, with neighboring groups understanding and respecting tribal territories, boundaries and sacred places.

The attitude of the early Aboriginal people to land and sites was in part due to their beliefs, and understanding of their inherited responsibilities and rights towards the land. These rich cultural traditions were passed down to the younger generations through a powerful oral tradition of maintained through and emphasized with, art, painting, dance, story and song. Sites associated with early Aboriginal history may be ethnographic (known and interpreted through cultural practices and teachings rather than physical elements) or archaeological (known through the physical evidence such as engravings, rock and cave paintings).

The arrival of the Europeans, with their different attitudes to land use, ownership and tenure, was to have a devastating effect upon the traditional way of life of the Aboriginal people.

1818 – 1882: THE QUEST FOR LAND

Lieutenant Philip Parker King undertook a survey expedition along the Western Australian coast between 1818 and 1822, briefly visiting the Ashburton region and giving European names to many coastal features, including Curlew River. Overland exploration of the region was not attempted until F.T. Gregory took on this monumental task, receiving financial backing from the Royal Geographic Society (London) to assist with his northern exploration. Initially landing on the Dampier Archipelago in 1861, Gregory used his ship as a base from which he made many inland expeditions. During one of these trips he named the Ashburton River after 'the noble President of the Royal Geographic Society' (Webb, p 14). His report of agricultural potential in the North West was generally positive, negating many other previous dispirited reports of the reportedly barren land.

From 1865, a number of expeditions into the Ashburton Region did not return with Gregory's optimism. Ill-prepared or amateur explorers venturing into the area were confused by rivers, some of which were incorrectly mapped or named. At various times T C Murray, Edward Timothy Hooley and L. Mount tackled the hilly and mostly waterless landscape in the quest to establish an overland route from Roebourne to Ashburton. Their travels were fraught with difficulties, particularly with regard to finding adequate feed for their horses. Contact with the Aboriginal people were also at odds with their normal experience of friendly interactions with the Aborigines reportedly wary of the European men and either avoided contact or standing their ground aggressively, sometimes leading to physical clashes.

In 1866 a well-planned trip by Hooley was more successful in traversing the Ashburton region. Hooley recorded friendly contact with the Aborigines and a successful stock drive of sheep from the Ashburton to Nickol Bay (Roebourne area). Hooley's success spurred further surveys to search for a suitable position for a port. These were led by Venn and Traverton Sholl, who was the son of the then Magistrate of the North West based in Roebourne. Sholl is remembered for sorting out the naming of the Ashburton River but he could not make any recommendations for a port. Stock runs were established in 1866 by J Fitzgerald, A McKay and D Edgar and the acreage of land used for pastoralism increased even further in 1867.

Following his epic overland journey with a substantial herd of sheep, Hooley was fittingly the first person to ship wool directly from the Ashburton district to southern markets. His living conditions remained basic as he did not establish a homestead, prioritising the erection of a shearing shed. This was not unusual and few permanent dwellings were built in the region during this period, with this itinerant lifestyle and living conditions deemed unfit for women.

A vital element in the survival of the pastoral leases was the contribution made by Aboriginal labour as stockmen and domestic helpers. Prior to European settlement, Aboriginal family groups had travelled extensively throughout the Ashburton region supported by their hunting and gathering activities. Their culture and social organisation developed with a strong association to the land and the structure of their society was seriously threatened with the arrival of the Europeans. Contact with the new settlers was disastrous for the Aboriginal population with the people suffering from the introduction of European diseases for which their immune systems were not developed, and many deaths resulted from exposure to measles, leprosy, small pox, influenza and typhoid.

Deteriorating relationships between the Aboriginal people and the pastoralists led to the Battle of Minderoo on Hooley's run in 1869. It is said that an Aboriginal shepherd killed two Aborigines who were purloining sheep from his flock. The result was his death at the hands of other Aborigines. Afraid for their safety, the pastoralists sought protection from Roebourne, with the Resident Magistrate Sholl dispatching an official party who responded by killing Aborigines who appeared to be preparing for a fight. The Battle of Minderoo contributed to a major setback in settlement and race relations in Ashburton for some years.

Aboriginal people were also exploited by the burgeoning pearling industry whose luggers sought shelter on the coast of Ashburton. Aboriginal divers were used for finding pearl shell, however their employment was often involuntary and poorly paid.

Despite the difficulties between the Aborigines and the settlers, the perennial problem of a poor water supply, the stock deaths by unidentified poisonous plants, and the isolation from a port were the major concerns for the pastoralists of Ashburton. All goods and mail had to be transported from Cossack and then to Ashburton via light boat or overland by horse, with early roads comprising tracks developed by donkey, camel and horse teams transporting wool clips to the beach.

During this period visits by ships were irregular, stopping on the Captain's whim or in response to fire signals lit by pastoralists, indicating a load of wool was ready to go to market. The inconvenient method of using shallow barges (lighters) to transport cargo to waiting ships anchored off the coast, led directly to the entrepreneur James Clark whose vision led to the founding of a port at Onslow.

People who contributed to this period include:

- **R J Sholl** - Robert Sholl was the Resident Magistrate of the North West based in Roebourne. He was influential in many developments in the Pilbara that directly affected the Ashburton region.
- **Traverton Sholl** - Robert Sholl's son. He was sent on an expedition into Ashburton in search of a port. He made the significant discovery that the upper Ashburton had been misnamed by previous explorers who had mistaken it for another river.
- **E T Hooley** - explorer and pastoralist. He spent many years in trying to establish a viable station in Ashburton.
- **T C Murray** - early explorer.
- **David Forrest** - He established Minderoo Station and in 1881 built one of the first homesteads in the district.

1883 – 1924: THE RISE AND FALL OF ‘OLD’ ONSLOW

The arrival of James Clark and John McKenzie in 1882 was fortunate for the pastoralists of Ashburton. Recognising the chance to establish a successful lightering service, Clark and McKenzie inadvertently encouraged the growth of a town to be situated inland from the mouth of the Ashburton River. This location was further determined by the advancing telegraph line, which influenced the alignment of all town blocks. The town was called Onslow after the Acting Governor and Chief Magistrate A. C. Onslow and Gazetted in 1885 following the opening of the telegraph line. Some buildings constructed from local coral sandstone were erected at this time.

The environment of Onslow was at times inhospitable, with extreme climatic conditions, strong winds causing sand blasts, and ever present insects making life uncomfortable for the town's residents. Fresh water was retrieved from wells but was not always potable and so rainwater tanks were constructed as a preferred water source. Cyclones, alternating with years of drought, severely tried the new settlers but, nevertheless, Onslow expanded.

James Clark ran a successful lightering service from the wharf constructed in 1886, also holding the town's first liquor license. With this in hand he proceeded to build the Rob Roy Hotel, named in honour of Clark's old ship that he tended as ship's engineer. Clark's entrepreneurial skill also enabled him to see the need for a wool press, as not all pastoralists could afford such a large capital item. He purchased one, thus providing another valuable service to the community. Other shops and services established in Onslow at this time supported the pastoral and pearling industries.

As pastoralism grew within the region, stock routes with established wells made overland transport easier, with the De Grey- Mullewa stock route gazetted in 1893. Transportation of the wool to the wharf at Onslow was a combination of skill and luck as tracks were rough and bridges non-existent. Teams of donkeys and camels were used in preference to horses as their ability to handle harsh conditions was valuable. Improved cutaways on river banks made it easier for the teams to load.

Once the wool reached the wharf at Onslow, it was transported to ships by lighter. In spite of the improvements made in 1893, landing at the wharf was becoming increasingly dangerous owing to silting at the river mouth and to large tidal variances. In an attempt to reduce this risk, a jetty was constructed, but this was severely damaged by the 1897 cyclone and was never rebuilt to its original length.

The unearthing of gold in 1889 led to the declaration of the Ashburton Goldfield in 1890. Although it was not a large find, Onslow experienced significant economic growth as it became an important supply base for the arriving prospectors. This economic activity proved to be short-lived, with Robert R Hope being one of those storekeepers who remained in the district long after the quest for gold had petered out.

Another consequence of gold exploration was the discovery of copper that was first mined in 1899 at the Red Hill Copper mine. Silver and lead were also discovered in the district, and although the mining activity did not produce large quantities of mineral-bearing ore, Onslow experienced significant economic benefit.

Following the diminished excitement of gold discovery, the steady influence of pastoralism remained as the predominant economic activity. With wool and meat in demand, particularly from the developing markets in Kalgoorlie and Coolgardie goldfields, this stable income led to an increase in living standards on the pastoral stations, leading to the establishment of permanent homesteads and ancillary buildings at Yanrey, Uaroo and Yarraloola stations. Shearing efficiency also benefitted from modern innovations as many shearing sheds converted to mechanised operation, resulting in significant drop in the employment of Aboriginal shearers who were excluded from this technological evolution.

A significant drought in 1891 threatened the viability of the region's pastoral stations, with water shortages also convincing most of the few remaining gold miners to try their luck elsewhere in the State. The drought was so severe that some leases were not taken up again when their leasing period concluded, and for the next two decades stock numbers were constantly affected by trying conditions. A subsequent severe drought in 1911 that did not break until 1915 further tested the pastoralists, compounded by the introduction of clover for stock feed in the wheatbelt areas in the south of the state, who increased their productivity and ability to compete with the Ashburton pastoralists.

To add to the pastoralists' difficulties, the 1900s saw the arrival of rabbits that, despite the construction of rabbit proof fences, had established themselves as a significant pest in the Ashburton region. Dingoes and foxes also continued to predate on introduced stock. In response to these threats, the Ashburton Road Board established the Vermin Board in 1917, making cash bounties for dingo scalps and tails. This led to the growth of a new profession in the region – the Dogger. In addition to dingoes, rabbits, foxes, eagles, hawks and kangaroos were also hunted in the region, with kangaroo skins becoming particularly valuable as a local export.

The arrival of the motor vehicles revolutionised transport in the Pilbara. Prior to the use of cars, personal transport had been limited to horses, carriages and bicycles, but by the 1920s horse, camel and donkey teams were slowly being replaced by trucks. The higher-quality tracks required for mechanised transport created significant challenges for the Ashburton Road Board, created in 1887 by division from the Nickol Bay District Road Board who had previously held jurisdiction over the area.

With little money and great distances to manage, the Road Board's aim of supplying decent roads for the stock teams and the new cars was severely tested. To help solve the problem, station owners began to take responsibility for roads close to their properties, with the Road Board focusing on roads near town. In 1905, the Ashburton Road Board's status improved with the construction of the Road Board office, replacing the previous meeting location at the Rob Roy Hotel.

Communication also became easier during this period with the introduction of telephones in 1917 and the increased availability and use of two-way radios. Previous to these technologies, messages had been physically carried over great distances of rough terrain but this new technology began to reduce the tyranny of distance.

Norman Brearley's founding trip of North West Airlines in 1920 created the next technological leap forward with a mail service to Perth established in 1921.

While Onslow had limited medical facilities, and with midwifery services performed by female friends, relatives or neighbours, the appointment of Dr Longdon in 1893 significantly improved the town's capacity to deal with health and medical emergencies. Doctors, however, found the work conditions arduous and rarely stayed for long.

In 1896 a Resident Magistrate was appointed. Solving two problems, the position also called for the magistrate to be a doctor. Soon he was also able to practice in a hospital that was built in 1897.

The population of Onslow was low, with many itinerant workers. Hence the number of children needing education raised little concern for the authorities. Education became a private practice, with tutors and teachers holding classes in homes or spare rooms of the hospital or church.

Religious needs were met by private services until the first Anglican Priest held a service in 1899. A Church Hall constructed from 1903-1904 provided the first permanent place of worship, however this was destroyed by cyclone in 1909. In addition to its religious function, the church hall acted as a community centre, hosting social gatherings. Accordingly, community rallied to replace the Church Hall with the construction of a Mechanics Institute in 1912. After this date church services were held at the Institute.

As with all Australian towns and cities, World War I had a significant impact on Onslow. Due to the severe drought, the Ashburton station owners could not take full advantage of the increased demand for wool created by World War I, however when the drought broke in 1916, production increased to meet international demand. The mining and production of silver and lead at Uaroo however ceased at

this time. The community actively supported the war effort, founding the Ashburton Branch of the Red Cross.

During this period, the need to extend the sea jetty, damaged in the 1897 cyclone, first led to suggestions to move the Onslow townsite. It must have been very difficult for the long term residents of Onslow to cope with the news of a possible move of the townsite with other ideas mooted and discussed over the following years.

The State Government favoured moving the whole town of Onslow to Beadon Point, with studies supporting this as a viable location for a deep water jetty and townsite, with existing buildings able to be relatively inexpensively transferred to the new site. An alternative idea promoted the construction of a new jetty at Parkes Reef as this would not have required relocation of the existing townsite. Delayed by World War I, the site for a new town was eventually declared at Beadon Point, with the new townsite gazetted in 1924. Further controversy raged over the choosing of the name for the new townsite. Many officials had thought the natural choice was 'Beadon', and some petitioned for the name 'Ashburton', however strong local opinion led to the retention of the name 'Onslow'.

People who made their mark on this period include:

- **James Clark** - After experiencing the shipwreck of the Rob Roy he decided to go overland to Fremantle from Cossack. David Forrest probably convinced him to start his business of carting wool by small boat to schooners from the Ashburton River, a process called lightering. He became an extremely prominent figure in many walks of life in Onslow. Publican and builder were a few of his titles. He became very influential, particularly as he had control over a good well which allowed him to gain a monopoly over water supplies in times of drought. He also had pastoral interests as a partner at Wogoola Station (subsequently known as Nyang and then Emu Creek Station).
- **John McKenzie** - partner of James Clark. Under the influence of Clark and McKenzie authorities recognised the need for town planning to prevent haphazard development.
- **Dulabel Wright (nee Clark)** - contributed to the social life of Onslow by playing the piano on many occasions.
- **Samuel Henry Clark** - a prominent member of the Onslow Community. He was married to Annie Clark. His son Neil Clark ended up running a very profitable General Store.
- **Robert R Hope** - did not support building a new townsite for Onslow. His family had been involved in the district since 1893. He was the licensee of the Ashburton Hotel. The family departed in 1926 rather than settle at Beadon Point.
- **F W Teesdale** - a long term resident in the North West who represented Onslow in State parliament.

1925 – 1959: NEW ONSLOW

The people of Ashburton approached life with great optimism following the occasion of the opening of the new jetty at Beadon Point in 1925. The transfer of buildings from the old townsite to the new was an amazing feat for the times, showing a remarkable community spirit and sense of co-operation. Those buildings made of wood or corrugated iron had a second chance, being reconstructed at the new township. The relocated buildings included the Mechanics Institute, the hospital, and many stores and houses. The more solidly constructed buildings made of brick or stone were left as a monument to the old town and the preserved remains of these buildings, such as the Police Station and Quarters, and the old Gaol are actively conserved and managed as a tourist attraction.

To encourage a smooth transfer between the townsites, a free exchange of land was made available. Residents of Old Onslow were able to choose the block of land at the Beadon site which best suited them. This did not meet everyone's approval as conditions were placed on the exchange, with government assistance offered to some people who owned their properties freehold or had completed a certain number of improvements. This led to some rivalry over block size and position and some long-term residents chose not to make the move. The Hope family, who were the proprietors of the Ashburton Hotel, auctioned their goods and left the district.

With the withdrawal of the Hope Family, the only hotel in the new townsite became The Beadon Hotel. This was run by the Cornish Family, who were the last managers of the Rob Roy Hotel in Old Onslow. The Beadon Hotel became renowned for its hospitality, offering some of the coldest beer in the North West, owing to the installation of refrigerated storage. The quality menu no doubt included oysters which could be harvested from the rocks at Beadon Point, and these oysters were so popular that steamers visiting the port disembarked passengers primed with appetites for the seafood delicacy.

Despite the initial enthusiasm for land in the new townsite, the demand soon petered out. At first land prices had been artificially inflated by people putting in proxy, overpriced bids for prospective absentee land holders. Unfortunately the high prices remained for many years, making it difficult for people who had sincere intentions to settle and develop the land. The Lands Department did not tackle the question of inflated land prices until the late 1930s when prices dropped dramatically.

Further problems surfaced for the new Onslow site that took many years to resolve. The move created some financial difficulty for the Ashburton Road Board as their income from rates went into decline as debts that had accumulated on properties in Old Onslow were written off as uncollectable. Accordingly, the Board became very strict with tardy rate payments as these funds were needed for the provision of many new services such as taking responsibility for the management of the Mechanics Institute, shark proofing an ocean swimming area, and expanding the new road system. By far their largest responsibility however, was the water supply.

Water problems continued at the new townsite where people appear to have assumed a public water supply would be provided. This put stress on the Public Works Department which did not have access to a large supply of potable water.

The potable water supply issue was temporarily alleviated by supplying water in sessions instead of a 24 hour a day basis. The Public Works Department transferred the responsibility for the water provisions to the Ashburton Road Board who struggled for many years to maintain a good quality water supply. In 1953 the Public Works Department resumed responsibility for the public water supply, eventually establishing a reliable source from a bore at Cane River. Established in 1930, the Public Works Department made significant contributions to public infrastructure development in the North West, particularly with regard to improvements to the North West Highway.

Overstocking and drought during the 1920s, combined with the Great Depression of 1929 led to serious losses for pastoralists resulting in some stations amalgamating to increased their viability and profitability. When wool prices recovered slightly and rainfall improved, the Beadon Point jetty was kept well occupied with wool exports as pastoralists experienced a run of good seasons and high tonnage export during the mid-1930s.

This short period of optimism flowed onto the station owners' standard of living with several homesteads expanded and improved, some utilising building materials salvaged from Old Onslow. Range Station for instance included verandah posts taken from the old Police Station in its construction in 1935. Following this period of relative prosperity, pastoral stations went into decline once more from 1935. The Commonwealth Government recognised the severity of the Great Drought of 1935-1942, granting aid in the form of rent and lease reductions. With the drought, competition from southern sheep, plus lower wool prices during World War II, the export tonnage of wool remained low until the Korean War during the 1950s.

This period produced a range of shared experiences and stories of great tenacity in the face of adversity, with the Depression, floods destroying newly laid roads, droughts and cyclones making life in Ashburton a challenging endeavour. In particular, the cyclone of 1934 severely impacted the building of the new town at Beadon Point, however this had an unintended impact, creating additional employment in and around the town.

The 1934 cyclone further emphasised Onslow's sense of isolation with telegraph lines cut, the jetty badly damaged, and the new tramway linking the town with the jetty also made impassable by the new steam locomotive known as 'Puffing Billy.'

The tramway was a single example of the many changing faces of transportation in this increasingly mechanised era. In the early 1920s camel teams were still being used to bring wool from the stations to the wool store situated near the jetty. By the late 1920s, trucks began to render the cameleers and their teams obsolete, with roads being improved to cater for truck and an increasing number of cars. A further significant improvement at this time was the construction of a bridge across the Ashburton River near Minderoo (the Aboriginal name for the River) Homestead in 1932.

The advent of cars revolutionised social gatherings for the community making it was easier to get together for celebrations using the St Nicholas Anglican Church (built 1927) or the Mechanics Institute. Unfortunately the Mechanics Institute collapsed in the 1934 cyclone and was deemed irreparable.

An annual Race Week was held in Onslow in the cooler months of August / September and was the highlight of the year for the town. The race course (which remains today) is situated approx. 13 km to the south of the town. The starting gates act as a landmark for the old race course. The tradition of Race Week carried on after the town re-located to its current location in 1925. The grandstand was brought over from Old Onslow and re-erected at the new site. The last race meeting was held at race course in 2007. Sadly, due to several issues the Ashburton Race Club folded up in 2011, ending this sporting tradition.

Similar to the Great War, Australia's experience in World War II impacted Ashburton. As the Australian people prepared to defend their shores from the threat of Japanese invasion, Onslow was selected as the site of an Allied base, manned by Australian and United States troops.

The strategic importance of Onslow was recognized by the Japanese who bombed the airport in 1943. While there was little damage and no loss of life, the government called for women and children to be evacuated south. Though many did leave, there are stories of women who preferred to face the enemy than leave their partners' sides. With nearly all primary products coming under Commonwealth control during the War, pastoralists continued working to get their stock to market as a critical war supply.

Unfortunately for the pearling industry, the demographic makeup of their workers led to a large loss of crew. The majority of men working in pearling were Japanese and interned for the duration of World War II resulting in the already struggling Onslow pearling fleet to cease operation, not resuming until 1947 when Neil Clark recommenced operating.

The end of Japanese involvement in World War II came with their surrender after the devastating atomic bombs were dropped on Hiroshima and Nagasaki. The effectiveness of this weapon led to a postwar arms race with a subsequent demand for bomb test sites. Britain's nuclear program was granted the right to test at the Monte Bello Islands off the Western Australia coast with this testing program leading to further population growth through 1952.

Intermittent mining continued throughout Ashburton, depending on market prices. Silver, lead and copper continued to be extracted, while attempts were also made to exploit small traces of gold. The mining industry expanded in 1943 with the setting up of the company, 'Australian Blue Asbestos Pty Ltd', a subsidiary of Colonial Sugar Refineries (CSR), for the extraction of asbestos from Wittenoom Gorge. The asbestos industry provided high levels of employment, including Aborigines and new immigrants. Previously, Aboriginal people had been almost exclusively employed as stockmen or domestic helpers on the pastoral stations. Unfortunately for all those involved with the asbestos mining industry, the potentially fatal legacy of mesothelioma would gradually become apparent.

The most startling development in the Pilbara region was the result of geographical exploration in the 1950s where Stan Hilditch and Lang Hancock undertook extensive exploration and mineral sampling throughout the Pilbara. Hilditch discovered the vast iron ore deposits in the Newman area, while Lang Hancock made similar discoveries near Tom Price. Further exploration has revealed many large, economically viable iron ore deposits, dramatically changing the character and development in the Shire of Ashburton.

People who contributed to this period include:

- **A E Burt** - a prominent member of the community and Chairman of the Ashburton Road Board for some years. He was mourned as a respected Chairman who had contributed experience of inestimable value.
- **Mervyn Forrest** - was consistently elected to serve on the Ashburton Road Board. He was Chairman from 1927-1939.

1960 – 1979: THE WAKENING OF A SLEEPING GIANT

The development of iron ore mining was one of the most significant events in the Pilbara during the 1960s and 1970s. For the Shire of Ashburton much of the progress and change of lifestyle during this period was a result of iron ore.

In 1890 the geologist H P Woodward reported that there were vast deposits of hematite in the Pilbara, enough to supply the world. E. Gibb Maitland mentioned these deposits again in 1919 but noted that they were too remote and not economically viable. Because the Federal Government believed that the ore deposits would only fulfil domestic requirements for 100 years, it imposed a ban on all exports of the mineral. In 1957 prospector Stan Hilditch discovered iron ore on pastoralist's Lang Hancock's property, Mt Whaleback but this resource was not developed due to the export ban.

In 1960 the Federal Government lifted the iron ore export ban, a decision that was to change the future of the region. It did this for a number of reasons:

- the ore deposits were known to be very extensive;
- there was a demand for iron ore by Japanese steel mills (now a valuable ally against the perceived threat of the global growth of communism);
- multinational companies were willing to invest in the venture and thereby it was hoped that the country's balance of payments would be improved;
- the move would advance the development of Australian companies; and
- Charles Court, the Minister of the Northwest and Industrial Development, shared faith with Lang Hancock in the future of iron ore development.

Thus began the iron ore boom. Development at Mt Tom Price resulted from the great knowledge Lang Hancock had gained from flying over the area, shared with Rio Tinto Mining geologists (later to become Conzinc Riotinto of Australia – CRA) and Thomas Price, a raw materials expert from Kaiser Steel. Thomas Price realised the vast potential of such large deposits, and engendered great enthusiasm within his company. Kaiser Steel combined with Conzinc Riotinto of Australia to form Hamersley Iron. The mountain and resulting town were named after Thomas Price.

Hamersley Iron held a grand opening ceremony at their newly built port at Dampier in 1966 linked to Tom Price by rail. The first shipment of ore was exported to Japan in the same year. Rapid development within the Shire of Ashburton enhanced the lives of most people living in the district. The iron ore industry created employment, better public utilities, improved transport and communication, with improved road and air services people creating wider choice for goods and passenger transport. The new mining towns led to a miniature crisis in local government and it was decided to unite the Shires of Ashburton and Tablelands to form the West Pilbara Shire. The name 'West Pilbara' was later changed to 'Shire of Ashburton' in 1987, one hundred years after the formation of the former Ashburton Road Board.

The development of the North West Coast Highway came to fruition in the 1960s, unfortunately bypassing Onslow. With the burgeoning mining towns in 'the shadows of the metallic mountains studded with iron ore' Onslow went into decline. With the State Shipping Service bypassing Onslow to go to Port Hedland coupled with cyclones in 1958 and 1961 again damaging the jetty. After this most recent cyclonic damage, the decision was made not to invest any more money in repairs and 1963 saw the demise of Onslow as a port.

A cyclone in 1963 caused widespread damage to Onslow which required State Government assistance. Nearly all buildings in the town were either damaged or destroyed and a subsequent report recommended changes to building requirements as some houses had failed to stand up to their first cyclone. The town rallied though, and the community received the services of a new hospital in 1965 and formed the Onslow Fire Brigade in 1971. In 1972 a new landing was built to replace the damaged jetty. A lighterage service was revived.

Old Onslow, which continued to go into decline, was officially returned to the State as Crown land in 1976 (apart from a limited number of freeholds lots that still exist within the former town site). In the same year the Webb report was submitted to the National Trust, indicating the inherent heritage value of the old townsite.

Massive investment in extracting iron ore required a large population to allow good investment returns and sustained development. These people predominantly settled in the company-built towns of Tom Price, Pannawonica and Paraburdoo.

Tom Price, one of the first purpose-built mining towns grew swiftly so that by 1968, after only two years of settlement, Tom Price's population had risen to 3,000. The town's community services included a primary school, civic centre, hospital and swimming pool. The spiritual needs of the residents were met by services held at a combined Church Centre used by all denominations.

The town of Paraburdoo was established in 1970. The name was derived from an Aboriginal term Piru Pardu that translated literally means 'meat feathers'. This is a description of the many white cockatoos that can be found in the vicinity of Paraburdoo. The town had many modern facilities to enhance the residents' standard of living including a West Farmers Shopping Centre (later Charlie Carters and then Coles). This was significant as it was one of the largest shopping centres outside a metropolitan area in Australia.

The name Pannawonica is based on the Aboriginal dreamtime legend which translated means 'hill that has been travelling'. Pannawonica's geographical location was determined by exploratory camps set up by geologists from Cleveland Cliffs Iron Ore Company (later Robe River Iron Ore Co). In 1972, Pannawonica (currently operating as Western Australia's only closed town) was constructed to house the iron ore workers and their families.

The 1960s and early 70s was a period of emerging opportunities and contrasting dilemmas. Owing to the decline of the pastoral industry and increasing mechanisation, Aboriginal employment on the stations declined, with this decline further exacerbated by the implementation of the Equal Pay provisions in the Pastoral Industry Awards. This led to many families leaving the stations, resulting in further displacement and unemployment of the Aboriginal people in the Pilbara.

People contributing to this era included:

- **Ted Kealy** - a drover in the Ashburton region known as a "Gentleman of Onslow". He grew up in Onslow.
- **Thomas Price** - a raw materials expert for Kaiser Steel. He examined iron ore finds in the Hamersley Ranges in 1962. Enthusiasm engendered by him convinced everybody that the deposit were worth mining. Hamersley Iron, formed in the wake of this enthusiasm, established the town Tom Price in his memory. Thomas Price died while still working, in 1962.

1980 – 1999: NEW HORIZONS

“The opening up of the Pilbara region by the construction of roads and towns has led to the development of tourism. This region is scenically attractive and has much to interest the botanist, biologist, geologist and photographer.” (L Strawbridge 1993)

Ecotourism is the new industry of the 1990s for the Shire of Ashburton. One of the largest Shires in Western Australia, Ashburton has jurisdiction over the Millstream-Chichester and Karijini National Parks. Karijini National Park covers a vast area and encompasses Mt Meharry (the highest mountain in WA) and the famous Wittenoom Gorges. Together these parks are natural draw cards for the many visitors searching for the unspoilt beauty of Australia's outback. Significant places recognised as geological monuments are Top Camp Unconformity, Duck Creek Gorge, Knossos and Woongarra Gorge.

Tourists are also drawn to Onslow for its climate, with the warm winters proving an attractive escape from the cold and rain in the South West. Many amateur fisherman are attracted to Onslow during the South West's winter for its excellent fishing. The mild climate at this time of the year in the North West allows them to enjoy fishing at Beadon Bay, Back Beach, Four Mile Creek, Beadon Creek and Old Onslow. During this period, Onslow was also the base for professional fishing and prawning fleet. The wharf built in 1972 was primarily used for sea craft heading to Barrow Island when Onslow became a supply base for the Barrow Island and Saladin oil fields.

The town of Wittenoom was to follow a decidedly different path. Since 1978-79 various projects attempted to discourage continued settlement in the area, resulting in Wittenoom residents suggesting alternatives to permanently closing the town during the 1980s. Tourism strategies to take advantage of the region's natural beauty were promoted as a new economic opportunity, however, the threat of mesothelioma proved too strong. The asbestos dust is endemic throughout the town and tourists and travelers are warned of the possibilities of the potentially fatal disease caused by inhaling the dust into the lungs.

The Government provided grants and removal expenses to encourage Wittenoom residents to leave and by the late 1990s a large number of buildings were demolished and community services reduced.

Other notable events included, the further 'decommissioning' of Wittenoom with electricity being shut off in 2006 resulting in the remaining residents putting in private generators. The postal service stopped in 2007 and the same year the townsite was officially degazetted. The town's name was removed from official maps and road signs, and roads that led to contaminated areas were closed.

In 2019, the West Australian Parliament introduced legislation to compulsorily acquire the remaining five lots from the remaining three residents.

The heavy population increase and extra traffic through wilderness areas has put pressure on preserving sensitive archaeological sites. Studies such as the Assessment of Aboriginal Archaeological Sites by L Strawbridge contribute to increasing awareness and understanding of possible Aboriginal Heritage places. Such studies give weight to various land claims made by Aboriginal groups. Since the Mabo High Court decision these claims are being hotly debated between interested parties. The discussions are ongoing.

During the 1980s there was a revival of consciousness of Aboriginal social esteem and culture. This led to the establishment of organisations to encourage Aboriginal education and employment. The Onslow Noualla group is an example of these efforts. This group ran the Ngalakuru Pastoral Company and encouraged the Bindi Bindi housing project.

Transport and communication also progressed markedly during this period. Television was delivered by satellite as were some long distance telephone connections.

Newsletters and monthly magazines included the fortnightly 'The Spirit', read in Tom Price and Paraburdoo, the Onslow Pipeline (also fortnightly) and the Gossiping Gheko which covered Pannawonica. Road travel was made easier by major improvements to bridges and roads. The residents of Pannawonica and Paraburdoo enjoyed the opening of sealed roads into their towns in 1988 and 1990 respectively.

The communities formed in the towns of Ashburton celebrate their cohesiveness with Festivals that are enjoyed annually. These include the Nameless Festival at Tom Price, the Robe River Regatta in Pannawonica, and Paragala at Paraburdoo, among others. Community pride in their towns is reflected in the accolades received from winning the Tidy Towns contest. This occurred in 1992 for Tom Price and 1993 for Paraburdoo. In 1996 Tom Price celebrated 30 years of iron ore mining along with the mining of the 1 billionth tonne of ore.

The Shire of West Pilbara, reviewing its identity, chose to return to the name Ashburton in 1987. The aim was to distinguish themselves from the Roebourne Shire which is also in the west of the Pilbara. 1987 was significant as it was the centennial year of the Ashburton Road Board. In 1989 the main Shire Office was moved from Onslow to the more centrally located Tom Price.

In the 1990s, despite advanced weather forecasting technology and warnings, cyclonic winds caused massive damage. Cyclone Ian (1992) and Cyclone Olivia (1996) caused significant damage to Pannawonica, and in 1995 Cyclone Bobby hit Onslow with devastating impact. In addition to the damage to buildings and infrastructure, two fishing trawlers foundered at sea with the loss of seven lives.

2000 – 2019: THE TWENTY-FIRST CENTURY A NEW CHAPTER

In 2008, the Western Australian Government resolved that a new hydrocarbon processing precinct should be developed to derive maximum benefit from substantial gas discoveries off the Pilbara coast near Onslow. The following year, the State Government endorsed the commencement of investigations to create a Strategic Industrial Area at Ashburton North to cater for proposed Liquefied Natural Gas (LNG) and domestic gas processing as well as related downstream processing opportunities.

The Ashburton North Strategic Industrial Area (ANSIA) comprises approximately 8,000 hectares of Crown land situated approximately 11 kilometres south-west of Onslow and 2 kilometres east of the Ashburton River on the Pilbara Coast. In February 2010, the Shire of Ashburton took the final step in formalising the location of the ANSIA by initiating a scheme amendment (Amendment No. 9) to Town Planning Scheme No. 7 to classify the designated area as a 'Special Control Area' and thereby establishing clear criteria required to progress more detailed planning development proposals. The State, through the Department of State Development (DSD), allocated land to three foundation proponents within the ANSIA to undertake investigatory works associated with the development of the following projects:

- Wheatstone LNG Project (413 Hectares) – Chevron;
- Scarborough LNG Project (344 Hectares) ExxonMobil and Woodside Joint Venture (originally the proponents were ExxonMobil and BHP Billiton Petroleum (BHPBP) Joint Venture); and
- Macedon Domestic Gas Project (218 Hectares) BHPBP.

Construction of the Wheatstone project was completed in 2017, with the first shipment departing in October of that year, while the Macedon domestic gas project has been operating since September 2013. The Scarborough project has yet to commence.

The coastal community of Onslow changed dramatically with the commencement of these projects with the population rapidly growing from 600 to more than 5000, with many of these workers in the early construction phase accommodated in town. This growth pushed housing rents from \$200 a week to ten times that in some cases. Some investors offered long-term residents multiples of their previous values for their homes and many took the chance to sell up and relocate.

As the Wheatstone project transitions from a construction to an operational phase, much of the construction accommodation located in the ANSIA is in the process of being decommissioned and removed, with available bed numbers reducing from over 7000 to approximately 2000.

The Chevron-operated Wheatstone Project committed more than \$250 million towards new and improved infrastructure in Onslow. The money has contributed to a new Shire Administration Building (completed 2016); an Aquatic and Recreational Centre (completed 2017); 10 Government Regional Officers' Housing (GROH); upgrading of the Water Corporation waste water plant (completed 2015); Onslow Airport upgrade (completed 2015); upgrades of Onslow Road (completed 2019); conservation works and interpretation of the Old Onslow Townsite (completed 2017); and a new power station (completed 2018). BHP Billiton, which recently completed the nearby Macedon domestic gas project, also contributed \$5 million toward a basketball centre and Skate Park (completed 2016).

While the Wheatstone project created a great deal of activity and economic stimulus, the fishing industry that operated since 1973, and included two fish processing plants in Onslow became unsustainable due to the increasing water turbidity, and the more reliable and lucrative work offered both on and offshore by the hydrocarbon industry.

In addition to the Wheatstone construction, mine expansions across the Pilbara have significantly increased the number of transient workers across the Shire, representing a sharp contrast to the predominantly residential workforce model that formed the basis for the establishment of the mining industry. When the mines at Tom Price, Pannawonica and Paraburdoo were established in the 1960s and 1970s, houses, similar to that which you would find in the metropolitan area (i.e. single storey detached residences on a large lot with landscaping) were provided to accommodate and entice permanent workers and their families. More than any other mining company, Rio have maintained a stronger emphasis on a residential workforce, committing to the Tom Price, Pannawonica and Paraburdoo as operational bases.

The impact of the Fly in/Fly out (FIFO) workforce model has attracted concern and criticism due to its psychological impact on workers and families, and the loss of a stable, relatively wealthy population for the small, regional towns. Mining companies counter this criticism highlighting the difficulty in attracting and retaining a residential workforce where an opportunity exists to balance working in the often harsh Pilbara climate, while living and recreating in a metropolitan centre. This tension will continue within the Shire unless the State or Federal Government chose to legislate employment conditions in the mining industry.

Growth across the broader Shire area was also spurred around 2003, as global demand for steel began to pick up amid a massive construction boom, resulting in the price of iron ore soaring. As a result production was increased with old operations expanded and new mines opened. Transient workers began flooding in and more temporary and permanent housing was constructed.

From February 2011, prices began to slowly decline, as production from major expansion projects flooded the market and Chinese economic growth in particular slowed. The combination of lower prices and the end of the construction phase for both new iron ore operations and the LNG operations in Onslow saw the growth in the Pilbara finally begin to slow.

Whilst iron ore mining and oil and gas production are the main industries in the Shire, the landscape is still largely dominated by large pastoral leases with cattle replacing sheep as the primary stock. These activities, along with salt processing, fishing and tourism are also important industries that contribute to the local economy.

In July 2012 Pannawonica celebrated its 40th anniversary, a celebratory event was held and catered for all ages, with children's entertainers, helicopter rides and a performance by the Hoodoo Gurus. Over 3000 residents (including over 1000 children) both past and present united to reflect on the growth and progress of the town. In the same year, the Tom Price town centre underwent a revitalisation program including the development of a new pedestrian pathway, upgrade of services, refurbishment of the swimming pool and the construction of a new grandstand and change rooms at the main oval.

THEMATIC FRAMEWORK MATRIX

Table 3: Thematic Framework Matrix

PERIOD THEME/ SUBTHEME		1818-1882 The Quest for Land	1883-1924 The Rise and Fall of 'Old' Onslow	1924-1959 New Onslow	1960-1979 The Awakening of the Sleeping Giant	1980-1999 New Horizons	2000-2016 The Twenty-First Century A New Chapter
1. DEMOGRAPHIC SETTLEMENT AND MOBILITY Why people settled Why they moved away The things they left Behind Sub theme(s)	ABORIGINAL OCCUPATION PRIOR TO ABORIGINAL SETTLEMENT	Early exploration – King Gregory, Holley, Murray in search for pastoral land and port; pastoralists arrive; leaseholders; no permanent housing; very few settler women; pearling luggers seek shelter.	1883 lighter service instigates town settlement; Onslow town surveyed; 1885 Onslow gazetted; perm houses built - sandstone, handmade brick, corr iron; gold finds - increase in pop; stations expand; water problem; Beadon Pt chosen for new townsite.	1925 New Onslow est; old Onslow buildings and residents transfer; land prices inflated; homesteads improve/expand using materials from old Onsl; 1958 water problems solved; stations amalg; 1943 Wittenoom est; viable iron deposit discovered.	1960 Iron ore embargo lifted; Tom Price, Pannawonica. Paraburdoo est; massive invest explore and extract of iron ore; Onslow goes into decline; 1976 old Onslow returned to state as Crown Land.	Expansion of mining towns; Tom Price to become open township – lose company town status; tourism; Wittenoom residents strongly encouraged to leave.	Rapid expansion of mining towns as a result of price of iron ore soaring; and Ashburton North Strategic Industrial Area. These spur growth of transient workforce and accommodation. House and rental prices sky rocket and then moderate. Wittenoom degazetted as a town.
2. TRANSPORT AND COMMUNICATION How people and goods moved How people communicated and exchanged information Sub theme(s)		Horses used, coastal shipping, light boats for taking wool clip to schooners offshore, tracks develop from donkey, horse and camel teams; mail to Cossack and then by light boat or overland to ash; no bridges.	Camel, donkey teams preferred, telephone; telegraph service; airline used for mail; wharf and jetty; at Ashburton river mouth; trams; regular lighterage service; stock routes; bikes, cars, poor roads improving slowly.	1925 New jetty; mechanical transport cars, trucks, stock teams decline, roads expand; new tram on jetty driven by steam; improved postal service; bridges; station owners build roads plus road board.	1963 Onslow jetty closed; jetty burnt; better road on Norwest Hwy; bypassed Onslow; mining towns connected to coast by rail; TV; improved phones; monthly newsletters to mining towns.	Onslow used as base for fishing and landing point for seacraft from Barrow Is; major improve to roads and bridges - major roads sealed; good quality newsletters continue under new names.	Onslow airport constructed and used by both workers and local residents. Various road and infrastructure upgrades.
3. OCCUPATIONS What people did for sustenance or to add quality to life; paid and unpaid labour Sub theme(s)		Pastoralism – sheep; aboriginals employed as stockmen, shearers pearling – sometimes involuntary aboriginal divers.	Services for pastoralism, stores, wool press, light boat, hotels; stores for gold diggers, pearlery; mechan replaces aboriginal shearers; aboriginal women domestic duties; mining for copper, lead, silver, doggers.	Asbestos mining; new Onslow services expand; oysters harvested Beadon Pt; pearling declines – loss of crew; mining sporadic except for asbestos.	Mining employment increases; services, stores established in new towns; 1966 Aust Blue Asbestos Co. ceases to mine.	Tourism, ecotourism pearling and pastoralism exist but changed format – no luggers, cattle main product.	Tourism, ecotourism and pastoralism continue to provide jobs. Chevron Wheatstone and Macedon domestic gas projects provide jobs and transient workforce.

<p>4. COMMUNITY EFFORTS</p> <p>What people did together as a community;</p> <p>the issues that divided them;</p> <p>the structures they created to serve civic needs</p> <p>Sub theme(s)</p>		<p>Conflict between European settlers and Aborigines; admin from Nickol Bay dist and Roebourne; very arduous living, few social gatherings.</p>	<p>1887 Ash Road board, social gatherings – race week Roebourne; police stat; RSL with post ww1; Church Hall; mechanics instit; health servs - hospital, cemetery; no purpose built school - still priv teach; Red Cross; vermin board.</p>	<p>Controv over Onslow vs Beadon Pt; community cooperation over final move; Road Board difficulty with rates; old buildings transferred - mech ins, hosp; newbuilt police stat, shark proof swim, St Nicholas Church.</p>	<p>Wittenoom expands then declines when mine ceases 1966; Tom Price, Paraburdoo, Pannawonica, all expand community services as pop inc; medical help RFDS; annual festivals e.g. Robe River Rodeo, nameless; 1972 west PIL Shire formed.</p>	<p>Increasing awareness of aboriginal issues - land claims; 1987 West Pilbara Shire reverts to Ashburton; Wittenoom struggles to survive.</p>	<p>Funding provided by royalties for regions scheme; Chevron and Macedon mandatory community and social infrastructure contributions improve amenities and facilities for residents. Pannawonica celebrated its 40th anniversary.</p>
<p>5. OUTSIDE INFLUENCES</p> <p>Events, decisions or changes which affected</p> <p>the community, but were beyond its control</p> <p>Sub theme(s)</p>			<p>1884 Influenza epidemic - many abor deaths; 1891 cyclone, severe; 1911-1915 drought severe; WW1;pests - dingoes, rabbits and foxes.</p>	<p>Govt assist for town move; 1934 cyclone severe; depression; 1930 PWD est; clover introd in south leads to competition in pastoralism, 1935 – 42 drought – govt assist; WWII; Korean war; British nuclear experiments.</p>	<p>1963 Cyclone- govt assist; recommendations for building requirements in cyclone prone areas; state govt intervention over Wittenoom future.</p>	<p>1991, 1995 and 1996 severe cyclones; Mabo High Court decision.</p>	<p>2008 ANSIA announcement 2010-2012 Commencement of ANSIA through Macedon and Wheatstone; Landcorp’s expansion of Onslow.</p>

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PART B – PLACE RECORD FORMS

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INTRODUCTION

An individual Place Record Form has been prepared for each property on the Shire's LGHI and seeks to document the history of each place; the physical location and structure of each place; and outlines the cultural heritage value of each place.

A management category is also assigned to each place on the LGHI, which provides an indication of a place's relative level of significance. Refer to section 3.4 for detail of the various management categories.

This section contains the individual Place Record Forms for places on the Shire's LGHI, which are grouped under the following relevant management categories:

- Category 1: **Exceptional significance**
- Category 2: **Considerable significance**
- Category 3: **Some significance**
- Category 4: **Limited significance**

As a result of the review the following two places were recommended to be removed from the LGHI. The Place Record Forms, which include detail as to why these places are recommended to be removed from the LGHI are included in a separate section entitled 'Archive':

- Residence: 10 Lilac Street, Tom Price
- Residence: 65 Second Avenue, Onslow

PLACE INDEX: BY MANAGEMENT CATEGORY

Table 4: Places on the Shire's LGHI grouped by Management Category

Management Category	Name	Address	Page number
1	Nanutarra Homestead*	North West Coastal Highway, Nanutarra	41
1	Old Onslow Townsite*	Old Onslow Road, Talandji	48
1	Peedamulla Homestead*	Onslow-Peedamulla Road, Peedamulla	54
1	Tambrey Station Homestead*	Roebourne Wittenoom Road, Chichester	60
1	Yanrey Homestead	Yanrey Road, Yannarie	68
2	Ashburton Road River Bridge	Twitchin Road, Talandji	75
2	Beadon Bay Hotel	22 Second Avenue, Onslow	79
2	Hamersley Homestead	Tom Price Railway Road, Mount Sheila	86
2	Stone Hut Relics	Karijini National Park	91
2	Millstream Homestead	Kanjenjie-Millstream Road, Millstream Chichester National Park	97
2	Minderoo Homestead	Twitchin Road, Talandji	104
2	Emu Creek Station (Nyang Homestead)	1 Nyang Road, Barradale (or Yannarie)	109
2	Onslow Goods Shed	52 Second Avenue, Onslow	117
2	Post Office (Fmr) And Residence	19-21 Second Avenue, Onslow	122
2	Red Hill Homestead	Red Hill Road, Cane	126
2	St Nicholas Church	19 Third Avenue, Onslow	130
2	Tom Price Community Centre	315 Central Road, corner Tamarind Street, Tom Price	135
2	Tom Price Primary School Pre Primary Centre	1 Creek Road, corner Tamarind Street, Tom Price	139
2	Tom Price Primary School	5 Creek Road, corner Wattle Street, Tom Price	144
2	Wyloo Homestead	Kooline Wyloo Road, Nanutarra	149
2	Yaraloola Homestead	North West Coastal Highway, Fortescue	153
3	Bobby Mc Aullay's Tree	Onslow Road, Talandji	161
3	Fuel Storage Tanks	Onslow, Various Locations	165
3	Mount Florence Station	Roebourne Wittenoom Road, Chichester	171
3	Permanent Pools In The Ashburton River	Old Onslow Road and Twitchin Road, Talandji	175
3	Police Residence (Fmr)	3 First Street, Onslow	179
3	Residence: 18 Third Avenue, Onslow	18 Third Avenue, Onslow	183
3	Nintirri Centre	2 Central Road, corner Stadium Road, Tom Price	187
3	Tom Price Shopping Arcade	1 Stadium Road, Tom Price	192
4	Old Wittenoom Townsite	Wittenoom	199
4	Residence: 26 Third Avenue, Onslow	26 Third Avenue, Onslow	204
4	Beadon Point Rear Navigational Leading Light	6 Second Avenue, Onslow	208
Arch	Residence: 10 Lilac Street, Onslow	10 Lilac Street, Onslow	217
Arch	Residence: 65 Second Street, Onslow	65 Second Street, Onslow	221

* Places marked with a star are also included on the State Register of Heritage Places. Note any development to a place on the State Register of Heritage Places requires Development Approval, which will be referred to the State Heritage Office for comment.

PLACE INDEX: BY LOCALITY

Table 5: Places on the Shire's LGHI grouped by locality

Locality	Name	Address	Management Category	Page number
Barradale	Emu Creek Station (Nyang Homestead)	1 Nyang Road, Barradale (or Yannarie)	2	109
Cane	Red Hill Homestead	Red Hill Road, Cane	2	126
Chichester	Tambrey Station Homestead*	Roebourne Wittenoom Road, Chichester	1	60
Chichester	Millstream Homestead	Kanjenjie-Millstream Road, Millstream Chichester National Park	2	97
Chichester	Mount Florence Station	Roebourne Wittenoom Road, Chichester	3	171
Fortescue	Yaraloola Homestead	North West Coastal Highway, Fortescue	2	153
Karijini	Stone Hut Relics	Karijini National Park	2	91
Mount Sheila	Hamersley Homestead	Tom Price Railway Road, Mount Sheila	2	86
Nanutarra	Nanutarra Homestead*	North West Coastal Highway, Nanutarra	1	41
Nanutarra	Wyloo Homestead	Kooline Wyloo Road, Nanutarra	2	149
Onslow	Beadon Bay Hotel	22 Second Avenue, Onslow	2	79
Onslow	Bobby McAullay's Tree	Onslow Road, Talandji	3	161
Onslow	Fuel Storage Tanks	Onslow, Various Locations	3	165
Onslow	Onslow Goods Shed	52 Second Avenue, Onslow	2	117
Onslow	Police Residence (Fmr)	3 First Street, Onslow	3	179
Onslow	Residence: 18 Third Avenue, Onslow	18 Third Avenue, Onslow	3	183
Onslow	Residence: 26 Third Avenue, Onslow	26 Third Avenue, Onslow	4	204
Onslow	St Nicholas Church	19 Third Avenue, Onslow	2	130
Onslow	Post Office (Fmr) and Residence	19-21 Second Avenue, Onslow	2	122
Peedamulla	Peedamulla Homestead*	Onslow-Peedamulla Road, Peedamulla	1	54
Talandji	Ashburton Road River Bridge	Twitchin Road, Talandji	2	75
Talandji	Minderoo Homestead	Twitchin Road, Talandji	2	104
Talandji	Old Onslow Townsite*	Old Onslow Road, Talandji	1	48
Talandji	Permanent Pools In The Ashburton River	Old Onslow Road and Twitchin Road, Talandji	3	175
Tom Price	Tom Price Community Centre	315 Central Road, corner Tamarind Street, Tom Price	2	135
Tom Price	Nintirri Centre	2 Central Road, corner Stadium Road, Tom Price	3	187
Tom Price	Tom Price Primary School Pre Primary Centre	1 Creek Road, corner Tamarind Street, Tom Price	2	139
Tom Price	Tom Price Primary School	5 Creek Road, corner Wattle Street, Tom Price	2	144
Tom Price	Tom Price Shopping Arcade	1 Stadium Road, Tom Price	3	192
Wittenoom	Old Wittenoom Townsite	Wittenoom	4	199
Yannarie	Yanrey Homestead	Yanrey Road, Yannarie	1	68

* Places marked with a star are also included on the State Register of Heritage Places. Note any development to a place on the State Register of Heritage Places requires Development Approval, which will be referred to the State Heritage Office for comment.

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CATEGORY 1

Exceptional Significance



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**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

NANUTARRA HOMESTEAD



Nanutarra Homestead north wing (built c.1883/1884) 2016.

LOCATION

Address	North West Coastal Highway, Nanutarra
Other Names	Nanutarra Station Complex
HCWA Place Number	15370
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
-	Pt Lot 4	D98585	2184/247	22°32'26.66"S 115°29'52.07"E
-	Pt Location 155	DP220379	3059/4	22°32'8.13"S 115°29'45.45"E

PLACE DETAILS

Place Type	Individual Building or Group
Construction Date	c.1883/4
Architectural Style	Victorian Georgian
Architectural Period	Victorian (1840-1890)
Date Source	Nanutarra Homestead Conservation Plan
Construction Materials	Walls: Earth/mud brick Roof: Corrugated iron

USE(S) OF PLACE

Original	Farming\Pastoral	Homestead and sheep station
Present	Farming\Pastoral	Cattle station
Other	-	

HISTORICAL NOTES

The area known as Nanutarra was granted to Richard Hicks in 1866. Like many of the stations in the North West, Nanutarra was used as grazing land for a number of years prior to being developed with a permanent settlement. By 1880 and possibly as early as 1878, Harry Higham took up this lease, along with several others nearby to run sheep on the land. It is believed that Harry had constructed some sort of temporary structure at the station around 1878, however the Nanutarra Homestead as it is recognised today was not commenced until 1883 (completed 1894) when the brick maker began making bricks on site.

The building was designed by Raglan Jarvis of Fremantle and initially comprised of what is now known as the north wing. Higham built the home for his wife, Maud Batement who he would not bring to Nanutarra until a suitable abode existed. The Higham family were a prominent early family in the Ashburton region who amongst other things lobbied for improved conditions including but not limited to a mail service, port improvements, a police station and a roads building.

The success of Nanutarra was dependent on skilled labour and Higham had many Aboriginal workers undertaking a variety of tasks including: fencing, shearing, team mustering and stock work. By the 1900s, Higham had left a manager in charge of Nanutarra, a common trend amongst pastoralists as stations increased in size.

After a period of drought in the mid 1930s, the place was transferred to the Boolaloo Pastrol Company, owned by the Barrett-Lennard family. In the 1960s cattle were introduced to Nanutarra for the first time, with the fall of wool prices contributing to this decision. The Barrett-Lennard family sold the Station to the Australian Cattle Company in 1985 and since this time it has continued to be run as a cattle station.

The Bogle family purchased Nanutarra Station in 1992 and lived in the homestead until late 2000 when operations were moved to Uaroo homestead. However, following the death of Robert Bogle in late 2007, both Nanutarra and Uaroo pastoral properties were sold in 2008, but the homestead has remained under the ownership of the Bogle family and separate from the surrounding cattle station.

In 2000, Nanutarra received \$5,000 from the Heritage Council of Western Australia for the preparation of a Conservation Plan for the place. On-going restoration works have been completed at the property in recent times.

DESCRIPTION

Exterior: Nanutarra Homestead is located on Lot 4 on the western side of the North West Coastal Highway opposite the Nanutarra Roadhouse. To the south of the homestead is the Ashburton River. The homestead is located within a fenced yard, which is largely grassed with a number of large trees around the perimeter of the yard.

The homestead comprises two wings (known as the north wing and the south wing), each with a verandah to all sides and corrugated iron roof sheeting. The verandahs to both buildings are supported by steel posts and have poured concrete floors. The two separate buildings were once connected by a central covered way however as at 2016 the covered way is no longer extant.

The north wing (c.1884) was constructed from locally made earth/mud bricks in an English Bond and comprises three rooms. The external walls appear to have been lime washed over a long period, but are now finished with paint. Windows are timber double hung. The roof sheeting to this wing has recently been replaced.

The construction date of the southern wing is unknown. However, it is considered that it may be part of the initial c.1878 temporary dwelling constructed by Higham. Extensive renovations were carried out to the south wing in the 1950s. It comprises a former kitchen and living area, constructed from locally made earth/mud bricks with timber double hung windows. The bricks have been painted. Attached to the western end of this wing is a timber framed and corrugated iron clad store, with awning windows.

There are a range of other buildings around the homestead including a Bough Shed to the north; a visitor's quarters to the east; a bathroom to the west; and meat house to the south. Refer to the Conservation Plan for further details on these buildings. In addition there are three marked graves surrounding the Homestead: one to the northwest, one to the south and another to the southwest.

The Shearing Camp is located to the north of the homestead and comprises a number of ruinous buildings, bare slabs and the remains of a number of water tanks. The most notable structure remaining in the camp is the Shearer's Quarters, which comprises a steel and timber framed structure, partially clad in vertical corrugated metal sheeting.

Interior: The internal walls of the north wing are finished with painted plaster and it has 130mm tongue and groove floor boards on timber joists. The ceiling is lined with 150mm tongue and groove timber boards. The central room contains a brick fireplace with a timber surround and has doors on the east and west walls to the adjacent bedrooms.

The south wing has painted concrete floors and the ceiling lining is fixed to the underside of the rafters creating a raked ceiling. The kitchen has a large plastered brick fireplace and chimney with a built-in Metters wood stove. The living area contains no noticeable detail.

ARCHAEOLOGY NOTES

Nanutarra has the potential, through its built fabric from several eras and the sites of demolished buildings, to yield information regarding the evolution of pastoral industry practices from the 1880s to the present.

CONDITION	Fair. Areas of masonry and render have deteriorated in the north and south wings due to rising damp and moisture ingress, and minor cracking has occurred in the original walls as a result of movement. The roofs are in poor condition with the exception of the roof to the north wing, which has recently been replaced. The elements at the Shearing Camp are in a poor condition.
INTEGRITY	High. Whilst the place is currently (as at 2016) not inhabited the original intent of the homestead is clear, and it has not been used for any other purpose or substantially altered. Maintenance, restoration and servicing are required to enable the continued use of the buildings for accommodation.
AUTHENTICITY	High. Despite some changes, most notably to the verandahs and to the south wing the homestead retains much of its original fabric.

ASSOCIATIONS

Name	Type	Year From	Year To
Harry Higham	Previous owner	c.1878	1937
Raglan Jarvis	Architect	c.1883	c.1884
Barrett-Lennard family	Previous owner	c.1930	1985
Australian Cattle Company	Previous owner	1985	1992
Bogle family	Owner	1992	Present

HISTORIC THEMES

General	Specific
OCCUPATIONS	Grazing, pastoralism & dairying
DEMOGRAPHIC SETTLEMENT AND MOBILITY	Workers (inc Aboriginal People)
PEOPLE	Early Settlers

STATEMENT OF SIGNIFICANCE

Nanutarra, comprising a mud brick and iron Victorian Georgian homestead (c.1883/4) and vernacular outbuildings [meat house (c.1940s), visitor's quarters (c.1950s) and outhouse] located in an open yard, together with gravesites, shearing camp (ruins), and archeological remnants, has cultural heritage significance for the following reasons:

the homestead is a good yet simple example of Victorian Georgian architecture, featuring two detached wings;

the place is a good representative example of a pastoral station complex dating from the late nineteenth century, having been established c.1878 as part of the early pastoral development of the Ashburton region;

the historic development of the station demonstrates the characteristic expansion of remote pastoral properties, particularly in the State's north west, from simple nineteenth century family homesteads to the large pastoral complexes of the present;

from the 1870s to the 1930s, the place was owned and predominantly managed by members of the prominent Western Australian Higham family;

the place's early and ongoing success relied in part on the Aboriginal workers and their families who lived and worked at the place from the late nineteenth into the twentieth century; and,

the place is representative of stations in the State's north west that were run and overseen by European pastoralists and supported by an Aboriginal population, who both lived and worked on the station, from the late nineteenth century until well into the twentieth centuries.

The bough shed, bathroom, vehicle shelter, machinery shed, workers' accommodation and fence are of little significance.

INTERIOR	Significant
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 1: Exceptional significance
Management Recommendation	Essential to the heritage of the locality. Inclusion on Heritage List. The place should be retained and conserved in consultation with the Heritage Council of Western Australia.

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
State Register of Heritage Places	Permanent	4 November 2005

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Local Government Heritage Inventory	Adopted. Category	17 August 1999

SUPPORTING INFORMATION/BIBLIOGRAPHY

Eastman & Poletti Architects & Williams, L (2002) Nanutarra Homestead Conservation Plan.
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DOCUMENT CONTROL

Date Created	June 1999
Date Modified	August 2017

OTHER IMAGES



Views of Nanutarra Homestead, 1904. Source: Western Mail, Saturday 30 January 1904, pp. 33



Rear elevation of the north wing 2016.



Rear and side (western) elevation of the south wing 2016.



Central room of the north wing 2016.

Eastern room of the north wing 2016.



Visitor's Quarters 2016.

Meat House 2016.



Accommodation Building/Shearers Quarters at the Shearing Camp 2016.

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

OLD ONSLOW TOWNSITE



Old Onslow Police Station Complex 2016.

LOCATION

Address	Old Onslow Road, Talandyji
Other Names	-
HCWA Place Number	03444 (Other HCWA Numbers: 03949 and 04232)
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
Various refer to State Register of Heritage Places Register Documentation				21°42'43.15"S 114°56'53.27"E

PLACE DETAILS

Place Type	Historic Town
Construction Date	Townsite gazetted 1885
Architectural Style	Various. Victorian Georgian
Architectural Period	Victorian (1840-1890)
Date Source	Old Onslow Townsite Conservation Plan
Construction Materials	Various: Stone, brick, timber and corrugated iron

USE(S) OF PLACE

Original	GOVERNMENTAL	Courthouse
Present	RESIDENTIAL	Single storey residence
Other	TRANSPORT\COMMUNICATIONS	Water: Other

HISTORICAL NOTES

The town and port of Old Onslow was gazetted in 1885. The founding of the town was a well received event for the local pastoralists who had demanded a port for a number of years for the export of their wool clip. The first building in the townsite was a goods shed taken over by James Clark and John McKenzie on their arrival in 1883. Here they set up their warehouse and store. According to later correspondence this store (along with the telegraph line) influenced the surveying and laying out of the townsite. Onslow was named in honour of the Chief Magistrate, Sir Alexander Campbell Onslow (1842-1908) who was also Acting-Governor for a short period. The town, when first laid out, had 116 lots in two blocks, ten by the river and the rest in a block situated inland from the river. All the street names (bar one, Anketell) were named after relatives of A C Onslow.

From the outset the town and port of Onslow experienced difficulties owing to the natural features of the site. The Ashburton River carried such a large amount of water during the wet season (and particularly after a cyclone) that the safe mooring required for the unloading and loading of goods was often jeopardised. The townsite itself was also not ideal being situated near claypans that often flooded. The value of the port at Onslow became questionable as the bar across the mouth of the river became increasingly more difficult to navigate. A number of accidents associated with using the port led to many meetings on its future. An alternative solution was found in the construction of a sea jetty (after a failed first attempt was destroyed by cyclone in 1897). Unfortunately the second and third jetties were not situated far enough away from the river mouth. This allowed silt to be swept down and deposited in the sea, rendering the jetties useless in the case of low tides and heavily laden ships.

A further solution for the problems of the jetty was sought and found by the building of another jetty, at some distance from the town, on Beadon Point. With the new sea jetty, the old town site of Onslow was now isolated for the movement of goods into, and out of the Ashburton district. As early as 1920 it became obvious that a new town would have to be located at Beadon and the Ashburton Roads Board supported the relocation of the old town to the new site. Much controversy arose over the choosing of the new town site as well as the number of issues concerning the relocation process and compensation for residents already established at Old Onslow. Another issue creating many debates was the naming of the new town with some people wanting a new start with Beadon, others with Ashburton and many wanting to retain the name Onslow.

New Onslow was gazetted in January 1924 and land sales in the new town commenced in 1925. Old Onslow was abandoned though still remained officially a townsite until 1976 when the town land was reverted with the Crown. Many of the buildings were taken from the old town to the new however, the more substantially constructed stone buildings were left and the ruins stand as reminders of Old Onslow.

Over the years, the Old Onslow Townsite has suffered the effects of erosion and unmanaged tourism, leading to significant deterioration of the site and its remaining structures. Efforts to safe guard the remaining fabric and to better convey the history of the site to visitors have been on-going to varying degrees over the years. Given the fading of the existing interpretive signage, an Interpretation Plan was prepared in 2015 by Creative Spaces and Savagely Creative to replace the old signage.

In January 2016, some stabilisation works were undertaken including: installation of temporary mesh frames to the doors and windows of the Old Gaol building and over the opening of the water tank; and the construction of a temporary arch support to one of the Old Gaol cells. The conservation works were funded by the Chevron-operated Wheatstone Project as part of its \$250 million social and critical infrastructure package for Onslow. This 'package' was required as part of the development approval process associated with the nearby Wheatstone project in the Ashburton North Strategic Industrial Area. The Conservation works were managed by the Pilbara Regional Council in conjunction with Chevron, the Shire of Ashburton and Department of State Development.

DESCRIPTION

The Old Onslow Townsite is located approximately 20 kms west of the 'new' Onslow (established 1924/5). The town is approached from the south along an unsealed road, accessed off Twitchen Road. A series of gravel tracks traverse the old townsite, some of which follow approximate alignment of former streets. An appreciation of the former town layout is difficult to discern as it has been reclaimed by the natural environment and in places vehicles have forged their own routes. There are numerous interpretation signs demarcating the location of remnant and former buildings as well as a Visitor Information Bay with toilets near the Police Complex.

There are few remaining structures in the old town, this is because when the town relocated to Beadon Bay, the majority of buildings that were capable of relocation were moved or building fabric was repurposed on pastoral stations throughout the region. Hence, the remaining structures in the old town comprise remnants of masonry buildings (stone or brick), concrete floor slabs or foundations of relocated buildings and some timber post footings.

Buildings that remain as ruins include the Police Station and Quarters, the old Gaol, remnants of the 1894 Post Office, remnants of James Clark's house and remnants of a store and water tank on the site of the hospital. The most prominent remains, which stand out amongst the natural vegetation are the Police Station and Quarters; and the old Gaol. Constructed from locally quarried stone, referred to as 'coral sandstone', these structures were designed by the Public Works Department of Western Australia in the Victorian Georgian style.

The Police Station and Quarters building was constructed in 1893. The old Gaol is located on the south-eastern side of the Police Station and comprises two original cells (1893), an exercise yard on the western side and a later addition (1906/07) that provided three additional cells on the eastern side. There is a water tank, located between the Police Station and Quarters and the old Gaol, which is a low-lying structure with a curved roof.

The town cemetery is located on the north-eastern side of the old townsite, along a continuation of Campbell Street. The cemetery was used until the 1920s and comprises an area of approximately two hectares. In addition, to the east of the old townsite the former Ashburton Sea Port tramline remains evident through the remnants of the 1909 timber bridge, raised earthen embankments and other artefacts associated with the construction of the line. Further east, the Ashburton Sea Port comprises archaeological remains of two jetties such as piles.

ARCHAEOLOGY NOTES

The place has great potential to reveal information about the history of the development and the abandonment of the town. Several studies have already been undertaken to determine the character and extent of the place's archaeological potential.

CONDITION	Old Onslow Townsite is in ruinous and therefore poor condition.
INTEGRITY	As an archaeological site, the integrity of the place is high.
AUTHENTICITY	High. Standing ruins, remnant structures and archaeological sites within Old Onslow Townsite have a high degree of authenticity, as most sites have been undisturbed and are relatively intact.

ASSOCIATIONS

Name	Type	Year From	Year To
James Clark and John McKenzie	Other Association	1880s	1900s

HISTORIC THEMES

General	Specific
PEOPLE	Aboriginal people
OCCUPATIONS	Fishing & other maritime industry
TRANSPORT & COMMUNICATIONS	River & sea transport
OCCUPATIONS	Grazing, pastoralism & dairying
DEMOGRAPHIC SETTLEMENT & MOBILITY	Resource exploitation & depletion
DEMOGRAPHIC SETTLEMENT & MOBILITY	Workers (incl. Aboriginal, convict)
SOCIAL & CIVIC ACTIVITIES	Law & order
DEMOGRAPHIC SETTLEMENT & MOBILITY	Settlements
PEOPLE	Early settlers
DEMOGRAPHIC SETTLEMENT & MOBILITY	Racial contact & interaction

STATEMENT OF SIGNIFICANCE

Old Onslow Townsite, an archaeological site comprising various structures and features, including the Police Station Complex (1893; 1906/1907), located in a natural setting on the banks of the Ashburton River, in the Pilbara region of Western Australia, has cultural heritage significance for the following reasons:

the place is a rare example of an historical archaeological site of a former 'frontier' settlement in a very remote area of the North West of the State;

the remaining fabric and archaeological material of the place is important for its ability to reveal information about the history of the town from its establishment in 1885 up to its abandonment in 1925;

the plan of the town, with its centre, residential area and labourers' camps, is representative of social planning characteristic of eighteenth and nineteenth century European colonial attitudes towards Aboriginal, Japanese, Chinese, Malay, Filipino, Afghan and Italian workers and their families, demonstrating the frontier mentality of the era and the private enterprise ethic which exploited natural resources, including indigenous people;

the place was established to service the local pearling and pastoral industries in the late nineteenth century, and as such has associations with the development of the North West of the State;

the Police Station Complex has landmark value as it is the most substantial structure remaining within the townsite;

the place is of significance to the local Aboriginal community, who have strong memories of Old Onslow, in particular with regard to conflict between local Aboriginal people and European settlers and the exploitation of Aboriginal workers in the pearling and pastoral industries;

the natural setting of the place, with its native vegetation and location on the flats of the Ashburton River, together with the ruins and archaeological remains of the individual buildings lends the place high aesthetic qualities;

the place is associated with a number of prominent Western Australians who took up leases in the area and were engaged in the pearling and pastoral industries, including the Forrest family; and,

the place has associations with J. Clark, who established the port at the Ashburton River in 1882/1883 and who, through the construction of such enterprises as the jetty, the first general store and the Rob Roy Hotel, was largely responsible for the development of the town in the 1880s through to the early 1900s.

INTERIOR

N/A

MANAGEMENT RECOMMENDATIONS

Management Category	Category 1: Exceptional significance
Management Recommendation	Essential to the heritage of the locality. Inclusion on Heritage List. The place should be retained and conserved in consultation with the Heritage Council of Western Australia.

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
State Register of Heritage Places	Permanent	17 February 2006

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Local Government Heritage Inventory	Adopted	17 August 1999

SUPPORTING INFORMATION/BIBLIOGRAPHY

<p>Webb, A&M, (1983) Edge of Empire. Artlook Books Nayton, G (2016) Old Onslow Townsite Conservation Plan Pilbara Regional Council, Heritage Listed Old Onslow Receives A Face-Lift. Available Online: http://www.prc.wa.gov.au</p>

DOCUMENT CONTROL

Date Created	June 1999
Date Modified	October 2016

OTHER IMAGES



Old Onslow Police Station 2016.



Old Onslow Gaol 2016.



Remnant wagon 2016. 2016.



Typical sign interpreting the historic townsite 2016.



1909 Timber bridge 2016.



Cemetery 2016.

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

PEEDAMULLA HOMESTEAD



Peedamulla Homestead 2016.

LOCATION

Address	Onslow-Peedamulla Road, Peedamulla
Other Names	-
HCWA Place Number	04656
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
-	Location 149	DP405313	-	21°50'40.46"S 115°37'36.18"E

PLACE DETAILS

Place Type	Individual Building or Group
Construction Date	1915
Architectural Style	Victorian Georgian
Architectural Period	Federation (1890-1915)
Date Source	Gray, L (2000) Peedamulla Homestead Conservation Plan
Construction Materials	Walls: Local Stone Roof: Corrugated Iron

USE(S) OF PLACE

Original	FARMING\PASTORAL	Homestead
Present	FARMING\PASTORAL	Ruin
Other	-	

HISTORICAL NOTES

Peedamulla Homestead was originally referred to as 'Peedamullah' until 1928, when the Peedamulla Pastoral Company was formed, and the 'h' was dropped from the end of the name. 'Peedamullah' is a local Aboriginal word said to mean 'plenty water'.

The explorations of Francis T. Gregory in 1862 led to the opening up of the Ashburton Land District for pastoral leasing and between 1879 and 1883 over 106 leases were granted in the area to a group of people who subsequently became the developers of the Ashburton pastoral industry. Morrell and Cook took up pastoral leases on which is now Peedamulla Station. In 1878, brothers Edmund A. and Archibald E. Burt, grandsons of Sir Archibald Paull Burt, Chief Justice of the Swan River Colony from 1861 to 1879, arrived from the West Indies. They took over the Peedamulla leases in the early 1880s.

It is believed that in 1885 a water tank and a rectangular single room random stone and mortar dwelling was constructed on site. Ten years later another rectangular single room random stone and mortar building was constructed. The Burt's employed Aboriginal labour on the property, the majority of whom were born on or near the Station. The men were employed in fencing, shearing, mustering and boundary riding, while the women worked in and around the homestead.

In 1885, the original townsite of Onslow was gazette and as a member of the Ashburton Roads Board, and at one time its Chairman, Archibald E. Burt was closely associated with the development of the original townsite. In 1895, Archibald left the property to pursue other work while Edmund continued to live at and manage Peedamulla Station.

After the 1900s, the settlers in the Ashburton region began to improve their life styles and new homesteads were built to replace the original dwellings. Edmund Burt married in 1916 and it is probable that the circa 1915 homestead was constructed to improve living conditions on the station in anticipation of his marriage.

From 1920 until his death in 1927, Edmund Burt was Chairman of the Ashburton Roads Board (except for 1924 and 1926), and it was during those years that the new town of Onslow, at Beadon Point developed. Peedamulla Station was located on the original north-west coastal highway (now rerouted) which detoured into the town of Onslow, and travellers frequently stopped at the homestead as they passed through.

Edmund Burt died in 1927. The following year Peedamulla Station Ltd was incorporated and in 1929, the lease transferred to Peedamulla Station Ltd. Four years later, ownership of Peedamulla Station was transferred to Cornelius McManus and W. Montgomery (although Peedamulla Station Ltd was not officially defunct until 1974). In 1934, a severe cyclone inflicted substantial losses at Peedamulla, with 40 windmills destroyed.

In 1937, Alexander Hardie of Albany and his family, paid £19,522 for the 286,253 hectares that comprised Peedamulla Station. After Alexander Hardie's death in 1954, a number of other Hardie family members gained an interest in the lease.

In 1961, the lease was reduced to 156,000 hectares due to a resumption of land for the Onslow Town Water Supply. In 1961 and 1963, severe cyclones damaged the homestead and shearing sheds and a considerable number of sheep were lost. With low wool prices in 1971 and 1972, the Hardies were forced sell the Station to Neville and Moira McDonald who took over the lease for \$70,000. The McDonalds sold the property less than three years later.

In 1975, Herbert Parker effected the purchase of the Station by the Commonwealth Government for the use of the Aboriginal people of the Onslow region. The station had over 28,000 sheep running at the time. The Noualla Group (Incorporated) of Onslow took over the lease, and the Jundaru Aboriginal Corporation have been managing the Station since 1981. In 1981, the managers lived in the homestead, however after cyclone Olivia unroofed the homestead in 1984, the managers moved into a transportable dwelling, placed in close proximity to the homestead.

In 2014 Ashburton Aboriginal Corporation commenced delivering training programs for a wide variety of pastoral activities at Peedamulla Station.

DESCRIPTION

Exterior: Peedamulla Homestead (ruin) is a group of single-storey stone and iron buildings including a homestead, adjacent kitchen and outbuildings (c.1915), older stone buildings (c.1895) and a stone water tank (c.1885).

The single storey homestead was built c.1915, using local stone with rendered quoins around the door and window openings displaying some characteristics of the Victorian Georgian style. The expansive corrugated iron hipped roof was destroyed by a cyclone and is no longer extant.

The homestead comprises two rectangular wings with a connecting central breezeway. All rooms open onto the surrounding concrete verandah, which was, more than likely, originally a timber verandah. Many of the cast iron verandah posts are still in place around the perimeter of the homestead and kitchen.

Adjacent to the homestead, less than 50 metres away on the northern side are several more recent buildings associated with the running of the Station and the delivery of the training facility. These block views of the homestead upon approach from the main gravel entrance road.

Several hundred metres north-west of the homestead is a water tank, reportedly built in 1885. The circular stone structure is approximately four metres in height of double stone construction. The external wall is faced stonework laid in a regular bonding with an internal wall of mud-mortared rubble stone work.

Near the water tank are two rectangular single room random stone and mortar structures: a circa 1885 dwelling and a circa 1895 building. The circa 1885 dwelling has a verandah structure on the west side and evidence of a similar structure on the south side. It has bush timber lintels and frames to the window openings. The roof was originally hipped with corrugated iron. The roof structure of the circa 1895 building (the western most building) is constructed of bush timber rafters with flat tin sheeting.

Interior: The interior of the homestead still shows evidence of elaborate plaster cornices and air vents, although the ceilings are no longer in place. The interior walls are hard plaster with graffiti. There is weather damage and signs of neglect. A classically detailed archway supported by Corinthian columns leads the lounge room into the breezeway. Each room has a fireplace and mantelpiece still in place.

ARCHAEOLOGY NOTES

The place may contain material or subsurface remains that have the potential to contribute to a better understanding of the evolution of human occupation and development in the remote North-West.

CONDITION	Poor. Whilst the exterior walls are in good condition the place is in a poor condition due to exposure to the elements, subsequent vandalism, destruction of the windows, and the loss of the main roof form.
INTEGRITY	Medium. The absence of much of the roof of the c.1915 homestead building currently renders the place uninhabitable, although the original intent of the place is clear.
AUTHENTICITY	High. The remaining fabric of the place has a high degree of authenticity, apart from general deterioration caused by exposure to the elements since it lost its roof and became no longer inhabitable.

ASSOCIATIONS

Name	Type	Year From	Year To
Edmund and Archibald Burt	Previous Owner	c.1880	1928
Cornelius McManus and W. Montgomery	Previous Owner	1932	1937
Hardie Family	Previous Owner	1937	1972
Neville and Moira MacDonald	Previous Owner	1972	1975
Jundaru Aboriginal Corporation	Tenant	1981	Present

HISTORIC THEMES

General	Specific
OCCUPATIONS	Grazing, pastoralism & dairying
DEMOGRAPHIC SETTLEMENT AND MOBILITY	Workers (inc Aboriginal People)
PEOPLE	Early Settlers

STATEMENT OF SIGNIFICANCE

Peedamulla Homestead (ruin), a group of single-storey stone and iron buildings including a homestead, adjacent kitchen and outbuildings (c.1915), older stone buildings (c.1900) and a water tank (c.1885) set in a landscape of pastoral grass and trees, has cultural heritage significance for the following reasons:

the place has close associations with Edmund and Archibald Burt, early pastoralists in the Pilbara who were important identities in the establishment of Onslow town and the development of the Ashburton region;

the place has associations with the development of the pastoral industry in the Ashburton district and demonstrates the evolution of a pastoral settlement since 1885;

it contributes to the community's sense of place as a former pastoral station homestead that was once a regular stopping place for travellers on the original north-west highway; and,

the place is a representative example of a c.1915 North-West pastoral homestead.

INTERIOR	Significant
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 1: Exceptional significance
Management Recommendation	Essential to the heritage of the locality. Inclusion on Heritage List. The place should be retained and conserved in consultation with the Heritage Council of Western Australia.

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
State Register of Heritage Places	Permanent	2 September 1998

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Local Government Heritage Inventory	Adopted. Category	17 August 1999

SUPPORTING INFORMATION/BIBLIOGRAPHY

Webb, M. & A. (1983) Edge of Empire, Artlook Books, Perth
Gray, L (2000) Peedamulla Homestead Conservation Plan

DOCUMENT CONTROL

Date Created	June 1999
Date Modified	October 2016

OTHER IMAGES



Left image: Peedamulla Homestead, August 1962. Source: State Library of Western Australia 144577PD
Right image: Peedamulla Homestead, 2016.



Peedamulla Homestead rear elevation, 2016.



Peedamulla Homestead interior, 2016.



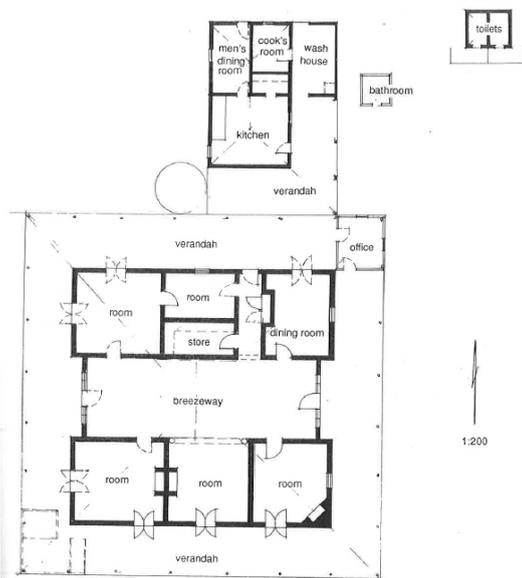
Remnant verandah post and window detailing, 2016.



Fireplace and chimney, 2016.



Left image: Water tank, 1885 dwelling and 1895 building after 1963 cyclone. Source: State Library of Western Australia 140132PD
Right image: Water tank and 1885 dwelling 2016.



Floor plan of 1915 Homestead. Source: Gray, L (2000) Peedamulla Homestead Conservation Plan

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

TAMBREY HOMESTEAD RUINS



Tambrey Station Homestead 2016.

LOCATION

Address	Roebourne Wittenoom Road, Chichester
Other Names	Coolawanyah Station, Tambrey Station Homestead Ruins
HCWA Place Number	01743
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
-	Peewah Location 52 Part of the land comprised in Crown Lease 203/1988	-	-	21°38'1.98"S 117°36'25.14"E

PLACE DETAILS

Place Type	Individual Building or Group
Construction Date	1893
Architectural Style	Victorian Georgian
Architectural Period	Federation (1890-1915)
Date Source	Heritage Council of Western Australia Assessment Report 1998
Construction Materials	Walls: Mud brick Roof: Corrugated iron

USE(S) OF PLACE

Original	FARMING\PASTORAL	Homestead
Present	FARMING\PASTORAL	Ruin
Other	-	

HISTORICAL NOTES

Tambrey Station was formerly part of another lease of Inthernura Station, which was held by Samuel Henry Viveash. Tambrey dates from the mid-1880s when Henry Seymour Meares held the lease. Meares was identified with Tambrey for over 30 years, and served on various Roads Boards and other organisations involved in the progress of the North-West.

In 1892, William Henry Cusack a jackaroo and blacksmith from one of Viveash's other stations, went to Tambrey to work for Meares.

The homestead was built in 1893 during the time that Cusack was the manager of the property. It was constructed with antbed mud bricks containing chopped up spinifex and dags from the woolshed which were mixed in to help it bind together. The walls were only 2.45 metres (8ft) high as construction of the dwelling had to be expedited due to the expected birth of Mrs Cusack's child. The roof timbers were cut from nearby trees.

In 1902, Cusack went into partnership with Meares in the leasehold of Tambrey Station that in 1915 comprised 161,874 hectares with a capacity for 20,000 sheep. Charles Ogilvie Ferguson was employed on Tambrey Station by Meares and Cusack, and gained such experience that he bought an interest in the property. During the years of the First World War, both Henry Meares and William Cusack died, leaving Charles Ferguson in charge of Tambrey Station.

Circa 1922 Cusack's son, Thomas D. Cusack, took over management of the Tambrey Station. Many Roads Board meetings were held at Tambrey Homestead during the time that Tom Cusack was the Roebourne Roads Board Chairman and his wife (Olive) was the Secretary. Beside the garden, Olive had a tennis court built, with the assistance of the Aboriginal labourers. Tennis parties at Tambrey drew people from throughout the district, bringing their children, food and Aboriginal workers.

In 1949, Lang Hancock bought both Hooley and Tambrey Stations from Charles Ferguson and the Cusack family for £50,000. In 1950, Les Parsons of Coolawanyah Station went into partnership with Sir Edward H Lefroy, of Cranmore in Moora, to buy Tambrey and Hooley Stations from Hancock for £50,000. During the later half of the 1970s, the Parsons family and other pastoralists decided to convert the property from sheep to cattle. Some of the homestead roof was removed in the early 1980s during a cyclone.

Today (2016), Tambrey Station Homestead is vacant, ruinous and unused. The Station continues to form part of the larger Coolawanyah Station.

DESCRIPTION

Exterior: Tambrey Station Homestead consists of a group of building remains located approximately 500 metres north of the Roebourne Wittenoom Road. The ruins include a mud brick homestead, various associated bush timber and iron buildings, and sheep yards south of the creek.

Built in 1893, the homestead is typical of a North West vernacular dwelling. Originally it would have comprised a rectangular building with surrounding verandah, thick walls, a corrugated hipped short-sheet iron roof with no gutters, and a separate kitchen structure. The homestead is constructed of mud bricks made from locally found materials; anthills, spinifex and sheep dags.

Part of the roof was ripped off during a cyclone in 1982 and since this time the building condition has deteriorated. The short sheets of the roof remain along the eastern side of the dwelling, however they are largely absent from the remainder of the structure. The western wall has deteriorated and partially collapsed, and the side-wall (northern) has also collapsed. The four original openings (two windows and two doors) along the eastern wall remain albeit in a deteriorated condition. The openings are arched, which is unusual in the use of mud brick, and in such an isolated situation. No frames seem to have been inserted into the window and door openings.

Interior: Internally, the dwelling appears to have once comprised three large rooms. The walls show signs of having been mud rendered over the mud brick. The central room has a large open fireplace constructed of the same mud brick as the rest of the building. No evidence of the ceilings, doors or windows remain.

ARCHAEOLOGY NOTES

Tambrey Station Homestead has the potential, through its built fabric and the sites of demolished buildings, to yield information regarding the evolution of pastoral industry practices from the 1890s to the present.

CONDITION	Poor. The condition of the place reflects the effects of the environment and abandonment. Part of the roof was ripped off during a cyclone in 1982, the western wall has deteriorated and partially collapsed, and the side-wall (northern) has also collapsed.
INTEGRITY	Medium. Although the place is now vacant and in ruin, the original intent is still clear. The long-term viability of restoring the place is questionable.
AUTHENTICITY	High. The place has no obvious interventions to the 1893 fabric, apart from general deterioration caused by exposure to the elements since its abandonment.

ASSOCIATIONS

Name	Type	Year From	Year To
Samuel Henry Viveash	Previous owner	-	-
Seymour Henry Meares	Original owner	mid 1880s	1919
Cusack Family	Previous owner	1892	1949
Charles Ogilvie Ferguson	Previous owner	-	1949
Lang Hancock	Previous owner	1949	1950
Parson Family	Owner	1950	Present

General	Specific
OCCUPATIONS	Grazing, pastoralism & dairying
DEMOGRAPHIC SETTLEMENT AND MOBILITY	Workers (inc Aboriginal People)
PEOPLE	Early Settlers

STATEMENT OF SIGNIFICANCE

Tambrey Station Homestead, comprising the ruins of a single-storey mud brick and iron dwelling, and associated bush timber and iron buildings, has cultural heritage significance for the following reasons:

the place has associations with the development of the pastoral industry in the Pilbara district and demonstrates the evolution of a pastoral settlement since 1893;

the place has close associations with H. Meares, S. H. Viveash, W. H. and T. D. Cusack, C. O. Ferguson, and R. and L. Parsons, all of whom played an important role in the development of the North-West pastoral industry. The place also has associations with the Aboriginal people who worked and lived on the property; and,

the place was of high quality workmanship and demonstrates techniques of mud brick construction that are important for the local material components and the design detail of the arched openings.

Nearby structures, including the meathouse, kitchen buildings, storeroom and carriage shed, together with T.D. Cusack's grave, the slab floor of the shearer's kitchen and sheep yards, are considered to have some heritage significance and contribute to the understanding of the place.

INTERIOR	N/A
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 1: Exceptional significance
Management Recommendation	Essential to the heritage of the locality. Inclusion on Heritage List. The place should be retained and conserved in consultation with the Heritage Council of Western Australia.

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
State Register of Heritage Places	Permanent	30 October 1998

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Register of the National Estate	Registered	15 October 1984
Classified by the National Trust	Classified	5 June 1984
Local Government Heritage Inventory	Adopted	17 August 1999

SUPPORTING INFORMATION/BIBLIOGRAPHY

Heritage Council of Western Australia Assessment Report 1998
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DOCUMENT CONTROL

Date Created	June 1999
Date Modified	October 2016

OTHER IMAGES



Northern elevation of Homestead, 2016.

Eastern elevation of Homestead, 2016.



Close up of mud brick, 2016.

Fireplace within Homestead, 2016.



Meathouse near Homestead, 2016.

Grave at Homestead, 2016.



Trough near Homestead, 2016.



Stock yards, 2016.



Shearing shed remains, 2016.

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

YANREY HOMESTEAD



Yanrey Homestead, 2016.

LOCATION

Address	Yanrey Road, Yannarie
Other Names	Yanrey Pastoral Station
HCWA Place Number	15397
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
-	-	-	-	22°30'23.91"S 114°47'41.43"E

PLACE DETAILS

Place Type	Individual Building or Group
Construction Date	1901,1915
Architectural Style	Victorian Georgian
Architectural Period	Federation (1890-1915)
Date Source	1999 Shire of Ashburton Municipal Heritage Inventory
Construction Materials	Walls: Corrugated Iron Roof: Corrugated Iron

USE(S) OF PLACE

Original	FARMING\PASTORAL	Homestead
Present	FARMING\PASTORAL	Homestead
Other	-	

HISTORICAL NOTES

The original lease holders of Yanrey were John (Jack) and David Stewart. After John Stewart died, the station was sold in 1898 to Thomas.F.de Pledge, an Englishman who had worked for Stewart as a jackeroo. Mr. de Pledge spent his lifetime improving the property and establishing a stud sheep flock. It is thought that the first section of the homestead (the west side) was constructed under de Pledge's management. Circa 1915, the eastern side of the Homestead is reported to have been constructed.

Yanrey grew to be the third largest station in the Ashburton Road Board District with an acreage of 876,892. Thomas de Pledge was an influential pastoralist who was actively involved in local development of both Onslow and the Ashburton district in general. He donated 100 pounds for the building fund of St Nicholas Church in new Onslow. Apart from sheep, Mr de Pledge also bred blood horses, two of his leading sires being The Strutter and Woorooma, which were well-known and won races in both Perth and Victoria.

Mr de Pledge identified himself with many aspects of public life in Western Australia. He was a member of the Ashburton Road Board for many years, and was associated with various sporting bodies, including the Western Australian Turf Club.

An interesting situation occurred in Ashburton when cars and trucks were introduced. As teams of camels, horses and donkeys were still being used to haul the wool clips from the stations, motor vehicles had great difficulties using the same tracks owing to bogs and deep ruts. Between 1927 and 1930 a number of roads were built and gazetted only for motor vehicle use. Yanrey was one station that was given one of these special purpose roads. Yanrey remained isolated from Onslow the introduction of telephones significantly improved communication. When this line of communication was interrupted by storms the people of Yanrey again felt their isolation. In 1934 the telephone lines went down in a widespread area owing to a severe cyclone, with the restoral of this service taking some time. The cycle also damaged roads leading to Yanrey and other stations taking a long time to be repaired as the Roads Board initially focused repair work on the town and jetty restoration.

An article in the West Australian provides an account of the homestead in 1925:

'it is built close to the northern bank of the Yannarie River, and is surrounded by a wealth of foliage supplied by the usual native timber found adjacent to its watercourses and cultivated ornamental trees, including date palms and plantains, which, lend a semi-tropical atmosphere to the place. The wide verandahs which encircle the home are inviting even in the depth of a north-west winter, and the front of the house looks out on a grass tennis court fringed with pepper trees, oleanders. blackhearts, and swamp gums...

The large living room extends through the whole depth of the house, and the ends are not walled up, being merely netted in as a protection against the invasion of insect life. Storm shutters, however, are suspended from the verandah, roof, and these may be dropped into position in the space of a few minutes when the weather is unfavorable.'

The year 1920 was important for the North West when Major Nonnan Brearley flew to the region in a bid to start a commercial airline. On his first visit he landed at Yanrey, picked up Mrs de Pledge and another passenger Henry Parsley, who became the first airborne passengers to land at Onslow. Yanrey continued its aeronautical connections with an air force unit stationed at the property during World War Two.

According to the reminiscences of former Ashburton Roads Board President Ashley Paterson, the last overland droving of a significant number of sheep occurred in 1953 out of Yanrey. The manager at the time took sheep from Kooline to Bullara. On the death of de Pledge in 1954, Yanrey Station passed to his daughters, Maud Alston and Patricia de Pledge. The homestead has changed very little over the years, other than maintenance repairs. As at 2016, the homestead is still in the ownership of the de Pledge family.

DESCRIPTION

Exterior: Yanrey Homestead is located approximately 45 kilometres north of the North-West Coastal Highway off Yanrey Road. The homestead building is surrounded by an area of green lawn and a variety of mature trees, which contrast with the vast pastoral landscape beyond.

It is reported that Yanrey Homestead was built in two stages. The first part (the western wing) was erected in 1901 and the second part (the east wing) was added in 1915. The rectangular building which reflects its two-stage construction, has twin hipped roofs clad in short sheet corrugated iron. The dwelling is surrounded by a deep verandah under a separate skillion roof, which is supported by square timber posts and has timber floorboards.

The house has corrugated iron walls on a timber frame. All rooms have a set of double timber doors, with glass paneling and a timber fly screen door providing access to the deep shady verandah. There are aluminum sliding doors to the front and rear elevations of the dwelling, where the house traditionally was not walled up, but rather netted.

Interior: There are two centrally located rooms, which run from the front to the rear of the dwelling and are used as living spaces. From the eastern side of this central area four accommodation rooms project, which are accessed via timber and glass panel doors. To the west side of this central area three accommodation rooms project and are accessed via four panel timber doors.

The floors are timber board and both the ceilings and walls comprise of decorative pressed tin in a variety of patterns. In the central living areas the walls have a different pressed tin pattern above the dado. Throughout there are decorative ceiling roses and in places, original timber fire place surrounds.

ARCHAEOLOGY NOTES

Yanrey Homestead has the potential to yield information regarding the evolution of pastoral industry practices from the 1900s to the present.

CONDITION	Good. However, there are some deteriorated elements such as gutters, eave linings and weathered timbers. As the property is still a working station, the priority for maintenance of the farm improvements is shared with other necessities and responsibilities.
INTEGRITY	High. The homestead continues to be used for its original purpose as a homestead for a farming property.
AUTHENTICITY	High. Most of the fabric is extant from the original buildings, including fireplaces, timber floors and decorative pressed tin wall linings.

ASSOCIATIONS

Name	Type	Year From	Year To
John (Jack) and David Stewart	Original owner	-	1898
de Pledge family	Current owner	1898	Present

HISTORIC THEMES

General	Specific
OCCUPATIONS	Grazing, pastoralism & dairying
PEOPLE	Early Settlers

STATEMENT OF SIGNIFICANCE

Yanrey Homestead, a timber framed structure clad with corrugated iron (c.1901, 1915) located in an open landscaped yard, has cultural heritage significance for the following reasons:

it is a good example of the Victorian Georgian style of architecture, in a garden setting. It is relatively rare being a metal-clad homestead in this style. The interior spaces with decorative pressed tin walls and ceilings create a sense of opulence and quality in this remote area;

the place has associations with the development of the pastoral industry in the Pilbara district and demonstrates the evolution of a pastoral settlement since the 1900s;

the place has close associations with Thomas.F.de Pledge, an early pastoralist in the Pilbara who was an important identity in the establishment of the new Onslow town and the development of the Ashburton region.

INTERIOR	Significant
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 1: Exceptional significance
Management Recommendation	Essential to the heritage of the locality. Inclusion on Heritage List. The place should be retained and conserved in consultation with the Heritage Council of Western Australia.

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Local Government Heritage Inventory	Adopted	17 August 1999

SUPPORTING INFORMATION/BIBLIOGRAPHY

The West Australian, The North-west An Ideal Home, Friday 18 September 1925, pp.12

Webb, M&A (1983) Edge of Empire, Artlook Publishers, WA

Oral Information given to Cathy Day (OBPC) by Sue & William Alston 1 February 1999

Obituaries Australia, T de Pledge, Available online: <http://oa.anu.edu.au>

DOCUMENT CONTROL

Date Created	June 1999
Date Modified	October 2016

OTHER IMAGES



Yanrey Homestead c.1915. Source: State Library of Western Australia b3780760_2



Yanrey Homestead c.1915. Source: State Library of Western Australia b3780760



Rear and eastern elevations of Yanrey Homestead, 2016.



Close up of front elevation of Yanrey Homestead, 2016.



Western elevation of Yanrey Homestead, 2016.



Central internal living space 2016



Typical bedroom, 2016.



Decorative pressed tin wall cladding, 2016.

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CATEGORY 2

Considerable Significance



**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

ASHBURTON RIVER ROAD BRIDGE



Ashburton Road River Bridge, 2016.

LOCATION

Address	Twitchin Road, Talandji
Other Names	Minderoo Bridge, Bridge No.0841
HCWA Place Number	03395
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
-	-	-	-	21°58'33.20"S 115°1'47.58"E

PLACE DETAILS

Place Type	Other Structure
Construction Date	1929 - 1932
Architectural Style	N/A
Architectural Period	Inter-War (c.1915 - c.1940)
Date Source	State Heritage Office, Register Committee Report, October 2013
Construction Materials	Steel and concrete

USE(S) OF PLACE

Original	TRANSPORT\COMMUNICATIONS	Bridge
Present	TRANSPORT\COMMUNICATIONS	Bridge
Other	-	

HISTORICAL NOTES

The bridge over the Ashburton River (at the location also known as Camel Pool) was first suggested to the government by the Department of the North West in May 1925. The local pastoralist, Mr. Forrest, suggested the highest and narrowest point along the river as the most appropriate location to construct this bridge.

At an estimated cost of £5000, the proposal remained unfunded as it was considered to be far too expensive at the time. This is despite reports that one heavy rainfall event in the Ashburton district could flood the river resulting in the suspension of all traffic to Beadon Jetty; and the dislocation of associated shipping arrangements.

In 1927 a more detailed inspection was made at a site between Minderoo Station and Ten Mile Pool. The resident engineer for the North West was at this time C Field, assisted by F Brennan who carried out boring operations at the proposed bridge site in June 1928. Mr Ernie Godfrey was responsible for final design of the Ashburton River Road Bridge. Godfrey arrived in Western Australia from Victoria in 1928 to take charge of the Bridge Section of the Main Roads Board.

By January 1929 the bridge design was announced, this time at a cost of £10,000. It was not until August that year, that the successful tender for £15,303, presented by Atkins and Gorham, was accepted. A steel and concrete bridge was designated for the project, which represented one of the first moves away from traditional timber bridges.

It is possible that the Ashburton River Road Bridge was part of an unemployment relief project. An article in the Northern Times dated Thursday 12 September 1929, stated *'a warning for those seeking employment that all the labor required for the job can be obtained locally as there are a number of men in town seeking work.'*

Work was finally completed in May 1932; the bridge was opened by Mr Robert Mervyn Forrest with Mr. Ernie Godfrey and the construction contractors present. Mr Forrest in a short speech, mentioned that the Ashburton Bridge was the only one of its kind in Australia.

The steelwork on the bridge was reconditioned in 1963 and repairs were made to the deck in 1965. The jarrah deck was replaced in 1992 with a concrete overlay, and the timber handrails were replaced with steel.

DESCRIPTION

<p>Exterior: The Ashburton Road River Bridge is located approximately 40 kilometres south-west of Onslow. The bridge is a composite steel and concrete traffic bridge, which carries Twitchin Road and associated traffic over the Ashburton River. The bridge encompasses four spans for a total of 74 metres in length and 4 metres in width, with a maximum height of 14 metres.</p> <p>The bridge rests atop a number of hollow steel tube piers, set into reinforced concrete. The steel joists supporting the decking were attached directly to the tops of the hollow piers, without the need for capping. The original deck was composed of jarrah, although the current surface is bitumen.</p>
<p>Interior: N/A</p>

ARCHAEOLOGY NOTES

N/A

CONDITION	Good.
INTEGRITY	High. The structure has been in continuous use as a road bridge since 1932.
AUTHENTICITY	High. The handrail and decking appear to be the only original elements that have been replaced.

ASSOCIATIONS

Name	Type	Year From	Year To
E Godfrey	Other (Engineer)	1928	1932
Forrest Family	Other	1928	Present

HISTORIC THEMES

General	Specific
TRANSPORT & COMMUNICATIONS	Road transport
TRANSPORT & COMMUNICATIONS	Technology & technological change
OUTSIDE INFLUENCES	Water, power, major transport routes
PEOPLE	Early Settlers

STATEMENT OF SIGNIFICANCE

<p><i>The Ashburton Road River Bridge, over the Ashburton River, has cultural heritage significance for the following reasons:</i></p> <p><i>the bridge demonstrates the evolution of the technology required for the construction of permanent bridge structures over rivers subject to intense flooding. It represents a shift from timber bridge construction to the innovative use of reinforced concrete and steel;</i></p> <p><i>the place is associated with the development of the Ashburton area in the early Twentieth Century and provided much needed road access over the Ashburton River, particularly during flooding events, ensuring unimpeded access from the broader region through to Beadon Jetty and the Onslow townsite;</i></p> <p><i>the place is associated with the public works instituted by the Western Australian government during the Depression to provide relief to the unemployed;</i></p> <p><i>the place was designed by E Godfrey, a pioneering bridge designer who worked for Main Roads from 1928-1957.</i></p>
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INTERIOR	N/A
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 2: Considerable significance
Management Recommendation	Very important to the heritage of the locality. Inclusion on Heritage List. The place should be retained and conserved.

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Local Government Heritage Inventory	Adopted	17 August 1999
State Register Assessment Program	Current	25 October 2013

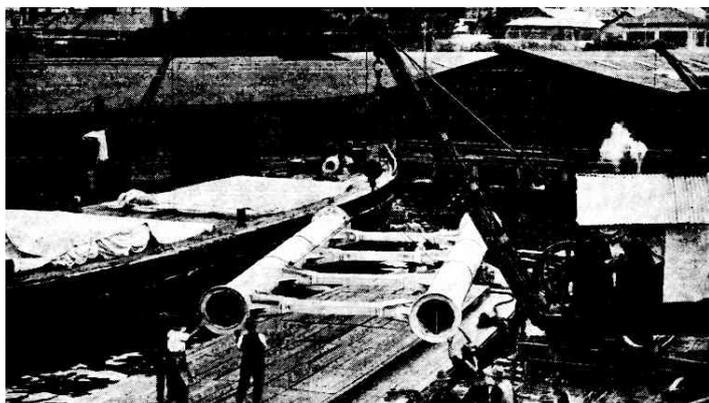
SUPPORTING INFORMATION/BIBLIOGRAPHY

The West Australian, The North West an Ideal Home, Friday 18 September 1925, pp. 12
Northern Times, Ashburton River Bridge, Thursday 12 September 1929, pp. 4
Northern Times, Onslow News, Thursday 19 May 1932, pp. 5
State Heritage Office, Register Committee Report for Ashburton Road River Bridge, October 2013

DOCUMENT CONTROL

Date Created	June 1999
Date Modified	October 2016

OTHER IMAGES



Left image: One of the compound steel piers for the Ashburton River Bridge being loaded onto a barge at Perth for transport.

Source: The West Australian Friday 21 November 1930, p.22

Right image: View of bridge along Twitchin Road, when traveling from Onslow, 2016.

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

BEADON BAY HOTEL



Beadon Bay Hotel, 2016 .

LOCATION

Address	22 Second Avenue, Onslow
Other Names	Beadon Hotel
HCWA Place Number	15364
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
-	1	D54399	1511-22	21°38'10.64"S 115° 6'45.88"E

PLACE DETAILS

Place Type	Individual Building or Group
Construction Date	1926
Architectural Style	Federation Filigree
Architectural Period	Inter-war (1915-1940)
Date Source	The West Australian, Saturday 2 January 1926, pp. 4
Construction Materials	Walls: Concrete block Roof: Corrugated iron

USE(S) OF PLACE

Original	Commercial	Hotel, Tavern or Inn
Present	Commercial	Hotel, Tavern or Inn
Other	-	

HISTORICAL NOTES

Founded in 1883 as a port at the mouth of the Ashburton River, Onslow's primary function was to export wool from the region's sheep stations. Repeated damage from cyclones directly damaging the town or causing flooding damage eventually led government officials in Perth to establish a new town to the northeast of the 1883 townsite. New Onslow was gazetted in January 1924 and land sales in the new town commenced in 1925. The Beadon Hotel was built in 1926. The Cornish family were its new proprietors.

Unlike a number of buildings set up in the new townsite the hotel was not erected from wood and iron. Using imported cement the builder R. Rennie, with help from the Cornish family, made grey concrete blocks on site. Cyril Cornish, son of Harold, remembered helping his father make the cement blocks and as a memento stamped one with his initials and the date. This block became an unofficial foundation stone and is located low on the front wall of the hotel.

Some reports suggest the Cornish family employed architect J.H Eales to design the hotel. These reports appear erroneous however, with Eales actually appointed to design a hotel for Mr. R.F. Hope on Lots 349, 350 and 351, directly opposite the Beadon Bay Hotel; for reasons unknown Mr. Hope's hotel was not built. Reports in The West Australian (Saturday 2 January 1926, p.4 and Saturday 23 January 1926, p.8) confirm Jack Learmonth Ochiltree was actually the architect for the Beadon Hotel, with construction costs reported at £7,000.

The hotel was built to accommodate twenty single rooms and seven double rooms. The eleven-foot verandah was reserved for 50 additional beds, brought in during race week when the town drew large crowds of people for the meet. For much of its early life it was known as 'Hotel Beadon.'

A cyclone that swept through Onslow in 1934 devastated the town. The townspeople were left isolated and many buildings were destroyed or severely damaged. The cyclone resulted in significant damage to the top storey of the hotel and the upper level was rebuilt in the same year. Following this repair and reconstruction, the Hotel continued as a valued social centre for the town.

Over the years many additions and alterations were undertaken to the Hotel including the construction of motel units in the 1970's along the south-eastern side of the Hotel. In 2014/15, the Hotel's latest owners (the Complete Group) undertook a major redevelopment of the site which included the conservation and adaptation of the Beadon Bay Hotel, the demolition of non-original site elements, the construction of a new hotel accommodation building along the south-eastern side of the hotel, and a bottle shop accessed off Simpson Street.

DESCRIPTION

Exterior: The Beadon Bay Hotel, Onslow is located on the eastern corner of the Second Avenue and Simpson Street intersection. The painted concrete block two-storey hotel with a low pitch battened down corrugated iron short sheet roof is characteristic of the Federation Filigree style architecture, despite being built in the Inter-war period. A two-storey verandah wraps around the entire building. The verandah is supported by timber posts, which are decorated with timber scroll brackets, and has a timber first-floor. The floor of the verandah at ground level is a combination of concrete, concrete pavers and tiles. A new non-original balustrade has been added to the ground floor verandah and a glass entry has been added under the verandah off Simpson Street.

The ground floor façade comprises a number of timber sash windows. The windows originally had mullion detail, which divided the top pane into four segments. Some of these original top panes with mullion detail have been removed. The first floor has a number of timber French doors, with fanlights above, which originally provided access from the bedrooms to the verandah. Note: as part of the 2014/15 works some of these bedrooms were converted into a large dining area.

Interior: The plan of the hotel resembles a 'U' shape with a corner entrance providing access into a bar area. A secondary entrance from Second Avenue provides access to a small office and a stair hall. There is a central courtyard (with a part skillion verandah), which provides access to a rear beer garden (constructed 2014/15). Original internal features within the ground floor area include timber floors; four panel timber doors; plaster vents; the timber stairs in the stair hall and timber skirtings.

Upstairs there were originally 15 bedrooms each with French doors providing direct access to the verandah. However, the 2014/15 works converted the bedrooms fronting Simpson Street into a large dining area. The timber stud framework, which once divided these rooms was retained to interpret the original layout of the upper floor. The bedrooms along the south-eastern side of the courtyard were converted into a meeting room and ablutions. The upper floor has timber floorboards and has numerous timber sash windows providing views to and light from the central open courtyard area.

ARCHAEOLOGY NOTES

Given the site underwent a major redevelopment in 2014/15, with substantial ground disturbance, it is unlikely to have a high level of archeological potential. However, as with many old buildings 'treasures' may be found under floorboards and/or within wall cavities, this is because builders often left trinkets as tokens of good luck when constructing buildings.

CONDITION	Good. Conservation works in 2014/15 have harnessed deterioration of the original fabric.
INTEGRITY	High, despite no longer providing accommodation within the original building.
AUTHENTICITY	High. The external original fabric is mostly in place. Although internally it has been subject to changes such as complete bar refurbishments, and the adaptation of the accommodation rooms, the authenticity of the place is only marginally diminished.

ASSOCIATIONS

Name	Type	Year From	Year To
Jack Learmonth Ochiltree	Architect	c.1925	c.1926
R Rennie	Builder	c.1926	c.1926
Cornish Family	Previous owner	1926	-

HISTORIC THEMES

General	Specific
OCCUPATIONS	Hospitality industry & tourism
OUTSIDE INFLUENCES	Natural disasters
SOCIAL & CIVIC ACTIVITIES	Sport, recreation & entertainment

STATEMENT OF SIGNIFICANCE

Beadon Bay Hotel, Onslow, a two storey concrete block and iron roofed hotel in the Federation Filigree style of architecture, has cultural heritage significance for the following reasons:

it is a good example of the Federation Filigree style of architecture, which has a deep shady verandah with decorative timber elements around a solid concrete block central core.

it is valued as a place where social interaction, refreshments, accommodation and entertainment have been provided for the local community, workers and the travelling public since 1926.

as one of the first buildings erected in the new Onslow townsite, the Hotel has had a long association with the development of the Town.

it makes a significant contribution to the local community's sense of place for its landmark value and its contribution to the historic character of Onslow.

INTERIOR	Significant
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 2: Considerable significance
Management Recommendation	Very important to the heritage of the locality. Inclusion on Heritage List. The place should be retained and conserved.

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Local Government Heritage Inventory	Adopted	17 August 1999

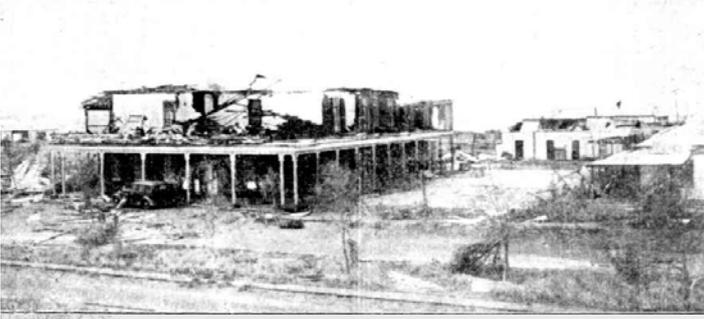
SUPPORTING INFORMATION/BIBLIOGRAPHY

Webb, A&M. Edge of Empire. Artlook Books 1983
 The West Australian, New Hotel for Beadon, Saturday 2 January 1926, pp. 4
 Northern Times, Building at Beadon, Friday 3 July 1925, pp.6

DOCUMENT CONTROL

Date Created	June 1999
Date Modified	October 2016

OTHER IMAGES



Left image: Beadon Bay Hotel after 1934 cyclone. Source: Sunday Times Sunday 8 April 1934, p.5

Right image: Beadon Bay Hotel (date reported to be 1956). Source: <https://au.news.yahoo.com>



Beadon Bay Hotel 2014.

Beadon Bay Hotel, Simpson Street elevation, 2014.



Beadon Bay Hotel Simpson Street elevation, 2016.



Left image: Beadon Bay Hotel Second Avenue elevation 2016 showing 2014/15 accommodation wing along right side of image, 2016.
Right image: Timber stair in stairwell, 2016.



Beadon Bay Hotel first floor verandah, 2016.

Interpretation of former bedroom through retention of timber frame, 2016.



Beadon Bay Hotel internal courtyard, 2016.

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

HAMERSLEY HOMESTEAD



Hamersley Homestead, 2016.

LOCATION

Address	Tom Price Railway Road, Mount Sheila
Other Names	-
HCWA Place Number	-
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
-	556	P404911	LR3167-447	22°16'44.67"S 117°40'37.49"E

PLACE DETAILS

Place Type	Individual Building or Group
Construction Date	c.1880/90
Architectural Style	Victorian Georgian
Architectural Period	Victorian Period c. 1840 - c. 1890
Date Source	Comparative Analysis
Construction Materials	Walls: Stone Roof: Corrugated Iron

USE(S) OF PLACE

Original	FARMING\PASTORAL	Homestead
Present	FARMING\PASTORAL	Homestead
Other	-	

HISTORICAL NOTES

Hamersley Station is reported to have been established by James Anderton Hall, a pioneer of the north who overlanded stock from Perth in the 1860's. Hamersley Station was subsequently sold to Duncan McRae.

Charles Mitchinson Straker later partnered with Duncan McRae in Hamersley Station and together they also purchased the nearby Croydon Station and Coolawayyah Station. Arriving in this State from England in his early twenties, Straker went straight to the North West where he undertook Government well sinking along the Murchison Stock Route. After this he travelled around the country as a shearer, and later was given the job of managing Hamersley Station before going into partnership with McRae.

It is likely that the homestead was built c.1885/95 when the Court House and Custom Store were being built in Cossack. All three buildings share a common materiality and detailing which is distinctive to the Cossack/Roebourne area.

The partnership between McRae and Straker at Croydon and Hamersley Stations was dissolved on 30 September 1911; resulting in Straker continuing to own and operate Hamersley Station.

Mr Straker passed away in 1920, however Hamersley Station was not sold immediately after his death. Reported to be worth £36,000 at the time, an application not to sell the land and to recover costs was submitted by Sir Walter Hames, K.C on the basis that it would be '*undesirable to sell the properties at present.*'

In 1947, Dalgety and Company Limited auctioned the estate of Mr Straker specifically Hamersley Station, which at the time covered 357, 507 acres. The property was reported to comprise a large stone homestead with a verandah to all sides, blacksmith shop, forge store, mens quarters, sheep and cattle yards, 22 paddocks and 28 wells. Sometime after Straker's death the property came into the ownership of the Hancock family who also owned Ashburton Downs Station and Mulga Downs Station.

In 1980, The Canberra Times reported that mining magnate Lang Hancock was selling '*Hamersley Station one of his Pilbara cattle stations.*' The asking price was one million dollars.

The Bogle family purchased Hamersley from Lang Hancock in 1983. Cattle had been introduced only a few years previously and Robert Bogle did much to increase and develop the herd. In 1992 the property was sold by the Bogle family to CRA (which is now Rio Tinto) who currently manage the Station.

DESCRIPTION

Exterior: Hamersley Homestead is located off Tom Price Railway Road to the east of Mount Sheila and north of Tom Price. The homestead is located within a fenced yard, which is largely grassed with a number of shady mature trees providing a stark contrast to the red earth Pilbara landscape surrounding it.

The homestead is constructed from random ashlar stone with white rendered quoining at the corners and around the window and door reveals, a similar appearance to the Court House and Custom Store at Cossack. The windows are timber sliding sash with mullion detailing.

The homestead is long and rectangular and would have originally comprised two separate components, which are now joined by glazing. The south-west portion contained sleeping quarters each with a door and window to the verandah. It has a hipped corrugated roof with no gutters. The verandah, which is an extension of the main roof form is supported by steel circular posts and has a concrete floor.

Interior: Not Assessed.

ARCHAEOLOGY NOTES

Hamersley Station has the potential, through its built fabric and the sites of demolished buildings, to yield information regarding the evolution of pastoral industry practices from the late nineteenth century through to the present.

CONDITION	Good
INTEGRITY	High. The homestead continues to be used for its original purpose as a homestead for a farming property.
AUTHENTICITY	High. Whilst the building has undergone alterations over the years its original form and detail is still discernable.

ASSOCIATIONS

Name	Type	Year From	Year To
James Anderton Hall	Previous Owner	-	-
Duncan McRae	Previous Owner	-	1911
Charles Mitchinson Straker	Previous Owner	-	1920
Lang Hancock	Previous Owner	-	1983
Bogle Family	Previous Owner	1983	1992

HISTORIC THEMES

General	Specific
OCCUPATIONS	Grazing, pastoralism & dairying
DEMOGRAPHIC SETTLEMENT AND MOBILITY	Aboriginal Occupation
PEOPLE	Aboriginal People
PEOPLE	Early Settlers

STATEMENT OF SIGNIFICANCE

Hamersley Homestead, comprising a single-storey homestead building with a hipped corrugated iron roof located in a garden setting, has cultural heritage significance for the following reasons:

it is a good example of the Victorian Georgian style of architecture, in a garden setting, executed using local materials;

the place is a good representative example of a pastoral station complex dating from the late nineteenth century, having been established as part of the early pastoral development of the Ashburton region;

the place is associated with several families and/or individuals who contributed to the settlement and development of the Shire including Charles Mitchinson Straker who was responsible for the Government well sinking along the Murchison Stock Route; and the Hancock family who discovered asbestos in the Pilbara in the 1950s and then iron ore in the 1960s.

INTERIOR	Further Assessment Required
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 2: Considerable significance
Management Recommendation	Very important to the heritage of the locality. Inclusion on Heritage List. The place should be retained and conserved.

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
-		

SUPPORTING INFORMATION/BIBLIOGRAPHY

<p>Obituaries Australia, Hall, Ernest A. The Canberra Times, Hancock Selling, 11 February 1980, pp.3 The Daily News, Adjusting an Estate, Thursday, 4 August 1921, pp. 7 The West Australian, 'Hamersley Station Roebourne' Friday, 6 June 1947, pp. 2 The West Australian, Notice, Friday, 6 October 1911, pp. 9 Webb M&A (1983) Edge of Empire, Artlook Publishers Legislative Assembly Hansard, 'Well Sinking on the Murchison Stock Route' Wednesday, 9 October 1985, pp. 1286</p>
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DOCUMENT CONTROL

Date Created	November 2016
Date Modified	

OTHER IMAGES



Hamersley Homestead side elevation, 2016



Hamersley Homestead side and rear elevations, 2016.



Hamersley Homestead front elevation, 2016.



Hamersley Homestead rear elevation, 2016.

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

STONE HUT RELICS AT KARIJINI NATIONAL PARK



Sheppard's hut relics near Joffre Gorge. Image Source: Dan Petersen Senior Ranger - Karijini National Park Department of Parks and Wildlife

LOCATION

Address	Various Locations, Karijini
Other Names	-
HCWA Place Number	18651
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
R30082	300	P72977	LR 3165-601	Sheppard's hut relics near Joffre Gorge: 22°23'43.62"S 118°15'49.56"E
R30082	300	P72977	LR 3165-601	Oxer Lookout: 22°21'38.52"S 118°17'17.64"E
-	556*	P404911*	LR3167-447*	Hut's near Mount Bruce: 22°33'33.42"S 118° 1'34.78"E

* This lot is outside Karijini National Park

PLACE DETAILS

Place Type	Historic Site
Construction Date	c.1860/70
Architectural Style	North West Vernacular
Architectural Period	Victorian Period (c.1840-1890)
Date Source	Speculative
Construction Materials	Walls: Stone Roof: Nil

USE(S) OF PLACE

Original	FARMING\PASTORAL	Homestead
Present	FARMING\PASTORAL	Homestead
Other	-	

HISTORICAL NOTES

The park is the traditional home of the Banyjima, Kurrama and Innawonga Aboriginal people. The name, Karijini National Park, reflects both the Aboriginal history of the area and the continuing association of traditional owners with the Park, particularly through the Karijini Park Council.

Colonial exploration of the Hamersley Ranges began in 1861 when F.T. Gregory led a party inland from a landing point at Hearson Cove (near Dampier). Their route traversed the Hamersley Ranges twice. Gregory's reports of good grazing lands attracted settlers to the region in 1863. Early leases were mainly for grazing sheep.

An early lease on the Hamersley Range was Mount Bruce Station, however this lease was later relinquished because of its low pastoral productivity. Mount Bruce is the State's second highest mountain and in the low lying areas along its southern side there are old pastoral sheppard hut relics, which may be associated with Mount Bruce Station. These are located along Hamersley Road a few kilometres from Karijini Drive, but are outside of the Karijini Park. The Karijini National Park Management Plan sets out that the present Ranger Headquarters is actually the site of the old *'Mount Bruce outstation (Dignam's Well) but little remains of the building, which was constructed of cajeput timber.'*

An article in the West Australian dated 1894, sets out that Mount Bruce Station was offered for sale and that it included a stone hut: *'fair grazing country well watered by four wells and five permanent pools. It is unfenced, and has upon it two stockyards, and a stone hut and cattle drafting yards, all in fair repair.'*

There is also a stone hut in the vicinity of the northern gorges, Joffrey George. The origin of this structure is not known.

Mining has been a major industry in the region since the early days with alluvial gold deposits in Turee Creek being mined in the 1880s. Reportedly evidence of mining, and some gravesites, remain in the area. Blue asbestos was first mined in the northern escarpment in 1936 with mining also occurring at Yampire Gorge and in Dales Gorge. Lang Hancock also mined in Yampire Gorge before moving to Wittenoom Gorge in 1937, which operated until 1966.

In the mid part of the Twentieth Century, Oxers Lookout was named to recognise the contribution of Dr Gordon Oxer of Wittenoom to developing the Park. Dr Oxer was the town doctor, operator of the Wittenoom Chalet,

and chairman of the Wittenoom Tourist and Progress Association during the 1960s. Dr Oxer spent much of his spare time exploring Hamersley Range and taking visitors on walks through the gorges. He named Kalamina Gorge, Weano Gorge, Knox Gorge, and Circular Pool between 1959 and 1963. After Dr Oxer's death the people of Wittenoom made a small stone plinth at Oxers Lookout, and placed on it a sundial (now removed) that Oxer had made and which was previously on his stone gatepost in Wittenoom. Today the plinth lies under the lookout.

Hamersley Range was gazetted on 31 October 1969 as A Class Reserve No. 30082 (Dales Gorge National Park). It was vested in the National Parks Board of Western Australia for the purpose of a National Park and managed as such. Since this time additions and excisions have been made to the park boundaries. Today Karijini National Park is managed to safe guard its Aboriginal significance and its many significant geological types, plant and animal communities and landscape forms. The park is highly valued by the community of Western Australia and by tourist visitors for aesthetic, social and cultural reasons.

DESCRIPTION

Exterior: Karijini National Park covers an area of 627 442 ha and protects a large area of the rugged Hamersley Range; its gorges with their permanent water and associated plant and animal communities. The landscape is characterised by its natural ruggedness and diversity. As set out in the Register of the National Estate the steep sided orange and red banded gorges in the north provide the setting for a series of waterfalls and deep permanent pools, whilst peaks such as Mount Bruce in the south provide vistas of green gold hummock grassland and grey green mulga woodland.

The Park remains in a relatively undisturbed condition compared with surrounding pastoral country, however, there is evidence of the former colonial settlements (in the form of dwellings, stockyards, and wells) and former exploration and mining activities at a number of locations within and around Karijini National Park.

A stone hut in the vicinity of Joffrey George remains and provides a tangible connection with early pastoral history. The origin of this structure is not known however it is a one-room structure with a chimney at one end and a door opening at the other. Whilst the random rubble stonewalls are intact the gable roof has long since disappeared.

There are also stone hut remains along the Mt Bruce-Hamersley Road a few kilometre's from Karijini Drive, outside Karijini Park. The structure has random rubble stonewalls which are no longer as high as they once would have been. The roof has long since disappeared. It is assumed that this hut is associated with the early Mount Bruce Station.

Interior: N/A.

ARCHAEOLOGY NOTES

The stone hut relics have the potential to yield information regarding the evolution of pastoral industry practices and associated building techniques from the mid Nineteenth Century through to the present.

CONDITION	Fair. The condition of the relics reflects the effects of the environment and abandonment. The relics near Joffre Gorge however are in remarkably good condition.
INTEGRITY	Medium. Although the structures are now in a ruinous condition it is still possible to understand their original intention/use.
AUTHENTICITY	High. The various relics have had no obvious interventions, apart from general deterioration caused by exposure to the elements since its abandonment.

ASSOCIATIONS

Name	Type	Year From	Year To
F.T. Gregory	Other	1861	1863
Dr Gordon Oxer	Other	1960s	-

HISTORIC THEMES

General	Specific
OCCUPATIONS	Grazing, pastoralism & dairying
DEMOGRAPHIC SETTLEMENT AND MOBILITY	Aboriginal Occupation
PEOPLE	Early Settlers

STATEMENT OF SIGNIFICANCE

The stone hut relics at Karijini National Park (and adjacent) have cultural heritage significance for the following reasons:

the stone hut relics demonstrates the origins of European settlement in the district and the self-reliance required of early settlers through the use of simple construction methods and local materials;

the stone hut relics are good examples of early building forms used by European settlers in the North West of the state in the mid nineteenth century;

the stone hut relics have associations with the development of the pastoral industry in the Pilbara district and demonstrate the evolution of a pastoral settlement since the mid nineteenth century.

INTERIOR	Nil
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 2: Considerable significance
Management Recommendation	Very important to the heritage of the locality. Inclusion on Heritage List. The place should be retained and conserved.

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Register of the National Estate	Registered	1978

SUPPORTING INFORMATION/BIBLIOGRAPHY

Department of Conservation and Land Management, Karijini National Park Management Plan 1999-2002
 The West Australian, Sale of Valuable Sheep and Cattle Station at the North-West, Monday 11 June 1894, pp.8
 Webb M&A (1983) Edge of Empire, Artlook Publishers

DOCUMENT CONTROL

Date Created	November 2016
Date Modified	

OTHER IMAGES



Left image: Plinth under Oxer Lookout. Source: Dan Petersen Senior Ranger - Karijini National Park Department of Parks and Wildlife

Right image: Stone hut near Mount Bruce along the Mt Bruce-Hamersley Road. Source: Dan Petersen Senior Ranger - Karijini National Park Department of Parks and Wildlife



Stone hut near Mount Bruce along the Mt Bruce Hamersley Road. Source: Dan Petersen Senior Ranger - Karijini National Park Department of Parks and Wildlife



Left and right image: Sheppard's hut relics near Joffre Gorge. Image Source: Dan Petersen Senior Ranger - Karijini National Park Department of Parks and Wildlife

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

MILLSTREAM HOMESTEAD



Millstream Homestead, 2016.

LOCATION

Address	Kanjenjie-Millstream Road, Millstream Chichester National Park
Other Names	Millstream Homestead Visitor Centre, DPaW Visitors Centre
HCWA Place Number	15368, 01742
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
R30071	501	P61847 DP61847	LR3159-208	21°35'24.80"S 117° 4'20.14"E

PLACE DETAILS

Place Type	Individual Building or Group
Construction Date	1919
Architectural Style	Victorian Georgian
Architectural Period	Inter-war (c.1915-1940)
Date Source	Millstream Station Letter Books SLWA ACC2905A
Construction Materials	Walls: Various (presumed wattle and daub) Roof: Corrugated Iron

USE(S) OF PLACE

Original	FARMING\PASTORAL	Homestead
Present	PARK\RESERVE	Park\Reserve
Other	-	

HISTORICAL NOTES

The Millstream Chichester area is one of the most significant Indigenous cultural and mythological sites in northern Western Australia. Cultural and mythological importance stems from thousands of years of occupation, and Millstream being the home of the mythological serpent or Warlu, whose presence is still strongly felt at Deep Reach Pool (*Nhanggangunha*). Aside from its highly important spiritual significance, the Fortescue River (*Yarnda Nyirranha*) provided food and water, particularly during drier months.

Following European settlement in Western Australia, Francis Thomas Gregory discovered the Millstream area during his expedition to the Pilbara in 1861. Mr. W. Taylor was the first pastoralist to take up land on the Fortescue River for sheep grazing in 1865. The following year, Taylor sold the lease to the partnership of Alex McRae and T. R. McKenzie who operated the station, successfully cultivating a large vegetable garden near the first homestead. The first homestead was reported to be of wattle and daub construction with a thatched roof which was destroyed by fire in 1897. It was reported the following year another home was built, however this was destroyed by a cyclone in 1908. The kitchen and station-hand buildings are believed to remain from one of these earlier building campaigns.

The lease was sold to Messrs. Padbury and Loton in 1879 for £16,500. In 1912, the lease was sold again to the Cookson brothers, two Englishmen who chose to have the lease managed for them from 1912 until they sold it in 1950. Claude Irvine managed the station for the Cooksons from 1912 until 1923 and supervised the building of the present homestead in 1919. Letters from Irvine to the architect John Cochrane Smith, dated 1919, express concern over the finish of the walls which were drying a 'dirty white'; the concrete floors which were cracked to the extent that they were rising up leaving hollow spaces; and the quality of the timber varnish finish. By December 1919, Irving further wrote to Smith advising '*we are now living in the house and find it most beautifully cool, the general opinion is that is the best house in the North West.*'

In the 1920s it was reported that at the homestead all kinds of fruit from figs to pineapples were grown in the garden with a minimum of trouble. An article in the Sunday Times, dated Sunday 16 July 1922 espoused '*Millstream Station in the North-West, with its wonderful spring of glorious water. Very few have ever heard of it; in fact, this magnificent gift from Mother Earth is a revelation to many...Millstream is the garden of the north; it is a terrestrial paradise....*'

In 1950 the Cooksons sold the lease to the Gordon family; Les Gordon had been managing the station since 1923. Les and Nellie Gordon, with their three children, had settled into life at Millstream and over the years further developed the vegetable garden, expanding to include tobacco and grapes. Les Gordon died soon after the transfer of ownership but the station continued under the proprietorship of his sons Doug and Stewart. Doug and Stewart sold the station to Reg Kennedy in 1964 and moved to Kelleberrin and Northampton respectively.

Reg Kennedy ran 2500 sheep and 600 cattle on the station but when cattle prices slumped in the 1970s, the Kennedys bought a number of transportable houses as residences and opened the homestead as a tavern. It was during this period the roof of the homestead was completely restored, timber trusses were replaced by

steel and a modern suspended ceiling was installed. Many people were attracted to the tavern, including tourists as well as a large number of mine workers in the district. However, in the mid 1980s the clientele of the tavern went into decline as the local mining population changed.

In 1996, the Department of Conservation and Land Management (CALM) took over the lease of Millstream Homestead. As at 2016, the 1919 Millstream homestead building is used as the Visitor Centre by the Department of Parks and Wildlife (DPaW, formerly known as CALM) providing historical information from the region and showcasing numerous artefacts.

DESCRIPTION

Exterior: The subject place is located within the Millstream Chichester National Park approximately 150 kilometres south of Karratha. The Millstream Chichester National Park contains unique wetlands, these with the associated aquifer, support a high diversity of flora and fauna.

Access to the homestead is via the Kanjenjie-Millstream Road, accessed from the Millstream Pannawonica Road. The homestead sits within a fenced portion of landscaped garden, which is square shaped and comprises various trees, the restored shearer's kitchen (circa 1897), irrigated lawns, shady picnic, bbq areas and toilets. The homestead is used as the Park's Visitor Centre and it is the start point for a number of interpretive walk trails, including one leading around Jirndawurrunha Pool. Historically, Jirndawurrunha Pool was planted out with many exotic plants with date and cotton palms once prolific. Today lilies adorn the pool which is also surrounded by large male palms which are unable to reproduce.

The homestead has a square plan, although modern toilets have been added along the eastern side. It has a hipped roof of painted corrugated iron short sheets. The main roof form extends over the deep shady verandah, which runs almost the entire perimeter of the dwelling. The verandah, which has a concrete floor, is supported by a variety of members including circular steel posts and thick square piers, none of which are original. There is only one window to the former dwelling with openings being in the form of French doors. The window is a timber casement with mullion detail located along the front façade. The French doors are timber and have mullion detail and glazing.

The kitchen to the rear of the homestead is a timber framed corrugated clad structure with a vaulted roof. There is a lean-to structure to the rear and a verandah to the front.

Several remnants of the pastoral era, such as stock yards and fences, wells, stock routes, shepherds' huts and out-camps are disburse throughout the Millstream Chichester National Park. Most of these are situated on the tableland at places such as Daniel's Well and the stone shepherd's hut on the upper Harding River, where sheep were run on the soft grasses.

Interior: The original component of the house comprises a central room, which runs the length of the house and from which four rooms project. The central room has a set of French doors at each end, flanked by sidelights with glazing and mullions. It also features an original fireplace hearth. The rooms to the west have interpretive displays within them; and to the east is a visitor information room. All rooms have a false ceiling, a tiled floor and French doors leading to the verandah.

ARCHAEOLOGY NOTES

Millstream has the potential, through its built fabric and the sites of demolished buildings, to yield information regarding the evolution of pastoral industry practices from the 1890s to the present.

CONDITION	Good.
INTEGRITY	Medium. The place is no longer used for residential purposes. However, its original function as a homestead is still discernable.
AUTHENTICITY	Medium. The homestead has undergone extensive changes over time, including additions and replacement of original fabric. However, the extent of the original homestead is still discernable.

ASSOCIATIONS

Name	Type	Year From	Year To
Yindjibarndi people	Other Association	-	Present
Cookson Family	Previous Owner	1912	1950

Claude Irvine	Other Association (Manager)	1912	1923
John Cochrane (also Cochran) Smith	Architect	Circa 1918	1919
Gordon Family	Other Association (Manager) Previous Owner	1923	1964
Kennedy Family	Previous Owner	1964	1986

HISTORIC THEMES

General	Specific
OCCUPATIONS	Grazing, pastoralism & dairying
DEMOGRAPHIC SETTLEMENT AND MOBILITY	Aboriginal Occupation
DEMOGRAPHIC SETTLEMENT AND MOBILITY	Environmental Change
OUTSIDE INFLUENCES	Tourism
PEOPLE	Aboriginal People
PEOPLE	Early Settlers

STATEMENT OF SIGNIFICANCE

Millstream Homestead, a single-storey homestead (1919), adjacent kitchen (circa 1897), set in a landscape setting near the picturesque Jirndawurrunha Pool, has cultural heritage significance for the following reasons:

the homestead has some aesthetic value for its overall form and some remaining elements of the Victorian Georgian style of architecture within a picturesque garden setting. The setting of the place, with its landscaped grounds and nearby unique wetlands, which supports a high diversity of flora and fauna, contributes to the place's high aesthetic qualities;

the place is a good representative example of a pastoral station complex dating from the late nineteenth century, having been established as part of the early pastoral development of the Ashburton region;

the place has the potential to contribute to an understanding of the arboreal history of Western Australia through the remnant plantings, the use of exotic species, in North West;

the place is of significance to the local Aboriginal community, for a range of reasons including spiritual significance; mythological importance, which stems from Millstream being the home of the mythological serpent or Warlu; and as the Fortescue River (Yarnda Nyirranha) is a source of food and water, particularly during drier months;

the place is valued by the local community and tourists alike as an oasis for camping, picnics and swimming.

INTERIOR	The layout is significant, however the detailing is largely not original.
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 2: Considerable significance
Management Recommendation	Very important to the heritage of the locality. Inclusion on Heritage List. The place should be retained and conserved.

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Local Government Heritage Inventory	Adopted	17 August 1999
Register of the National Estate	Registered	21 March 1978

SUPPORTING INFORMATION/BIBLIOGRAPHY

Millstream Station Letter Books SLWA ACC2905A.

Millstream Park Council, Department of Environment and Conservation, Conservation Commission of Western Australia (2011) Millstream Chichester National Park and Mungaroon Range Nature Reserve Management Plan No. 69 2011.

Pilbara Goldfield News, Friday 29 October 1997, pp. 3.

Sunday Times, Marvellous Millstream, Sunday 16 July 1922, pp. 4.

DOCUMENT CONTROL

Date Created	June 1999
Date Modified	October 2016

OTHER IMAGES



Millstream Homestead (left) and kitchen (right), 2016.



Rear elevation of Millstream Homestead, 2016.



Central room of Millstream Homestead, 2016.

Interpretive display in Millstream Homestead, 2016.



Kitchen at Millstream Homestead, 2016.



Internal view of kitchen, 2016.



Water body near the homestead, 2016.



Mature palms near homestead, 2016.

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

MINDEROO HOMESTEAD



Image Source: TPG October 2016

LOCATION

Address	Twitchin Road, Talanyji
Other Names	-
HCWA Place Number	15369
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
-	Pt Lot 152	P220265	LR3098-710	21°59'47.30"S 115° 2'39.10"E

PLACE DETAILS

Place Type	Individual Building or Group
Construction Date	1881, 1910, 1918
Architectural Style	Victorian Georgian
Architectural Period	Victorian (1840-1890) and Federation (1890-1915)
Date Source	Hudson, T (2016) Minderoo est 1978, Minderoo
Construction Materials	Walls: Timber and corrugated iron Roof: Corrugated iron

USE(S) OF PLACE

Original	FARMING\PASTORAL	Homestead
Present	FARMING\PASTORAL	Homestead
Other	-	

HISTORICAL NOTES

Minderoo is located in Thalanyji country. To the Thalanyji people Minderoo was known as Mindurru, a fertile special land. Since European settlement the contribution of Aboriginal people has been instrumental in the development of Minderoo with Aboriginal people taking on a variety of roles from head stockman to shearers to domestic servants.

Following European settlement in Western Australia, Francis Thomas Gregory discovered the Ashburton area during his expedition to the Pilbara in 1961. Later Edward T Hooley, who pioneered an overland stockroute between Geraldton and the Ashburton River, was granted a lease of 1000,000 acres of Crown land in the Ashburton area. Hooley initially set up camp at Ten Mile Pool (part of the current Minderoo Station) however his camp was blown away after a cyclone. Hooley retreated to a new campsite where Minderoo homestead was later built.

Hooley's presence in this area was short lived as he soon left for other pastures. In 1878 brothers John, Alexander and David Forrest applied for a number of pastoral leases (some in conjunction with their friend Septimus Burt) in the area. The application for what was to become Minderoo Station was granted in the name of John Forrest with David Forrest being the person to be in charge on the ground.

David Forrest and his wife, Mary, made Minderoo their home in 1881. Their first home was a rudimentary one-room structure, which lacked proper flooring. The structure was extended slightly when the Forrests had a house cut in Perth and shipped to Onslow. However, only two rooms of the timber and iron cottage made it. The rest of the house was abandoned on the beach at Onslow due to the difficulties of transporting it all the way to Minderoo. Overtime additional rooms and a verandah were added. David Forrest and his wife went on to become influential in the district particularly in encouraging development at Onslow. In 1898, David and Mary retired from station life and returned to Perth with the station being entrusted to managers.

Technological developments in shearing were displayed at Minderoo in the new shearing shed bought from England and built in 1909. Constructed from plans prepared by Mr. E. Summerhayes, the shed was reported to be the first building of its kind erected in Western Australia and was designed to stand up to the enormous wind pressures of the North West. This shed was burnt down in 1979 after a pump was left running. After touring the east coast to look at replacement sheds, Judith and Don Forest settled on a new shed, which was based on a shed at Wagga Station, near Yalgoo.

Continuing the lead in technological development, Minderoo had the first telephone (outside the town area) installed in 1922 and one of the first cars. Improved communication for those at Minderoo also occurred with the construction of the bridge over the Ashburton River in 1929-31.

In 1910, the early 1881 three room home became a homestead with large comfortable rooms lined with pressed iron, and glass double doors, which opened out onto the verandah. The homestead was separated from the station office, storeroom, staff quarters and kitchen by a stone pathway.

In 1917, David Forrest passed away and Minderoo was left to his son Mervyn, who had been managing the station officially since 1915. **Mervyn** built Minderoo into an extensive sheep station and was responsible for many improvements on the property: buildings, fencing, windmills and dams. He was also an advocate for government expenditure and improvements in the North West.

Minderoo was also somewhat of a social centre for the Ashburton community with many activities held here throughout the years including a cabaret in 1925 to raise money for St Nicholas Church; tennis and cricket matches and garden fetes.

However, Mervyn's tenure at Minderoo was also marked by hardship and drought particularly through the 1930s. Mervyn maintained shares in the company as part of the Minderoo Pastoral Company until 1973 when it was sold on the open market after a serious market down turn in the 1960s, difficulties getting labour and high running costs. Don, Mervyn's son had been working on the station for 22 years by that point and purchased the station from the shareholders.

In 1998 after 120 years on the property the Forrest's regretfully sold Minderoo Station after decreasing returns, drought and the never-ending challenges of station life. Minderoo was offered for auction along with 30,000 sheep and 1,200 cattle. Murion Pastoral Company outbid two other bidders, one including Don's son Andrew Forest, with the sum of \$2.45 million. The company ran Minderoo for 11 years during which time the station transition from running sheep to fully running cattle. In 2009, Andrew Forrest bought back his family home at auction.

Between 2009 and 2011, a large-scale renovation of the original homestead buildings was undertaken led architect Luigi Rosselli. Works included the retention of original features, materials and details and in some cases the replication of features, such as the decorative pressed tin wall cladding. The original corrugated iron external wall cladding was removed, conserved and then replaced. Timber from the old shearing shed was repurposed and the timber floors waxed. At this time additions to the homestead and various buildings surrounding within the homestead enclosure (such as the old store, Scotty's cottage, blacksmith's shop and station workshop) were restored and given a new purpose.

DESCRIPTION

Exterior: Minderoo Homestead is located off Twitchin Road on the east side of the Ashburton River. The homestead is located within a fenced yard, which is largely grassed with a number of shady mature trees and a large water feature, which was constructed during the 2009-2011 renovations.

The homestead has expanded overtime with new additions being undertaken by various generations of the Forrest family as their needs changed. It is understood that the earliest of the homestead buildings, built by David and Mary Forrest is centrally located and constructed with both corrugated iron walls and roofing. It has a deep shady verandah, which was also adapted as part of the 2009-2011 renovations. Behind this, to the north-west, is the jackeroo quarters. To the south-east of the central building is believed to have been constructed circa 1917/18 by Mervyn Forrest. All buildings have hipped roof forms.

Interior: The recent 2009-2011 renovations sought to respect the original layouts and details of the early homestead buildings. Key features are original timber floors and decorative pressed tin wall cladding and ceilings.

ARCHAEOLOGY NOTES

The place may contain material or subsurface remains that have the potential to contribute to a better understanding of the evolution of human occupation and development in the remote North West, including the evolution of pastoral industry practices from the 1870s to the present.

CONDITION	Good.
INTEGRITY	High. The homestead continues to be used for its original purpose as a homestead for a farming property.
AUTHENTICITY	Medium. The original homestead building has undergone changes over time, including additions and replacement of original fabric as is typical as families and the stations themselves expand.

ASSOCIATIONS

Name	Type	Year From	Year To
Sir John Forrest	Previous owner	1878	-
Alexander Forrest	Previous owner	1878	-
David Forrest	Previous owner	1878	1917
Septimus Burt	Previous owner	1878	1901
Mervyn Forrest	Previous owner	1891	1973
Don Forrest	Previous owner	1973	1998
Murion Pastrol Company	Previous owner	1998	2009

HISTORIC THEMES

General	Specific
OCCUPATIONS	Grazing, pastoralism & dairying
PEOPLE	Early Settlers
DEMOGRAPHIC SETTLEMENT AND MOBILITY	Workers (inc Aboriginal People)

STATEMENT OF SIGNIFICANCE

Minderoo, comprising a complex of single-storey homestead buildings with hipped corrugated iron roofs located in a garden setting, has cultural heritage significance for the following reasons:

the homestead has some aesthetic value for its overall form and some remaining elements of the Victorian Georgian style of architecture within a formal garden setting;

the place is a good representative example of a pastoral station complex dating from the late nineteenth century, having been established as part of the early pastoral development of the Ashburton region (1878). It predates the gazettal of the town and port of Old Onslow (1885);

the place's early and ongoing success relied in part on the Aboriginal workers and their families who lived and worked at the place from its inception;

the place has value through its association with brothers Sir John Forrest (former Premier of Western Australia), David Forrest and Alexander Forrest influential early pioneers, explorers, public figures, and pastoralists in Western Australia;

the place is associated with four generations the Forrest family, who have owned the place almost continuously since 1878. The family has a long standing association with the community in Onslow and have been influential in the development of the area.

INTERIOR	Significant
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 2: Considerable significance
Management Recommendation	Very important to the heritage of the locality. Inclusion on Heritage List. The place should be retained and conserved.

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Local Government Heritage Inventory	Adopted	17 August 1999

SUPPORTING INFORMATION/BIBLIOGRAPHY

Hudson, T (2016) Minderoo est 1978, Minderoo
 Notes from Shire of Ashburton
 Webb, M&A. Edge of empire. Published by Artlood Books WA 1983.
The West Australian. Wednesday 25 November 1998 p.9

DOCUMENT CONTROL

Date Created	June 1999
Date Modified	October 2016

OTHER IMAGES



Minderoo Station Homestead, 1914. State Library of Western Australia 083896PD

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

EMU CREEK STATION



Homestead Building, 2016.

LOCATION

Address	1 Nyang Road, Barradale (or Yannarie)
Other Names	Nyang Homestead, Wogoola Station
HCWA Place Number	15371
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
-	3	P89754	2005/781	23° 1'54.75"S 115° 2'30.58"E

PLACE DETAILS

Place Type	Individual Building or Group
Construction Date	c.1890
Architectural Style	Victorian Georgian
Architectural Period	Federation (1890-1915)
Date Source	1999 Shire of Ashburton Municipal Heritage Inventory
Construction Materials	Walls: Corrugated Iron Roof: Corrugated Iron

USE(S) OF PLACE

Original	FARMING\PASTORAL	Homestead
Present	FARMING\PASTORAL	Homestead
Other	-	

HISTORICAL NOTES

Wogoola Station, now called Nyang, was started in 1891 with a partnership between Alexander Cameron and James Clark. Cameron had been in the North West for many years and had formerly been part owner of Towera Station, which was sold in 1891. Clark was instrumental in the formation of the old Onslow townsite in 1882/83 (see Old Onslow Townsite Place Record Form).

Wogoola was the Aboriginal name for the permanent water hole located a few hundred metres downstream from the homestead pool of Milla-withy. Wogoola is reported to have been an excellent station managed by Alexander Cameron, with substantial shearing sheds, good water from windmills, troughs and tanks as well as many kilometres of fences. In its early years the stock on the station built up to include 20,000 sheep, 80 to 100 horses and a small herd of cattle. Cameron went on to become a Justice of the Peace and a prominent member of the burgeoning community in the Ashburton district.

The first buildings on Wogoola were built of anthills, which were sawn into blocks and put together with mud. The first building had two rooms, one each for Cameron and Clark. The date of construction of the bigger homestead, which is extant today (2016) is not known but it was probably quite soon after the lease was taken up. The homestead originally comprised four rooms surrounded by a wide verandah. These rooms are thought to be the eastern section of the existing house, which comprise three bedrooms and a dining room. Internally, the walls were pressed tin and the roof corrugated iron with cyclone battens.

It is reported that the Hooley brothers built the 12 stand shearing shed in 1912. It was very well constructed using quality timber for the stumps, rafters and main posts. Wool from Wogoola Station was transported to the coast by donkey teams run by a character named Maori Bill. In 1925, it was reported that the shed was fitted with a Ferner press and a good weighbridge.

James Clark became the sole owner of Wogoola in 1917 or 1918 when he bought Cameron's share of the business for 12,000 pounds. Cameron retired to Perth with his wife to run a dairy at Riverview which he renamed 'Milla Withy' as homage to the Wolgoola Station. When Old Onslow closed down, Clark organised part of the buildings of the Rob Roy Hotel, which he established, to be relocated to Wogoola. These were placed on the western end of the Wogoola Homestead and can still be seen today (2016).

Wogoola Station and its occupants were fairly self-sufficient. Meat and vegetables and some fruit were home grown while supplies of flour, sugar, dried fruit, potatoes and onions were brought in to store in large quantities. Wogoola was on the main track between Carnarvon and Onslow and so it received a number of visitors who also acted as an informal mail delivery service. The late 1920s and the early 1930s proved hard times for the Clark family. Depression, drought and the tragedy of the loss of one of the children to meningitis drove Clark's family back to Onslow. After this the station was run by a series of managers, some relatives of the Clarks and others appointed, such as Bert Herbert who was manager during most of World War II. The station was sold in 1950.

Subsequent owners had a number of setbacks. Lightning, fires and cyclones caused havoc. The Greenways, who bought Wogoola in 1951, lived there for seven years. In this time some changes were made to the homestead. Hot water was piped into the house for the first time and French doors were put into the lounge room.

In 1962 the station was purchased by the D'Arcy family who renamed the station Nyang, an Aboriginal name meaning 'the meeting of two waters'. The family spent a lot of time fixing the homestead, which had serious

damage from white ants and cyclones. The wooden floors were lowered from their stumps and replaced with concrete and the building was reroofed. New bathrooms and two new bedrooms were also added.

More improvements were carried out in the 1970s as Nyang became a tourist attraction offering station life experience to visitors. The D'Arcys sold Nyang Station in 1980. Since then there has been a number of different owners.

As at 2016, the place still provides accommodation for travellers offering accommodation within the old homestead or camping beside the permanent waterhole. The shearing shed forms part of the Wool Wagon Pathway, which explores the pastoral country of the Murchison and Gascoyne regions. There is a small interpretive sign located in front of the building as part of this pathway. The place also runs a Bureau of Meteorology weather station. In the past it has provided four readings a day, however as at 2016, it only provides one 9am reading. It appears the place has been providing weather information as early as the 1900s.

Information from the then owner of Nyang in 1995 G Smith, indicated that a lot of damage to the station occurred in February 1995 during Cyclone Bobby. Many original buildings were destroyed including the blacksmith shop, stables, some living quarters and an old aircraft hangar.

In 2006, the name of the place was changed from Nyang to Emu Creek when the place ceased running sheep in preference for cattle.

DESCRIPTION

Exterior: Nyang Homestead is situated on the east bank of the Yannarie River, approximately 21 kilometres along Nyang Road, south of the North-West Coastal Highway. Emu Creek is approximately 200 metres north. The homestead building is surrounded by an area of green lawn and a variety of trees, which contrast with the vast pastoral landscaped beyond.

The homestead comprises a series of buildings components that have grown over time with successive owners. The homestead has a low-pitched hipped corrugated iron roof with battens for cyclone protection. The house is surrounded on most sides by a wide verandah, which forms an extension of the main roof form. In parts the verandah has been enclosed by bathroom additions. The verandah has a concrete floor and simple unadorned steel verandah posts.

The main homestead building has a variety of building materials but appears to be largely clad in corrugated iron. The eastern portion of the building is the original portion of the homestead and comprises a rectangular building with three accommodation rooms and a dining room. These accommodation rooms have windows and doors providing access to the front and rear verandahs. The nature of the windows and doors vary. The majority of windows are timber casement windows with mullions in either a single or double arrangement. The doors vary from timber and glass panel French doors to single timber doors.

Along the western side of the dining room, the original verandah has been enclosed and comprises a kitchen, which connects through to the eastern section of the dwelling. This eastern section in part is thought to have dated from 1925 and comprises materials from the Rob Roy Hotel. This section comprises a lounge, study and further bedrooms. Like the eastern section the window and door arrangements vary. There are large timber sash windows with mullion detail, which may have originated from the Rob Roy Hotel, which had a similar window arrangement. There are timber casement windows, groups of smaller timber sash windows and sliding aluminium windows.

The corrugated iron shearing shed (circa 1912), is located approximately 400 metres east of the homestead building. It is a large rectangular structure, which stands elevated on 100 black heart stumps. It has Oregon rafters, bevelled jarrah main posts and a timber floor. Today the building is used for storage.

Interior: Internally the homestead comprises concrete floors and fibro sheet walls and ceilings, which have beams to provide extra support during the cyclone season. There appears no remaining original features apart from the four panel timber doors connecting the row of bedrooms in the eastern (original) portion of the homestead.

ARCHAEOLOGY NOTES

Nyang Homestead (now known as Emu Creek Station) has the potential, through its built fabric and the sites of demolished buildings, to yield information regarding the evolution of pastoral industry practices from the 1890s to the present.

CONDITION	Good.
INTEGRITY	High. The homestead continues to be used for its original purpose as a homestead for a farming property.
AUTHENTICITY	Medium. The homestead building has undergone extensive changes over time, including additions and replacement of original fabric. In some areas it is difficult to understand what is original fabric.

ASSOCIATIONS

Name	Type	Year From	Year To
Alexander Cameron	Original owner	1891	c.1917
James Clark	Original owner	1891	1950
D'Arcy Family	Previous owner	1962	1980
Hooley Brothers	Other Association	1912	-

HISTORIC THEMES

General	Specific
OCCUPATIONS	Grazing, pastoralism & dairying
OUTSIDE INFLUENCES	Tourism
PEOPLE	Early Settlers

STATEMENT OF SIGNIFICANCE

Nyang Homestead (now known as Emu Creek Station), comprising a single-storey corrugated iron dwelling located in a garden setting, and associated corrugated iron shearing shed, has cultural heritage significance for the following reasons:

the homestead has some aesthetic value for its overall form and some remaining elements of the Victorian Georgian style of architecture within an informal garden setting. It is relatively rare being a metal-clad homestead in this style;

the homestead and shearing shed are aesthetically linked in their similar construction materials and rural purpose, and collectively form a cultural environment that is evidence of the history of early European settlement and occupation of the Pilbara area;

the place has associations with the development of the pastoral industry in the Pilbara district and demonstrates the evolution of a pastoral settlement since the 1890s;

the shearing shed provides evidence of the importance of the sheep industry to the occupation and development of the Pilbara district, particularly since the cattle industry is now the predominant industry;

the place has associations with J. Clark, who established the port at the Ashburton River in 1882/1883 and who, through the construction of such enterprises as the jetty, the first general store and the Rob Roy Hotel, was largely responsible for the development of the town in the 1880s through to the early 1900s.

INTERIOR	Not Significant
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 2: Considerable significance
Management Recommendation	Very important to the heritage of the locality. Inclusion on Heritage List. The place should be retained and conserved.

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Local Government Heritage Inventory	Adopted	17 August 1999

SUPPORTING INFORMATION/BIBLIOGRAPHY

Clark, M (1991) Wogoola Station - Now Nyang, A Short History Written for the Centenary of Wogoola Station 1991

Correspondence between David Ashton (Shire of Ashburton) and Gary Smith (owner in 1995)

The West Australian, Thursday 10 September 1925, pp. 13

Wool Wagon Pathway Interpretive Signage

DOCUMENT CONTROL

Date Created	June 1999
Date Modified	October 2016

OTHER IMAGES



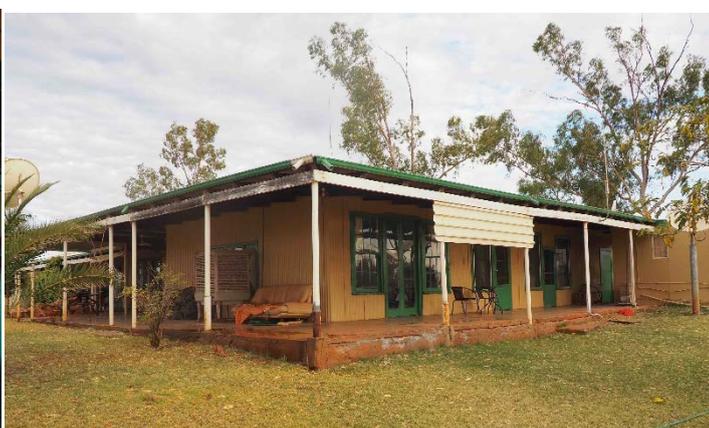
Front façade of Homestead 2016.



Close up of front façade of Homestead looking west, 2016.



Close up of front façade of Homestead looking east, 2016.
remnants
of the Rob Roy Hotel, 2016.



North-west corner of front façade of Homestead – this section purportedly contains remnants of the Rob Roy Hotel, 2016.



South-west corner of Homestead, 2016.



South-east corner of Homestead, 2016.



Kitchen within Homestead, 2016.



Dining room within Homestead, 2016.



Shearing Shed, 2016.



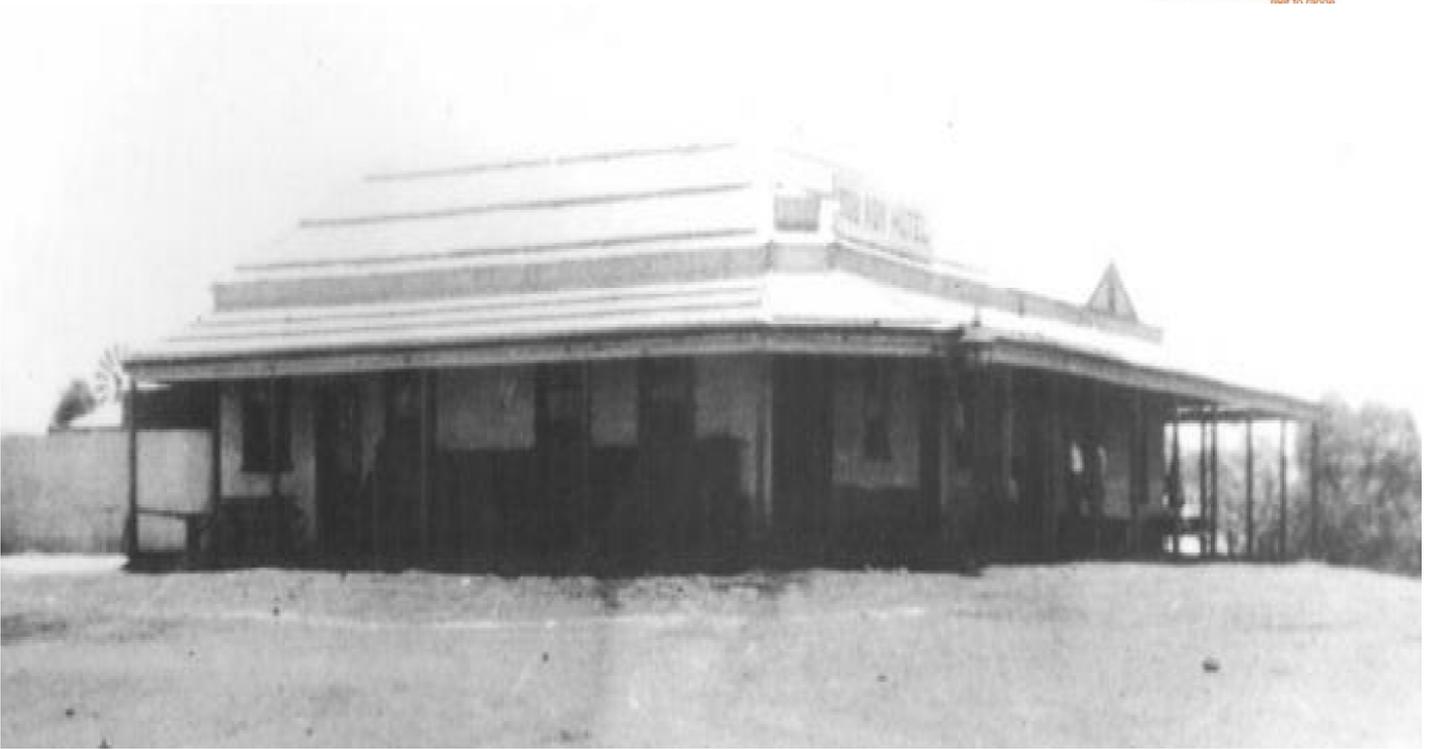
Shearing Shed, 2016.



Shearing Shed, 2016.



Inside view of Shearing Shed, 2016.



Rob Roy Hotel (date unknown pre 1925) portions of this building are thought to be located within the western end of the subject place.
Source: Nayton, G (2016) Old Onslow Townsite Conservation Plan

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

ONSLOW GOODS SHED



Onslow Goods Shed, 2016.

LOCATION

Address	52 Second Avenue, Onslow
Other Names	Onslow Visitor Centre, Beadon Point Goods Shed
HCWA Place Number	04638
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
R41929	937	P190235	LR3093/694	21°38'19.56"S 115° 6'51.56"E

PLACE DETAILS

Place Type	Individual Building or Group
Construction Date	1904, 1910
Architectural Style	North West Vernacular
Architectural Period	Federation (1890-1915)
Date Source	Old Onslow Townsite Conservation Plan
Construction Materials	Walls: Corrugated Iron Roof: Corrugated Iron

USE(S) OF PLACE

Original	TRANSPORT\COMMUNICATIONS	Rail: Other
Present	EDUCATIONAL	Museum
Other	-	

HISTORICAL NOTES

The town and port of Old Onslow was gazetted in 1885, but from the outset the town and port of Onslow experienced difficulties owing to the natural features of the site, exposure to cyclones and a dynamic coastline that created silting issues at the river mouth. Accordingly, in 1893 the Public Works Department prepared plans for extension of the landing, for a bond store and goods shed on the river bank, and for a tramway between the landing and the town in 1893.

Circa 1900-01, the Bond Store and Goods Shed were relocated from Lot 107 near the river landing *‘to a more convenient location beside the newly-built tramline on Anketell Street.’*

In 1903/4 this Bond Store and Goods Shed in Old Onslow burnt down. The Customs and Excise Landing Master, A. H. Beilby, requested the new Bond Store be located to enable interception of goods before arrival at the town via the tramline. However, it was more convenient for Clark’s store on Lot 155 if it were erected on the adjoining Lot 158, where there was a tinsmith’s building. Accordingly on 15 April 1904, Lot 158 was gazetted as Reserve 9145 for “Bonded Store”. Thomas H. Parsons was awarded the contract to erect the new Bonded Store and Goods Shed at a cost of £1069, which was completed that year to the same plan as that at Port Hedland.

The new structure was built on concrete piers with jarrah timber framing, galvanised iron cladding and roofing. The head of the tramline was adapted to run through the new Goods Shed under cover and a necessary new loop provided. To facilitate communication between the township and jetty, a telephone line with iron poles and galvanised wire was erected, which generally followed the course of the tramway. This was common practice with telephone lines constructed in association with railways in the State at this period. A separate office was added to the end of the building, along with a lookout tower, in 1910.

To address some of the difficulties associated with the port, another jetty was built at some distance from the town, on Beadon Point. With the new sea jetty, the old townsite of Onslow was now isolated for the movement of goods into, and out of the Ashburton district. As early as 1920 it became obvious that a new town would have to be located at Beadon Point, and the new Onslow townsite at Beadon Point was gazetted in January 1924. In 1925 the Goods Shed was transported by camel to the new settlement.

When reconstructed at Beadon Point the Goods Shed was extended. It was serviced by a new tramway but no longer functioned as a Bond Store. Further extensions to the building occurred in 1953 when the office size was doubled.

Cyclone damage during the 1960s led to a number of changes. The roof of the Goods Shed was completely remodeled and the western side was rebuilt and re-clad, albeit with the old corrugated iron. New sliding doors built from zincalume were installed. The shed was used to store goods brought to the port by the State Ships. They were transported from the jetty along Second Avenue to the Goods Shed.

Today (2016) the Goods Shed is vested in the Shire of Ashburton and operates as the Town’s Visitors Centre and Museum, which contains historic artefacts from the Onslow region. The collection is managed by community volunteers.

DESCRIPTION

Exterior: The Goods Shed is a rectangular structure approximately 32 metres by 13 metres in size. It comprises a jarrah frame, corrugated iron (vertically clad) building with a gable roof. Along the north-west end there is an office extension and to the south-east end there is a long rectangular extension. Built after 1994, the long extension (approximately 27 metres by 7 metres) covers a concrete platform previously used for the loading of goods for the tramway, or the unloading of goods which had been delivered by tram from the jetty. On this platform is a display of railway rolling stock including the 1928 petrol locomotive, which was part of the Onslow tramway system.

On the western elevation of the Goods Shed building there are three steel-framed doors, measuring three metres by four metres. All cladding on the Goods Shed and adjacent office is painted yellow, whilst the guttering, downpipes, exterior doorframes and office verandah posts are painted either Federation green or brown. The office component has a hipped roof, sash windows with mullions and a timber skillion verandah along the northern side.

To the north east of the Goods Shed is the rail yard. Located here are other items of rolling stock.

Interior: In the interior the jarrah framework is not painted, the ageing of the old original corrugated iron is obvious and the large timber doors which give the tramway access to the platform inside the shed exhibit remnants of old pale green paintwork. The original section of the office is lined with tongue and groove timber, whilst the 1953 section of the office is lined with asbestos.

Note: The interior description has been taken from the 1999 MHI as the Goods Shed was not open at the time of the 2016 inspections.

ARCHAEOLOGY NOTES

Given the site has been relocated there is limited archeological potential. It is possible, through further research however, that a wider understanding of the nature of earlier Twentieth Century Goods Sheds and Bond Stores could be obtained.

CONDITION	Good.
INTEGRITY	Medium. Although the place is now a Visitors Centre and Museum, its original intention as a Goods Shed complex remains apparent.
AUTHENTICITY	Medium to High. Whilst there is a great deal of authentic fabric existing there has been adaptive work over the years such as the remodeling of the roof and various additions.

ASSOCIATIONS

Name	Type	Year From	Year To
Public Works Department	Other Association	1893	-

HISTORIC THEMES

General	Specific
SOCIAL & CIVIC ACTIVITIES	Education & science
TRANSPORT & COMMUNICATIONS	Rail & light rail transport
TRANSPORT & COMMUNICATIONS	River & sea transport

STATEMENT OF SIGNIFICANCE

The Goods Shed, comprising a corrugated iron clad rectangular building (1904) and associated office, has cultural heritage significance for the following reasons:

the Goods Shed is a key historic structure in the Onslow townsite. Whilst utilitarian in form it contributes to the streetscape of Second Avenue, Onslow's main street;

the Goods Shed is also one of the few buildings brought from Old Onslow that has survived the harsh climatic conditions of the North West, as cyclones and floods have destroyed many of the structures from the pre-1925 period;

the Goods Shed and associated tramway were essential to the supply and export of goods for the Ashburton district and were a lifeline for the community. The Goods Shed therefore, is an important relic of this way of life and demonstrates a way of life no longer practiced;

the Goods Shed is valued by the community as a place with an educational role as a museum and as a place visited by tourists;

the building is a rare surviving example of the Goods Sheds, which were often the only buildings constructed in association with jetties of the North West.

INTERIOR	Significant
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 2: Considerable significance
Management Recommendation	Very important to the heritage of the locality. Inclusion on Heritage List. The place should be retained and conserved.

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Classified by the National Trust	Classified	8 July 1996
Local Government Heritage Inventory	Adopted	17 August 1999
State Register Assessment Program	Current	12 March 2004

SUPPORTING INFORMATION/BIBLIOGRAPHY

Nayton, G (2016) Old Onslow Townsite Conservation Plan National Trust Assessment Report (WA) 1994 Webb, A&M, (1983) Edge of Empire. Artlook Books

DOCUMENT CONTROL

Date Created	June 1999
Date Modified	October 2016

OTHER IMAGES



Northern end of Goods Shed showing attached office, 2016.



Close up of office, 2016.



Eastern elevation of Goods Shed, 2016.



Southern end of Goods Shed, 2016.

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

POST OFFICE (FMR) AND RESIDENCE



Post Office at No.21 Second Avenue, Onslow, 2016.

LOCATION

Address	19-21 Second Avenue, Onslow
Other Names	-
HCWA Place Number	15367
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
-	3 (HN 21)	P36284	2222-527	21°38'10.15"S 115° 6'43.47"E
-	4 (HN19)	P36284	2222-528	21°38'9.71"S 115° 6'43.02"E

PLACE DETAILS

Place Type	Individual Building or Group
Construction Date	c.1925
Architectural Style	North West Vernacular Bungalow
Architectural Period	Inter-war (1915-1940)
Date Source	1999 Shire of Ashburton Municipal Heritage Inventory
Construction Materials	Walls: Timber Roof: Corrugated Iron

USE(S) OF PLACE

Original	TRANSPORT\COMMUNICATIONS	Comms: Housing or Quarters
	TRANSPORT\COMMUNICATIONS	Comms: Post or Telegraph Office
Present	RESIDENTIAL	Single storey residence
Other	COMMERCIAL	Office or Administration Building

HISTORICAL NOTES

The town and port of Old Onslow was gazetted in 1885 with a stone and iron Post and Telegraph Office constructed nine years later in 1894 near the Merrow Street and Campbell Street intersection. As detailed in the Old Onslow Place Record, from the outset the town and port of Onslow experienced difficulties owing to the natural features of the site.

To address some of the difficulties associated with the port, another jetty was built at some distance from the town, on Beadon Point. With the new sea jetty, the old townsite of Onslow was now isolated for the movement of goods into, and out of the Ashburton district. As early as 1920 it became obvious that a new town would have to be located at Beadon Point. The new Onslow at Beadon Point was gazetted in January 1924. Timber and iron buildings were relocated from Old Onslow Townsite over an extended period (1924-27), including the Customs' Quarters and the Bond and Goods Shed.

The 2016 Old Onslow Conservation Plan reports much of the original fabric of the Post Office was relocated and used in the construction of the new Post Office in the new Onslow. This included roof and roof structures, windows and doors and iron verandah posts. In 1925, it was reported that Mr Barwick, of the Postal Department, came to town to supervise the transfer of the post office services from old Onslow to a temporary premises at Beadon. The old timber and iron Post Office Quarters were reported to be worth little and tenders were called for their removal.

The Onslow Post Office and residence were built circa 1925, by Public Works Department builders who carried out a two-year construction plan in the new town. Two police residences and the Post Office residence were all built from the same plans. The construction of living quarters in close proximity to the post office were important, particularly as the post master would monitor the telegram exchange both during and after normal trading hours.

In 1994 the post office services were moved to Postie's General Store. For a while the original Post Office was occupied by an Onslow Employment group and from 1997 the place was used for Onslow Salt Pty Ltd. In the early part of the Twenty-First Century the Post Office building was converted into a residence and in 2016 was placed on the market. The Post Office Quarters are still used as a residence.

Throughout their history, post offices have been much more than a place where letters would be dispatched and received. The post office played an important role in the local community as it was a site of social interaction and, for women in particular, the post office was a respectable workplace.

DESCRIPTION

Exterior: The former Post Office and residence are located on separated lots along the north-western side of the Second Avenue and Simpson Street intersection. The Post Office is located closest to the corner at No.21 Second Avenue in the shadow of a large communication tower. The residence is next door at No.19 Second Avenue. Both buildings are set back an equidistance of approximately four metres from Second Avenue. The Post Office has a new timber picket fence along its street facing boundaries with a landscaped street setback. The adjacent residence has no fence and no landscaping.

Both buildings are examples of the North West Vernacular Bungalow with their large simple roof planes, deep shady verandahs and unpretentious homely quality. The buildings are raised on stumps and have hipped

corrugated iron roofs with cyclone battening. The roof form of both buildings extends to provide coverage for the verandahs, which extend along the front and sides of the buildings. The verandah of the residence has been enclosed completely obscuring views to the façade behind.

The former Post Office is clad in timber weatherboard with a shiplap profile. Its verandah has a timber floor and is supported by the original posts from the Post Office previously located at Old Onslow. The Post Office has crossed balustrading reminiscent of the original design as seen in historical photos of the two buildings.

Interior: Not Assessed.

ARCHAEOLOGY NOTES

Further investigation required to ascertain the archaeological potential of the subject place.

CONDITION	Good
INTEGRITY	Medium to Low. The former Post Office no longer serves its original purpose, however the adjacent residence is still used as a residence.
AUTHENTICITY	Medium to Low. Further investigation is required with regard to the extent of original fabric. However, early imagery suggests that there has been significant restoration/adaptation to the former Post Office building with early vertical timber boards to the façade having been replaced with weatherboards in a shiplap profile; and post boxes on the front façade have also been removed.

ASSOCIATIONS

Name	Type	Year From	Year To
Public Works Department	Builder	1925	1925

HISTORIC THEMES

General	Specific
TRANSPORT & COMMUNICATIONS	Mail services
DEMOGRAPHIC SETTLEMENT & MOBILITY	Technology & technological change
OCCUPATIONS	Domestic activities
SOCIAL & CIVIC ACTIVITIES	Community services & utilities

STATEMENT OF SIGNIFICANCE

The former Post Office and Residence, single-storey timber and iron buildings, designed by the Public Works Department, have cultural heritage significance for the following reasons:

the place and its close proximity to the Beadon Bay Hotel, at the Simpson Street and Second Avenue intersection, forms an important cultural element in the historic townscape character of Onslow;

the buildings are good examples of a North West Vernacular Bungalow with their large simple roof planes, deep shady verandahs and unpretentious homely quality;

the former Post Office building contains remnants of the original old Onslow Post Office including roof and roof structures, windows and doors and iron verandah posts;

the place is one of the few early buildings, built soon after the relocation of the town to Beadon Point, that has survived the harsh climatic conditions of the North West, as cyclones and floods have destroyed many of the structures from the pre-1920s period;

the place provided a continuous postal service to the town and the surrounding pastoral district from 1925 to 1994, and is important to the local community as a place of social interaction and communication.

INTERIOR

Further Assessment Required

MANAGEMENT RECOMMENDATIONS

Management Category	Category 2: Considerable significance
Management Recommendation	Very important to the heritage of the locality. Inclusion on Heritage List. The place should be retained and conserved.

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Local Government Heritage Inventory	Adopted	17 August 1999

SUPPORTING INFORMATION/BIBLIOGRAPHY

Mrs Laura Shannon, long term Onslow Resident interviewed by Cathy Day (O'Brien Planning Consultants)
13 January 1999

Nayton, G (2016) Old Onslow Townsite Conservation Plan

Northern Times, Onslow News, Friday 31 July 1925, pp.2

Shire of Ashburton Notes

DOCUMENT CONTROL

Date Created	June 1999
Date Modified	October 2016

OTHER IMAGES



Old Onslow Post Office pre 1925. Source: State Library of Western Australia 4262B/9



New Onslow Post Office 1939. Source: State Library of Western Australia BA1289/134



Onslow Post Office c.1960. Source: State Library of Western Australia 140312PD



Post Office Residence at No.19 Second Avenue, Onslow, 2016.

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

RED HILL HOMESTEAD



Red Hill Homestead. Image Source: Shire of Ashburton 2012

LOCATION

Address	Red Hill Road, Cane
Other Names	-
HCWA Place Number	15375
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
				22°41'36.04"S 117°47'43.63"E

PLACE DETAILS

Place Type	Individual Building or Group
Construction Date	1880, c.1909
Architectural Style	Vernacular
Architectural Period	Victorian (1840-1890) and Federation (1890-1915)
Date Source	1999 Shire of Ashburton Municipal Heritage Inventory
Construction Materials	Walls: Timber and Stone Roof: Corrugated Iron

USE(S) OF PLACE

Original	FARMING\PASTORAL	Homestead
Present	FARMING\PASTORAL	Homestead
Other	-	

HISTORICAL NOTES

According to information from notes by the Shire of Ashburton, Red Hill Station was first leased by Dalgety's in the 1870s. In the 1880s the lease passed to Messrs Monger and Forrest. Red Hill Station was part of the De Grey-Mullewa stock route, which was gazetted in 1893. This enabled the stockmen a better route with good water supplies, to drive the stock safely overland. The Barrett-Lennard Brothers, John and Arthur, purchased Red Hill in 1902 for a good price as it was over run by dingoes. Dalgety and Co auctioned the property at the time, where they reported the property comprised 317,000 acres, 10,000 sheep, 3,000 lambs, 175 cattle, 63 horses, 1 spring cart, 4 windmills, 9 wells, a 2 room house with lean-to and a bush shearing shed and stockyard.

The stone section of the Red Hill homestead was constructed in the 1880s while the weatherboard section was built c 1909 when the station was under the management of the Barrett-Lennard. The station was sold to Tom McGuire and Stephen Tonkin in 1919. In the 1918-1919 Ashburton Road Board ratebook, Red Hill station was noted as one of the ten largest properties in the district, with an area of 429,131 acres.

McGuire was very involved in local affairs at Onslow. He was also involved in an official party of people looking for a new town site in 1920. In 1934 while in Perth, he was part of a deputation of North West pastoralists who sought help from the government after the devastating cyclone of the same year. This cyclone destroyed much of Onslow including a large part of the jetty and telephone lines that were important part of communication for the isolated stations like Red Hill.

In 1949 Red Hill Station was taken over by Ted Crawford. In the 1980s Ted Crawford was living in Onslow. He contributed to part of Chapter 17 'Remembrances of Times Past' in Edge Of Empire by M&A Webb. In 1981 the Corker family purchased Red Hill Station who transitioned the station to run cattle only, with the last sheep being handled c1983.

DESCRIPTION

Exterior: A site visit was not undertaken as part of the 2016 Local Government Heritage Inventory Review. Accordingly, these notes have been obtained from the original 1999 Municipal Heritage Inventory:

“Red Hill is a substantial homestead built from timber and stone. The half-gabled hipped roof is corrugated iron. The house is encompassed by wide shady verandahs under a broken backed roof (part of the verandah has been enclosed). The verandah floors are concrete and the substantial verandah posts are timber. The walls of the old kitchen are coarse stone blocks with rough cement tuck pointing however, the majority of the construction has been completed in timber. The numerous large windows are also timber. Lawns and a number of shady trees surround the house.”

Interior: Unable to assess.

ARCHAEOLOGY NOTES

Unable to assess.

CONDITION	Unable to assess.
INTEGRITY	Unable to assess.
AUTHENTICITY	Unable to assess.

ASSOCIATIONS

Name	Type	Year From	Year To

HISTORIC THEMES

General	Specific
OCCUPATIONS	Grazing, pastoralism & dairying
PEOPLE	Early Settlers

STATEMENT OF SIGNIFICANCE

A site visit was not undertaken as part of the 2016 Local Government Heritage Inventory Review. Accordingly, these notes have been obtained from the original 1999 Municipal Heritage Inventory:

“Red Hill Station has aesthetic, historic and representative cultural heritage significance. The station has a long history in the development of pastoral properties in the Ashburton region. It has strong associations with people who were influential in grazing and in local government decisions such as the siting of the new Onslow township in the early 1920s. As one of the largest properties in the early twentieth century Red Hill is a good representative of other pastoral stations in the North West.”

INTERIOR	Not Assessed
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 2: Considerable significance
Management Recommendation	<p>Very important to the heritage of the locality.</p> <p>Inclusion on Heritage List.</p> <p>The place should be retained and conserved.</p> <p>NOTE: Where a site inspection was not able to be undertaken as part of the 2016 review, the management category remains as per the original 1999 Shire of Ashburton Municipal Heritage Inventory.</p>

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Local Government Heritage Inventory	Adopted	17 August 1999

SUPPORTING INFORMATION/BIBLIOGRAPHY

Webb M&A (1983) Edge of Empire, Artlook Publishers
 Shire of Ashburton Notes
 Short interview with L Corker by Cathy Day (OBPC) 28 January 1999
 Western Mail, Red Hill Station, Saturday 12 July 1902, pp. 36

DOCUMENT CONTROL

Date Created	June 1999
Date Modified	-

OTHER IMAGES



Red Hill Homestead. Source: Shire of Ashburton 2012

Red Hill Homestead. Source: Shire of Ashburton 2012

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

ST NICHOLAS CHURCH



St Nicholas Church, October 2016.

LOCATION

Address	19 Third Avenue, Onslow
Other Names	-
HCWA Place Number	15392
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
19347	264	P144116	LR3137-130	21°38'12.58"S 115° 6'39.41"E

PLACE DETAILS

Place Type	Individual Building or Group
Construction Date	1927
Architectural Style	Federation Carpenter Gothic
Architectural Period	Inter-War (c.1915 - c.1940)
Date Source	Western Mail, Thursday 24 March 1927
Construction Materials	Walls: Timber Roof: Corrugated Iron

USE(S) OF PLACE

Original	RELIGIOUS	Church, Cathedral or Chapel
Present	RELIGIOUS	Church, Cathedral or Chapel
Other	-	

HISTORICAL NOTES

The first St Nicholas Church in Ashburton was constructed in 1904 in Old Onslow. In 1909 the building was destroyed by a cyclone, which also caused extensive damage at Old Onslow. The Church building had served as the venue for fortnightly socials and dances as well as the annual Race Ball and these important social events were then held in private homes where they also contributed to raise funds for the church, whose demise was sorely felt.

The worshippers from this year held their church services in private homes until the Mechanics Institute Hall was opened in 1912. A replacement church was not constructed until 18 years later, when a church was built at Onslow.

When Onslow was relocated to the new town site at Beadon Point, a building fund committee continued to raise funds for constructing a new Church. Comprising of six active women, the committee raised over £600 in two years towards the building costs. Many fundraising events were held to raise money for the church including a cabaret at Minderoo Station in September 1925, where 100 people from the district attended and raised over £200.

After some correspondence about the siting of the church and many discussions about the land allocated, the construction of the new church commenced in January 1927. The builder was Mr Jack Collins. Archdeacon Simpson celebrated the first service in the new Church on Sunday 20 March 1927, before a very large congregation. An article in the Western Mail, dated Thursday 24 March 1927, reported that *'the church building is an imposing edifice, built on correct ecclesiastical lines and is an ornament to the town.'*

Also dedicated to St Nicholas, as per the original Church in Old Onslow, it was strong enough to survive a number of cyclones. Particularly notable, was the occasion when the church stayed intact during the 1934 cyclone when a number of other substantial buildings were destroyed. After the storm passed, St Nicholas was described as *'leaning slightly'*.

DESCRIPTION

Exterior: St Nicholas Church is located on the corner of the Third Avenue and Simpson Street intersection on a 989 square metre block. Settled amongst a group of gum trees, a post and rail steel fence encloses the property with decorative gates across the path.

The church is an example of the Federation Carpenter Gothic style, albeit being built in the Inter-war period and its design adapted to cope with the intense weather conditions of the North West. The Carpenter Gothic style emerged when timber was the main available building material or where transport was a consideration. Broad characteristics of this style include box like form externally, steep gable iron roof forms, timber weatherboard cladding and unpretentious delicacy all of which are evident in the subject place.

The weatherboard church has a steeply pitched corrugated iron gable roof, with cyclone battens, and is raised on concrete blocks. Along the rear elevation there is a lower protrusion with a separate gable roof, which houses the sanctuary. The most distinctive feature of the church is its commodious verandah, which forms a continuation of the main roof and surrounds the front and two side elevations of the building. The verandah has timber floors and is supported by square timber posts joined by a timber balustrade. In 2016, significant

termite damage required the replacement of the verandah floor and balustrade, with recycle jarrah used to replace damaged timbers. A universal access ramp was included to make the building more accessible.

The main entry is through a double four-panel wooden door, with glass panels in the top two panels. The main entry doors are located under a small gable, which emulates the pitch of the main gabled roof. Along the Simpson Street elevation there are four similar sets of timber and glass double doors, with two similar sets of doors along the other side elevation of the church. The rear portion of the north-western verandah is enclosed forming a small private space. Externally, iron roofing and painted weatherboards have a yellow patina.

Interior: The church is a rectangular plan with a sanctuary projecting from the rear elevation and a small private area projects to the north-western side. The church has timber board floors and has walls lined with timber boards. The lower half of the walls have vertical timber boards to shoulder height with horizontal boards above in a shiplap profile. There are no formal pews rather single timber chairs have been placed either side of a central aisle. The ceiling follows the rake of the gable roof creating a lofty space and is lined with timber.

ARCHAEOLOGY NOTES

The place is raised on raised on concrete blocks and would have involved minimal ground disturbance when constructed; and it is understood that no bodies were buried here. There is limited evidence of other structures on the site of the church and therefore the site has limited archaeological potential.

CONDITION	Moderate. It is understood conservation works are planned which will improve the condition of the building.
INTEGRITY	High. The church continues to be used for the original purpose for which it was designed.
AUTHENTICITY	High. The church appears to have retained almost all of its original fabric although the verandah along the portion of Simpson Street and portions of balustrade are no longer extant.

ASSOCIATIONS

Name	Type	Year From	Year To
Jack Collins	Builder (Carpenter)	1927	1927

HISTORIC THEMES

General	Specific
SOCIAL & CIVIC ACTIVITIES	Religion
DEMOGRAPHIC SETTLEMENT & MOBILITY	Settlements

STATEMENT OF SIGNIFICANCE

St Nicholas Church, a timber clad building with a corrugated iron roof settled amongst a group of gum trees, has cultural heritage significance for the following reasons:

the church is a good example of the Carpenter Gothic style, which has been adapted, particularly through the incorporation of the commodious verandah, to cope with the intense weather conditions of the North West;

the church is a local landmark on Third Avenue and Simpson Street due to its identifiable ecclesiastical style, its picturesque presence amongst mature trees and prominent presence on a corner location;

the church fulfills an important role in the religious activities of the community and specifically to members of the Anglican Church;

the church represents the role of settlers to the new Onslow townsite for their initiative to raise funds for the construction of a place for worship, demonstrating the true spirit of the community;

the church is also one of the few early buildings, built soon after the relocation of the town to Beadon Point, that has survived the harsh climatic conditions of the North West, as cyclones and floods have destroyed many of the structures from the pre-1920s period.

INTERIOR	Significant
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 2: Considerable significance
Management Recommendation	Very important to the heritage of the locality. Inclusion on Heritage List. The place should be retained and conserved.

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Local Government Heritage Inventory	Adopted	17 August 1999

SUPPORTING INFORMATION/BIBLIOGRAPHY

Nayton, G (2016) Old Onslow Townsite Conservation Plan
Northern Times, Onslow News, Friday 25 September 1925, pp.4
Northern Times, Onslow News, Friday 7 January 1927, pp.2
Webb M & A, 1983, Edge of Empire Artlook Publishers
Western Mail, North West News, Thursday 24 March 1927, pp. 34
R. Apperly, R. Irving, and P. Reynold (1989) A Pictorial Guide to Identifying Australian Architecture

DOCUMENT CONTROL

Date Created	June 1999
Date Modified	October 2016

OTHER IMAGES



Left image: St Nicholas Church, Onslow, 1965. Source: State Library of Western Australia 275025PD
Right image: St Nicholas Church, Onslow, 2016.

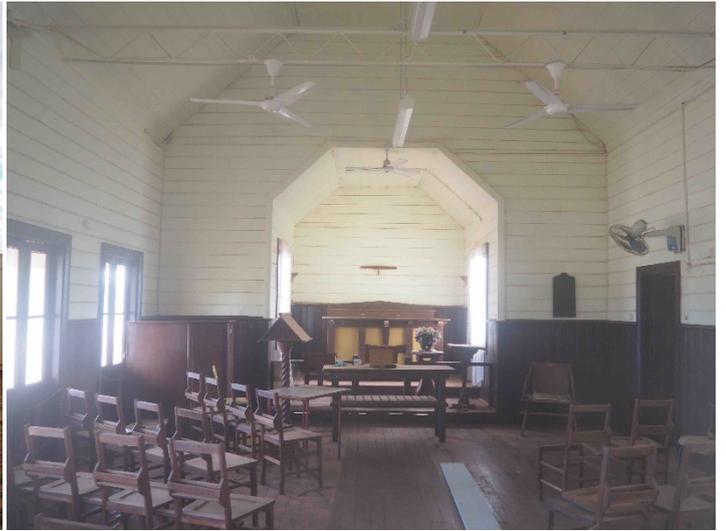


Simpson Street elevation of church, 2016.

Side and rear elevations of church, 2016.



Side (north-west) elevation of church, 2016.



Interior of church, 2016.

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

TOM PRICE COMMUNITY CENTRE



Tom Price Community Centre, 2016.

LOCATION

Address	315 Central Road, corner Tamarind Street, Tom Price
Other Names	-
HCWA Place Number	15393
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
R42327	315	P42327	LR3025-945	22°41'38.46"S 117°47'40.56"E

PLACE DETAILS

Place Type	Individual Building or Group
Construction Date	1968
Architectural Style	North West Vernacular
Architectural Period	Late Twentieth Century Period (1960-)
Date Source	1998 Shire of Ashburton Municipal Heritage Inventory
Construction Materials	Walls: Brick Roof: Corrugated Iron

USE(S) OF PLACE

Original	SOCIAL\RECREATIONAL	Other Community Hall\Centre
Present	SOCIAL\RECREATIONAL	Other Community Hall\Centre
Other	EDUCATIONAL	Library

HISTORICAL NOTES

Tom Price is an iron mining town in the Pilbara region, 1458 km north north east of Perth and 89 km north of Paraburdoo. Following the discovery and development of the iron mining industry in this area in the 1960s, a private townsite named Tom Price was established by Rio Tinto Southern Pty Ltd. It was officially named Tom Price Townsite in 1967, but was not a gazetted townsite until 1985. The townsite derives its name from Mount Tom Price, a mountain in the Hamersley Range named in 1962 in honour of Thomas Moore Price, the former vice-president of Kaiser Steel.

Tom Price was built in three major stages, each following decisions to increase the production tonnages from the mine. The original central area homes were built between 1966 and 1967, followed by homes in the southern, eastern and western areas in 1968, with those homes in the northern area built in 1969.

The Community Centre, built in 1968, was the original and only meeting place for the early residents of Tom Price. It was important as a central meeting place to promote community spirit in a fledgling town; it also hosted a variety of events including bingo, darts, balls and pantomimes. Originally it housed a meeting room, kitchen, library, billiards room, recreation clubs, the 'Little Theatre' group, and the Boy's Brigade.

In November 1974 a fire destroyed much of the building with the kitchen and meeting room reportedly the only spaces left intact. Repair works were extensive and were complete the late the following year by A.V. Jennings.

In 2010, the place underwent a major refurbishment which included replacement of the roof, new flooring in the main hall and improved kitchen facilities. Funding was provided as part of the Regional and Local Community Infrastructure Program (RLCIP); specifically \$200,000 went to the \$420,000 Community Centre and Library project. In 2012, area between the building and Central Road underwent an upgrade as part of the Royalties for Regions Scheme where shade structures, beautification works and landscaping were undertaken to provide increased amenity and to provide a better link to the shopping arcade along the opposite side of Central Road.

Today (2019) the community centre houses the Library, Shire of Ashburton Community Development Services, the Visitors Centre and community hall, which caters for events, concerts, weddings, and meetings.

DESCRIPTION

Exterior: The Community Centre is prominently located on the south-west corner of the Tamarind Street and Central Road intersection. To the north is a large car parking area; to the west a basketball court and to the south the Doug Talbot Memorial Park.

The front of the single storey building houses the Library, Visitors Centre. Rectangular in shape, the brick building also has a flat, corrugated iron roof. It also features wide, steel-framed, shady verandahs.

Interior: Not Assessed.

ARCHAEOLOGY NOTES

Limited.

CONDITION	Good
INTEGRITY	High. The place continues to provide community services as per its original function.
AUTHENTICITY	Medium. Whilst the overall form appears largely the same the fenestration detail has been altered (presumably as a result of the 1970s fire) and the central breezeway between the east and west wings has been enclosed.

ASSOCIATIONS

Name	Type	Year From	Year To
-			

HISTORIC THEMES

General	Specific
SOCIAL & CIVIC ACTIVITIES	Community services & utilities
SOCIAL & CIVIC ACTIVITIES	Sport, recreation & entertainment
DEMOGRAPHIC SETTLEMENT & MOBILITY	Settlements
OCCUPATIONS	Mining [incl. mineral processing]

STATEMENT OF SIGNIFICANCE

The Tom Price Community Centre, a brick and metal single storey building, has cultural heritage significance for the following reasons:

as one of the early public buildings in Tom Price the centre adds to the townscape and represents the way of life in a North West mining town in the late 1960s;

as the only meeting place for the early residents and its continued life as a library and community hall, the centre has provided an important social service for the local community since 1968.

INTERIOR	Further Assessment Required
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 2: Considerable significance.
Management Recommendation	Very important to the heritage of the locality. Inclusion on Heritage List. The place should be retained and conserved.

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Local Government Heritage Inventory	Adopted	17 August 1999

SUPPORTING INFORMATION/BIBLIOGRAPHY

Shire of Ashburton Notes.

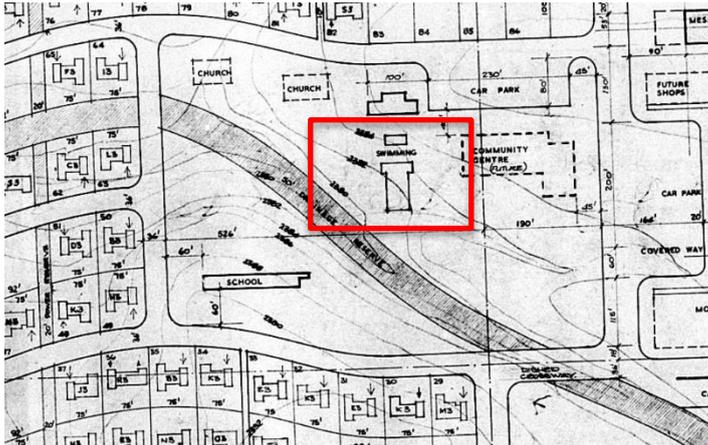
Hamersley News, Two Centres Suffer, Thursday 5 December 1974, pp. 4.

Hamersley Iron, (n.d) This is Tom Price booklet, held at the Tom Price Library.

DOCUMENT CONTROL

Date Created	June 1999
Date Modified	October 2016

OTHER IMAGES



Left image: Site plan of Tom Price showing subject building (highlighted red) in 1966. Source State Records Office
 Right image: Tom Price Community Centre 1968. Source: State Library of Western Australia 267280PD



Tom Price Community Centre Tamarind Street, elevation, 2016.



Tom Price Community Centre Tamarind Street, elevation, 2016.

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

TOM PRICE PRE PRIMARY CENTRE



Tom Price Primary School Pre Primary Centre, 2016.

LOCATION

Address	1 Creek Road, corner Tamarind Street, Tom Price
Other Names	Central Pre-Primary, Australian Inland Mission, Anglican Church, Pre-Primary Centre: Wombats
HCWA Place Number	15374
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
R46972	351	P29715	LR3126-392	22°41'37.14"S 117°47'34.51"E

PLACE DETAILS

Place Type	Individual Building or Group
Construction Date	Circa 1966
Architectural Style	Other
Architectural Period	Late Twentieth Century Period (1960-)
Date Source	Site plan held at the State Records Office
Construction Materials	Walls: Brick Roof: Corrugated Iron (rib panel)

USE(S) OF PLACE

Original	RELIGIOUS	Church, Cathedral or Chapel
Present	EDUCATIONAL	Pre-primary Centre
Other	EDUCATIONAL	Other

HISTORICAL NOTES

The Tom Price Primary School Pre-Primary Centre is located in a building that was once used as a church, kindergarten and playgroup, called the 'Tom Price Church Centre and Day Kindergarten'. A proposed site plan from 1966 shows the building, marked as a 'church'. The Anglican Methodist Church and Presbyterian Church jointly owned the church. The Australian Inland Mission established a Kindergarten here on 2 August 1968. The Australian Presbyterian Mission, formerly known as the Australian Inland Mission (AIM), was established in 1912, and helped people in remote areas to build sustainable communities despite the hardships of outback life.

A visitor's book, which is stored at the pre-primary records the first visitors as Freddie McKay and his wife Margaret. Reverend Dr Fred McKay was appointed Superintendent of the AIM in 1951 and served four years in Tom Price between 1969 and 1972. Where his old boss, the Rev John Flynn, is best known for founding the Royal Flying Doctor Service, Rev Dr Fred McKay continued and extended this work to provide a 'Mantle of Caring'. This involved the development of hospitals and medical services, hostels for school children, bush mothers, the Far North Children's Health Scheme, and the planning and development of complete community infrastructure for new mining towns such as Karratha, Tom Price and others in the Pilbara.

The visitor's book was used until 1971 when the last visitors were recorded. In 1974/75 the Bishop of the North West, Howell Witt visited the kindergarten. Bishop Witt christened a number of children in a ceremony that was quite a notable occasion. The playgroup for three and four year olds was held on a Friday. This was organised by Mary Skidmore during the 1970's.

In 1999, the pre-primary unit was called Wombats and catered for 27 students in a four-day programme. Mila Sirr ran the unit with the help of a full time aide. Mila, who lived in Tom Price for 19 years, started as the aide at the pre-primary circa 1988 and became the teacher in 1993. As at 2016, the place is no longer referred as the pre-primary centre: Wombats still continues to operate as a pre-primary centre for the Tom Price School.

DESCRIPTION

Exterior: The Tom Price Pre-Primary Centre is located along the south-east corner of the Creek Road and Tamarind Street intersection in Tom Price. It is located to the north of the Tom Price Primary School and separated from the school by a long creek that runs through the centre of the campus. Dry for the vast portion of the year, it occasionally flows during the summer months when large quantities of rain fall in the area. The building surrounded by lawn and a number of a large trees, including a large eucalypt in the front set back.

The building is a single storey rectangular brick building with a shallow pitched roof. The most notable feature of the building is the large number of aluminium-framed floor to ceiling windows along the front and rear elevations. The Wattle Street (western) end of the building has a centrally located vertical strip of floor to ceiling stained glass windows.

The building was originally unpainted, with pale cream/grey bricks. However, since 1998 the building has been painted red.

Interior: Not assessed.

ARCHAEOLOGY NOTES

Limited.

CONDITION	Good
INTEGRITY	High. Whilst the nature of the use has changed (it no longer holds church activities), the continued community use has been retained.
AUTHENTICITY	High. Despite changes to the colour scheme and some modification, the overall external form and detail remains largely as original.

ASSOCIATIONS

Name	Type	Year From	Year To
Australian Inland Mission	Builder	1968	-

HISTORIC THEMES

General	Specific
SOCIAL & CIVIC ACTIVITIES	Religion
SOCIAL & CIVIC ACTIVITIES	Education & science

STATEMENT OF SIGNIFICANCE

<p>The Tom Price Pre-Primary Centre, a single storey rectangular brick and metal building surrounded by mature trees, has cultural heritage significance for the following reasons:</p> <p><i>the place is a representative example of a Late Twentieth Century modest church building constructed in a remote location, characterised by its simplified form enlivened by the symbolic use of natural lighting;</i></p> <p><i>the place has a close association with the expansion of the activities of the Australian Inland Mission in the mid part of the twentieth century, particularly Rev Dr Fred McKay. The Rev Dr McKay and the Australian Inland Mission played an important role in the provision of hospitals, medical services and community services to improve the wellbeing of people in the outback;</i></p> <p><i>the building was built circa 1966, as part of the first phase of the development of Tom Price to cater for the spiritual needs of the community and to care for the children whose parents work at or were somehow associated with the nearby iron ore mines.</i></p>		
<table border="1"> <tr> <td>INTERIOR</td> <td>Further Assessment Required</td> </tr> </table>	INTERIOR	Further Assessment Required
INTERIOR	Further Assessment Required	

MANAGEMENT RECOMMENDATIONS

Management Category	Category 2: Considerable significance.
Management Recommendation	Very important to the heritage of the locality. Inclusion on Heritage List. The place should be retained and conserved.

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Local Government Heritage Inventory	Adopted	17 August 1999

SUPPORTING INFORMATION/BIBLIOGRAPHY

Interviewed by Cathy Day (OBPC) on 3 February 1999.

Oral Information given by Mila Sirr (Wombat Pre-Primary teacher) and Gary Quinn (Principal of Tom Price Primary School).

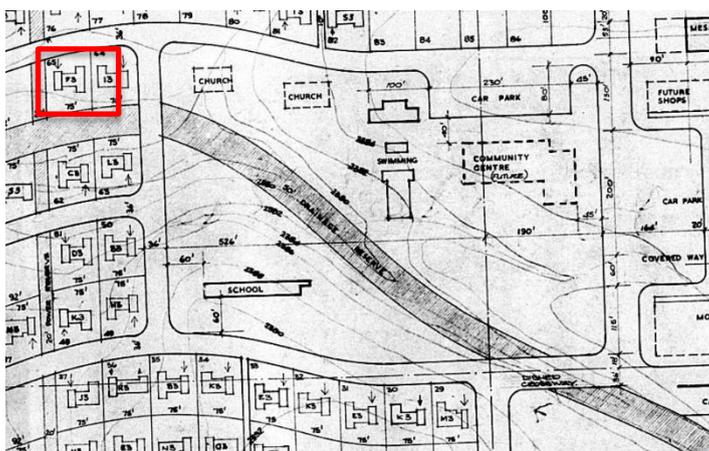
St Philip's College Newsletter, 27 April 2012

Westcott, H, 100 Faith Building Messages.

DOCUMENT CONTROL

Date Created	June 1999
Date Modified	October 2016

OTHER IMAGES



Left image: Site plan of Tom Price showing subject building (highlighted red) in 1966. Source State Records Office

Right image: Subject place circa 1970 when it was the Tom Price Church Centre and Day Kindergarten. Source: State Library of Western Australia 140811PD



Western (side) and southern (rear) elevations, 2016.



Eastern (side) elevations 2016.



Close up of front façade, 2016.

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

TOM PRICE PRIMARY SCHOOL



Tom Price Primary School, 2016.

LOCATION

Address	5 Creek Road, corner Wattle Street, Tom Price
Other Names	-
HCWA Place Number	15394
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
R46972	350	P29715	LR3125-499	22°41'40.54"S 117°47'35.28"E

PLACE DETAILS

Place Type	Individual Building or Group
Construction Date	1966
Architectural Style	North West Vernacular
Architectural Period	Late Twentieth Century Period (1960-)
Date Source	Building Construction Plans
Construction Materials	Walls: Concrete Block, glass and steel Roof: Corrugated iron

USE(S) OF PLACE

Original	EDUCATIONAL	Primary School
Present	EDUCATIONAL	Primary School
Other	-	

HISTORICAL NOTES

Tom Price is an iron mining town in the Pilbara region, 1458 km north north east of Perth and 89 km north of Paraburdoo. Following the discovery and development of the iron mining industry in this area in the 1960s, a private townsite named Tom Price was established by Rio Tinto Southern Pty Ltd. It was officially named Tom Price Townsite in 1967, but was not a gazetted townsite until 1985. The townsite derives its name from Mount Tom Price, a mountain in the Hamersley Range named in 1962 in honour of Thomas Moore Price, the former vice-president of Kaiser Steel.

Tom Price was built in three major stages, each following decisions to increase the production tonnages from the mine. The original central area homes were built between 1966 and 1967, followed by homes in the southern, eastern and western areas in 1968, with those homes in the northern area built in 1969.

Construction on the Tom Price Primary School, along Wattle Street, started in 1966, as part of the first phase of the development of central Tom Price. It was designed by Central-Engineering Services Pty Limited, Melbourne. Opened in 1967 it had an enrolment of 42 students and a staff of two. A period of rapid growth followed and by July of that year 85 students were enrolled.

The school was built in phases with the wing closest to Wattle Street built first. Originally, this wing was almost half its current size and was extended in 1968 when the other wing was built. The 1966 wing was built from oiled horizontal boarding, aluminum glass windows and 'vee-nib' cladding. The structure comprised an undercroft which was partially enclosed to accommodate ablutions. The first floor comprised three classrooms, a store and a staffroom. In 1968, the extension and new wing were built following the same architectural language and materiality as the original. The 1968 extension was designed by Godfrey & Spower, Hughes, Mewton and Lobb Architects.

In 1971 another school site was established (the present high school) as the school population had risen to 670 students across 19 classes. In 1978 North Tom Price Primary School was opened. At this stage both primary schools enrolled children from pre-primary to year five while the older children attended the District High School. In 1981 year six students were retained in the primary schools. In 1987 the District High School was given Senior High School status and the primary schools retained the year seven students.

Today (2016) the buildings have been adapted to meet contemporary needs. Such changes include the enclosure of the undercroft and the construction of other school buildings. However, all classrooms remain located on the second story of the original buildings, to allow for the circulation of cooling breezes. All rooms are air-conditioned to help students cope with the extreme temperatures experienced in this area.

The school is one of two Primary Schools servicing the educational needs of children from kindergarten to year six. The enrolment of students at Tom Price Primary School is directly influenced by the mining industry as Rio Tinto is the major employer within the town, thus the majority of our students have at least one parent who is employed by Rio Tinto. Other employers include the State Government: teachers, nurses, police; Local Government; Shire Aboriginal Corporations: Gumala, IBN, Eastern Gurama; contractors, postal service, local business: supermarket, bank, chemist, hotel, restaurants and cafes.

DESCRIPTION

The Tom Price Primary School is located to the north of Wattle Street, in the southern area of Tom Price. The school is set on a large site with lawn and mature trees in various locations. A unique feature of the school is

the large creek that runs through the centre of the campus. Dry for the vast portion of the year, it occasionally flows during the summer months when large quantities of rain fall in the area. A bridge spans the creek to ensure the safe crossing during rainfalls.

The original school buildings are located along the south-west corner of the school site. The two storey structures sit parallel to each other and are connected at the first floor level, along the eastern side, by a walkway.

The buildings have been adapted since constructed with the most notable addition being the enclosure of the undercroft spaces with concrete blocks. The roof is almost flat and constructed from corrugated iron. Large aluminium windows and metal cladding feature along the first floor of the southern elevations. Along the northern elevation there are large aluminium windows and a first floor verandah with louvered shutters.

Interior: Not assessed.

ARCHAEOLOGY NOTES

Limited.

CONDITION	Good
INTEGRITY	High. The place continues to serve its original function.
AUTHENTICITY	Moderate. The School has continued to evolve through time with a series of cumulative changes including the adaption of the original buildings, which distort an understanding of their original form and detailing.

ASSOCIATIONS

Name	Type	Year From	Year To
Central-Engineering Services Pty Limited, Melbourne	Architect	1966	1966
Godfrey & Spower, Hughes, Mewton and Lobb Architects.	Architect	1968	1968

HISTORIC THEMES

General	Specific
SOCIAL & CIVIC ACTIVITIES	Education & science

STATEMENT OF SIGNIFICANCE

Tom Price Primary School has cultural heritage significance for the following reasons:

the place is a competent and representative example of the school design work typical of the North West where the classrooms are located on the second story, to allow for the circulation of cooling breezes;

the school has social value to the teachers, students and individuals who have either worked at, attended or have associations with the school from the time of its opening in 1966 up to the present;

the school was established from 1966, as part of the first phase of the development of Tom Price to cater for the children whose parents work at, or were somehow associated with, the nearby iron ore mines. The mines continue to directly influenced the school's enrolments.

INTERIOR	Further Assessment Required
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 2: Considerable significance.
Management Recommendation	Very important to the heritage of the locality. Inclusion on Heritage List. The place should be retained and conserved.

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Local Government Heritage Inventory	Adopted	17 August 1999

SUPPORTING INFORMATION/BIBLIOGRAPHY

Building Construction Plans.

Parents Information Booklet, updated every year. This information was provided by Principal Gary Quinn, in 1999.

Tom Price Primary School Annual Report 2015 and website.

DOCUMENT CONTROL

Date Created	June 1999
Date Modified	October 2016

OTHER IMAGES



Left image: First wing of Tom Price Primary School 1966. Source: State Library of Western Australia 268,483PD

Right image: Tom Price Primary School 1966 after extension and construction of new wing. Source: State Library of Western Australia 267,284PD



Tom Price Primary School as viewed from Wattle Street, 2016.



Tom Price Primary School as viewed from Wattle Street, 2016.



Tom Price Primary School as viewed from Creek Road, 2016 .



Tom Price Primary School as viewed from Wattle Street, 2016.

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

WYLOO HOMESTEAD



Image Source: Shire of Ashburton 2012

LOCATION

Address	Kooline Wyloo Road, Nanutarra
Other Names	Peake Homestead
HCWA Place Number	15396
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
				22°41'25"S 116°14'0"E

PLACE DETAILS

Place Type	Individual Building or Group
Construction Date	c.1890
Architectural Style	Victorian Georgian
Architectural Period	Federation (1890-1915)
Date Source	1999 Shire of Ashburton Municipal Heritage Inventory
Construction Materials	Walls: Corrugated Iron Roof: Corrugated Iron

USE(S) OF PLACE

Original	FARMING\PASTORAL	Homestead
Present	FARMING\PASTORAL	Homestead
Other	-	

HISTORICAL NOTES

Wyloo, originally known as Peake Station, was pioneered by J and M McGrath who arrived in the region in 1885 and took over one of Alexander Forrest's shepherding runs. The property was still in McGrath ownership in 1910 and was later inherited by Michael McGrath who continued to operate the station, along with stations Koordarrie and Mount Amy. Teams of horses, donkeys or camels transported the wool clip from Peake Station until the drought in 1914.

The Wyloo Pastoral Company was established in 1927 and was registered with £10,000 of capital. The same year, Elder, Smith and Co sold Peake Station to the Wyloo Pastoral Company. The following year, the Wyloo Pastoral Company combined the Peake and Hardey Junction Station and named them Wyloo, after the Wyloo Pool (an Aboriginal word meaning 'lots of snakes'). The amalgamation was put in place by pastoralists Robert Mervyn Forrest, John Forrest and Ray Cruikshank. The same year George Monger, of Hardey Junction Station, was appointed the sole manager of Wyloo Station.

During the 1930s Wyloo was part of an experiment to rotate Ashburton Road Board meetings between Onslow and the homesteads, owing to the difficulties some station owners had getting to the meetings. This, however, failed and the Board meetings continued to be held at Onslow.

In 1946 Wyloo was put up for auction by the Wyloo Pastoral Company. An advertisement in the Adelaide Advertiser dated Saturday 23 November 1946 set out the particulars of the station highlighting that it included a stone bungalow (sewered), usual men's quarters, two shearing sheds, station buildings and drafting yards. It also comprised 550,000 acres of fenced sheep country and 234, 000 acres of cattle country.

The station was totally converted to cattle just prior to 1962/63. Isolation from town (Wyloo is 180km from Onslow) was partially overcome by air travel as Wyloo Station has its own airstrip.

The Pensini family owned and managed the Wyloo Station between 1976 and 2001. When it was sold a portion was excised and made an individual pastoral lease, known as Cheela Plains.

DESCRIPTION

Exterior: A site visit was not undertaken as part of the 2016 Local Government Heritage Inventory Review. Accordingly, these notes have been obtained from the original 1999 Municipal Heritage Inventory.

"The original dwelling of the Wyloo Homestead still exists and is set at the foot of Mount McGrath, 20 metres to the north west of the main dwelling as it is today (1999). Originally built by the founder of the station, the old house, which is symmetrically designed, is a basic two bedroom building with a verandah set all the way around. The floors of the verandah are paved with large flagstones, using local stone. It has rendered walls and a hipped corrugated iron roof. The dwelling is in good condition with a new roof and verandah posts.

The main house is built on a much larger scale. Again it takes the form of a rectangle with a symmetrical facade and verandahs all the way around the building. The walls are coarsely rendered mud and stone with a corrugated iron hipped roof (that has also been recently replaced). The windows are wooden framed casement windows with substantial concrete rendered sills and surrounds. Additions have been made at both ends of the house. The original building had two bedrooms and a

large dining room. The kitchen has never been incorporated into the main body of the house. The internal floors of the homestead were rammed earth until tile 1930s. At that time the wooden floorboards were installed."

Interior: See above.

ARCHAEOLOGY NOTES

Unable to assess.

CONDITION	Unable to assess.
INTEGRITY	Unable to assess.
AUTHENTICITY	Unable to assess.

ASSOCIATIONS

Name	Type	Year From	Year To
J and M Grath	Original Owner	1888	c.1910
J and RM Forrest and R Cruikshank	Previous Owner	1928	-

HISTORIC THEMES

General	Specific
OCCUPATIONS	Grazing, pastoralism & dairying
PEOPLE	Early Settlers

STATEMENT OF SIGNIFICANCE

A site visit was not undertaken as part of the 2016 Local Government Heritage Inventory Review. Accordingly, the following Statement of Significance has been obtained from the original 1999 Municipal Heritage Inventory.

"The Wyloo Homestead has significant aesthetic, historic and representative cultural heritage value. Wyloo is a fine representative of one of the early stations that reflects the evolution of grazing and pastoralism in the Ashburton district from the 1880s. The station is also an example of the numerous amalgamations that occurred between families and properties in the early twentieth century when cyclones, drought, low wool prices and the tyranny of distance brought many problems to the station owners. The survival of the station and the homestead is a testimony to the strength and resilience of the pioneers and their home building knowledge."

INTERIOR	Not Assessed
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 2: Considerable significance.
Management Recommendation	<p>Very important to the heritage of the locality. Inclusion on Heritage List. The place should be retained and conserved.</p> <p>NOTE: Where a site inspection was not able to be undertaken as part of the 2016 review, the management category remains as per the original 1999 Shire of Ashburton Municipal Heritage Inventory.</p>

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Local Government Heritage Inventory	Adopted	17 August 1999

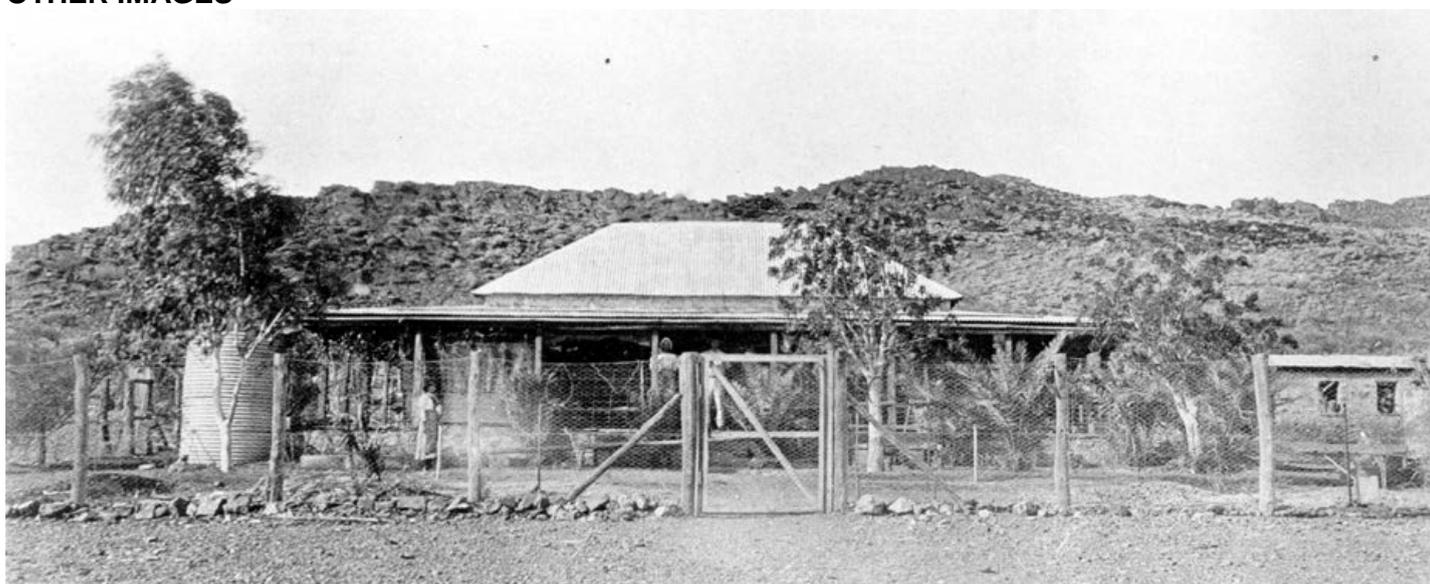
SUPPORTING INFORMATION/BIBLIOGRAPHY

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 Alchin, M (2010) 'Pilbara cattle station regeneration has the potential to capitalise on carbon capture' in the Australian Farm Journal, 1 July 2010, pp. 6
 Hudson, T (2016) Minderoo est 1978, Minderoo
 Northern Times, Onslow News, Saturday 21 July 1928, pp.4
 The Daily News, Land Sales, Monday 9 May 1927, pp. 12
 Webb M&A (1983) Edge of Empire, Artlook Publishers

DOCUMENT CONTROL

Date Created	June 1999
Date Modified	October 2016

OTHER IMAGES



Peake Homestead 1910. Source: State Library of Western Australia 001982D



View of the original homestead (Peake Homestead) Source: Shire of Ashburton 2012



View of the later homestead Source: Shire of Ashburton 2012

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

YARALLOOLA HOMESTEAD



Yaraloola Homestead. Image Source: Shire of Ashburton 2017

LOCATION

Address	North West Coastal Highway, Fortescue
Other Names	Deepdale Station
HCWA Place Number	15398
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
-	-	-	-	21°34'10.98"S 115°52'40.30"E

PLACE DETAILS

Place Type	Individual Building or Group
Construction Date	1920
Architectural Style	Vernacular
Architectural Period	Inter-war (c.1915-1940)
Date Source	1999 Shire of Ashburton Municipal Heritage Inventory
Construction Materials	Walls: Mud Brick Roof: Corrugated Iron

USE(S) OF PLACE

Original	FARMING\PASTORAL	Homestead
Present	FARMING\PASTORAL	Homestead
Other	-	

HISTORICAL NOTES

H and W Woolhouse first took up the lease for Yarraloola in 1878. In 1894, the West Australian reported that considerable damage had been caused to Yarraloola as a result of severe flooding. The kitchen, the washhouse and the bathroom, the blacksmith's shop, men's hut, the store attached to the shearing sheds, the sheep and cattle yards, the wool press, the fowl house and over 100 fowls had been washed away. There was also four feet of water in the dwelling house.

GP Paterson and AR Richardson purchased Yarraloola in 1898 at auction having just sold out of Yeeda Station in the Kimberley. The advertisement for the auction reported the station comprises 400 acres of freehold land and 295,000 acres of pastoral lease with a frontage of 25 miles to Robe River. The station had two 'substantial' three room cottages built from jarrah and iron; and also a kitchen, men's room, cook's hut, stable, harness-room, and blacksmith's shop.

As set out in the 1999 Shire of Ashburton Municipal Heritage Inventory, Keith Paterson built the current homestead in 1919. It was not an easy task as many delays occurred with the building supplies, many of which had to be brought in from overseas. In the 1920s transport improved with the introduction of motor vehicles but roads were rough and teams of camels, donkeys and horses were still used for a number of years for carrying large loads. In this same period the frequency of ships taking cargoes from lighters off the Yarraloola landing declined. Completed in 1920, the house was built by Keith Paterson who designed and erected the mud walls. He hired an expert from Perth to finish the work in plastering and carpentry.

Ashley Paterson of Yarraloola talks of the way of life in Ashburton and on Yarraloola in Chapter 17, Edge of Empire. Today (2016), Yarraloola is owned by the Robe River Iron Associates joint venture through the Yarraloola Pastoral Company, all of which are managed by Rio Tinto.

DESCRIPTION

Exterior: Gardens, lawns and large, mature trees surround the Yarraloola Homestead. The house is built of mud bricks or adobe, erected on concrete foundations, it is a rectangular building with a half-gabled hipped, colorbond roof. Surrounded by a wide verandah with concrete floors, the house has similar proportions and scale to a number of other early settler homesteads. The verandah is supported by solid concrete posts and is under a broken-backed roof. It has been partially enclosed.

There are numerous outbuildings on the site including a corrugated iron shearing shed, three smaller corrugated iron cottages of a later construction to the homestead, a saddle shed, meat locker, water tanks and stock yard. Refer to attached site plan (Figure 1). Fences, livestock pens and other pastoral contraptions relating to the operation of a sheep station are present including a mulesing cradle.

The corrugated iron shearing shed is located approximately 100 metres northwest of the homestead complex. It is a large rectangular corrugated structure with a pitched roof.

Interior: The interior of the homestead building is in a state of some dilapidation with collapsed ceilings and walls associated with water ingress. Some original features remain including timber fire surrounds, doors, windows and associated ironmongery.

The shearing shed retains much of the original structure using 'bush poles' and rammed earth floor. The roof structure has been replaced. Today the building is largely vacant but some original devices relating to the original operation remain.

ARCHAEOLOGY NOTES

Yaraloola Homestead and associated outbuildings have the potential, through their built fabric to yield understanding of the pastoral homesteads from the 1890's to the present. The landscape also has potential to yield artefacts relating to pastoral practices from the 1878 to the present.

CONDITION	Poor –Fair. Dilapidation of the Homestead building is quite advanced due to water ingress. Outbuildings are also increasingly in need of repair.
INTEGRITY	Low –Moderate. Currently mothballed with the ability to be restored and re-used as a homestead. The ability to understand the original pastoral operation remains apparent.
AUTHENTICITY	Medium. The Homestead building has undergone some change over time and the site has evolved in several stages. Decay is beginning to impact the intact original fabric.

ASSOCIATIONS

Name	Type	Year From	Year To
H and W Woolhouse	Original Owner	1878	1898
GP Paterson and AR Richardson	Previous Owner	1898	-

HISTORIC THEMES

General	Specific
OCCUPATIONS	Grazing, pastoralism & dairying
PEOPLE	Early Settlers

STATEMENT OF SIGNIFICANCE

Yarooloa Homestead comprising a single-storey, mud brick and colorbond dwelling located in a pastoral setting, and associated corrugated outbuildings, has cultural heritage significance for the following reasons:

Yarraloola Homestead has aesthetic, historic and representative cultural heritage significance. The homestead, first built in 1920, was a home of the Paterson family for over 78 years. It is a largely intact example representing the way of life on a pastoral station in the North West."

the homestead and early outbuildings are aesthetically linked in their similar construction materials and rural purpose, and collectively form a cultural environment that is evidence of the history of early European settlement and occupation of the Pilbara area;

the place has associations with the development of the pastoral industry in the Pilbara district and demonstrates the evolution of a pastoral settlement since 1878;

the shearing shed provides evidence of the importance of the sheep industry to the occupation and development of the Pilbara district, and an insight into the vernacular construction of these sheds.

INTERIOR	Significant (in need of urgent repairs)
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 2: Considerable significance
Management Recommendation	<p>Very important to the heritage of the locality.</p> <p>Inclusion on Heritage List.</p> <p>The place should be retained and conserved.</p> <p>NOTE: Where a site inspection was not able to be undertaken as part of the 2016 review, the management category remains as per the original 1999 Shire of Ashburton Municipal Heritage Inventory.</p>

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Local Government Heritage Inventory	Adopted	17 August 1999
State Register Assessment Program	Current	30 May 2003

SUPPORTING INFORMATION/BIBLIOGRAPHY

Australian Town and Country Journal, Yarraloola Station, Saturday 9 July 1898, pp. 5
The West Australian, Floods in the North West, Wednesday, 7 February 1884, pp.7
Webb M&A Edge of Empire. Artlook Publishers Western Australia 1983

DOCUMENT CONTROL

Date Created	June 1999
Date Modified	October 2016

OTHER IMAGES



Figure 1. Site Plan illustrating location of Homestead and out buildings.



Front of Homestead, 2017



Homestead infilled verandah, 2017



Homestead Sleepout, 2017



Homestead original timber fire surrounds, 2017



Homestead interior, 2017



Homestead interior, 2017



Outbuilding, 2017



Outbuilding, 2017



Outbuilding, 2017



Pens and gates, 2017



Outbuildings an water tanks, 2017



Shearers Shed, 2017



Inside Shearers Shed with bush pole structure, 2017



Meuling Cradles, 2017

CATEGORY 3

Some Significance



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**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM
BOBBY MC AULLAY'S TREE**



Bobby's Tree, 2016.

LOCATION

Address	Onslow Road, Talanyji
Other Names	-
HCWA Place Number	-
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
-	-	-	-	22° 4'13.42"S 115°28'2.47"E

PLACE DETAILS

Place Type	Tree
Construction Date	c. 1969 (Planted)
Architectural Style	N/A
Architectural Period	N/A
Date Source	Inscription on plaque next to tree
Construction Materials	N/A

USE(S) OF PLACE

Original	Transport/Communications: Roads	Other
Present	Transport/Communications: Roads	Other
Other		

HISTORICAL NOTES

Onslow Road is the main link to Onslow from the North West Coastal Highway. The road was constructed in the 1980's to service the Onslow community and the salt operations in the town.

Bob McAullay, was a Shire grader operator from 1969 to 1980. Bobby nurtured this tree in its infancy and in recognition of this the Main Roads Department and Shire Council ensured that the tree remained when the Onslow Access road was aligned and sealed.

In 2012, as part of road upgrade works in and out of a nearby Chevron site, Chevron erected a guard rail around Bobby's Tree, to help ensure its ongoing protection.

The Tree was damaged by vandals in January 2017 and treated by concerned residents and the Shire.

DESCRIPTION

Exterior: Onslow Road, stretches approximately 80 kilometres connecting Onslow with the Great North West Coastal Highway in Cane. Flanking the road the vegetation generally consists of low-lying scrub with some small shrubs and trees. Numerous termite mounds punctuate the low, gently undulating landscape.

Bobby's Tree, a gum tree, is located behind a guard rail along the north-east side of Onslow Road, approximately 60 kilometres from Onslow. It is a tall tree which stands out amongst relatively low lying surrounding landscape. Next to the tree, set in a large stone, is a plaque which reads:

"This tree is respectfully known as "Bobby's Tree". Bob McAullay, a Shire grader operator from 1969 to 1980, nurtured this tree in its infancy and in recognition of this, the Main Roads Department and Shire Council ensured that the tree remained when the Onslow Access road was aligned and sealed."

Interior: N/A

ARCHAEOLOGY NOTES

N/A	
CONDITION	Good
INTEGRITY	N/A
AUTHENTICITY	N/A

ASSOCIATIONS

Name	Type	Year From	Year To
Bob McAullay	Other	1969	1980

HISTORIC THEMES

General	Specific
TRANSPORT & COMMUNICATIONS	Road Transport
DEMOGRAPHIC SETTLEMENT & MOBILITY	Workers

STATEMENT OF SIGNIFICANCE

Bobby's Tree, a gum tree, located behind a guard rail along the north-east side of Onslow Road, has cultural heritage significance for the following reasons:

the gum tree has landmark quality, due to its size, canopy and characteristic striking white trunk, which contrasts with the vast, low lying surrounding landscape along Onslow Road;

the gum tree contributes to the community's sense of place by providing a landmark, which was cultivated by local Bob McAullay, along the long journey from Onslow with the Great North West Coastal Highway in Cane;

the gum tree is closely associated and informed the development of Onslow Road, which has important part in the improvement of access to Onslow.

INTERIOR	N/A
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 3: Some significance
Management Recommendation	Contributes to the heritage of the locality. Inclusion on Heritage List. Encouragement should be given to the retention and conservation of the place.

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
-		

SUPPORTING INFORMATION/BIBLIOGRAPHY

-

DOCUMENT CONTROL

Date Created	November 2016
Date Modified	

OTHER IMAGES



Bobby's Tree looking towards Onslow, 2016.



Bobby's Tree, 2016.



Plaque next to Bobby's Tree, 2016.

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

FUEL STORAGE TANKS



Aviation Spirit Pump Station (fmr), 2016.

LOCATION

Address	Onslow, Various Locations
Other Names	-
HCWA Place Number	-
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Description	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
Aviation Spirit Tank (fmr)	385	P205462	1723-928	21°38'29.11"S 115° 6'28.56"E
Dieseline Tank (now demolished)	383	R29117 P205462	LR3150-955	21°38'16.64"S 115° 6'31.76"E
Furnace Oil Tanks 1 & 2 (now demolished)	381	P205462	1558-483	21°38'1.65"S 115° 6'30.86"E
Pump Outstation	380	P205462	1558-482	21°37'57.27"S 115° 6'35.02"E
Hose Locker	3001	P48469	LR314-782	21°38'0.94"S 115° 6'40.97"E

PLACE DETAILS

Place Type	Individual Building or Group
Construction Date	1943/44
Architectural Style	N/A
Architectural Period	Post-war (c.1940-1960) Note: This period actually includes WWII.
Date Source	Glyde, B, 2007, The Secret Potshot (Exmouth) Base The Onslow Fuel Tanks
Construction Materials	Steel and Cement

USE(S) OF PLACE

Original	MILITARY	Other
Present	OTHER	Other
Other		

HISTORICAL NOTES

During the Second World War, the Japanese threat to mainland Australia required the survey of the North West of Australia for potential strategic defence positions. This survey identified the North West Cape (along with other northern districts) as a strategic location for a coastal defence base. Accordingly, the Royal Australian Air Force and Australian Military Forces units combined with United States Navy to construct, man and defend an advanced aerodrome and submarine base at the southern end of Exmouth Gulf. The aim of this was to increase the number of submarine patrols sailing from the west. The project was given the code name 'Operation Potshot'.

Supporting facilities were built in Onslow to supply the Potshot base with marine fuel oil, marine distillate and aviation fuel. PWD engineer, Ken Kelsall, was sent to Onslow to supervise the construction of the facilities, which were completed in 1944. The work was carried out by members of the Allied Works Council.

Following an aerial bombing attack on 15 September 1943, the US Navy provided a number of weapons to protect the fuel tank area.

At the end of the World War II, the military facilities were decommissioned and the Shell Company of Australia took over the operation of the fuel depot which supplied fuel to the State Shipping Service, the Blue Funnel Line vessels Charon and Gorgon, and naval units involved in the atomic tests at Montebello Islands.

In 1961 a cyclone destroyed a section of the jetty, which was not rebuilt. The facility was offered up for tender with Midalia and Benn awarded the tender. Midalia and Benn constructed an underwater pipeline from the end of the jetty and a flexible pipe was winched out of the sea so the remaining oil in the tanks could be pumped from the tanks into a ship standing offshore.

Almost all of the facility known as the 'Fuel Storage Tanks' has been demolished, with the Aviation Spirit Tank along Simpson Street remaining, as well as the 'Pump Out Station,' 'Hose Locker' and remnants of the jetty. This Aviation Tank has most recently been used for storage and as a cyclone shelter. The Dieseline Tank,

that had been converted to serve as the Town's water supply storage was demolished mid-2016, with the furnace oil tanks demolished earlier in 2009. The northern most oil tank had been used for storage, and the remaining fuel oil tank contained the fuel oil left in it after the recovery program ceased.

DESCRIPTION

Exterior: The remnants of the 'Fuel Storage Tanks' at Onslow are located between Simpson Street and the ocean to the north-west of the Onslow townsite.

The facility originally comprised four 2000 ton welded steel tanks, a 'Hose Locker' and 'Pump Out Station.' The tanks were set well down in the dunes, the two fuel oil tanks being situated close to the shore with a large pumping station between them, whilst the distillate tank was further back and further inland again was the aviation fuel tank. Today all that remains is the 'Hose Locker' situated at the end of Ocean View Caravan Park, the 'Pump Out Station' on the beach and the Aviation Spirit Tank along Simpson Street.

The tanks were constructed from steel, which was transported by sea from Perth, the lower section being plate of half inch thickness and thinning out to quarter inch plate at the higher levels. The cement, sand and metal for the tank bases, was barged from Perth whilst the blast walls were of rammed earth construction using local clay/sand and gravel mixed with cement.

Interior: N/A

ARCHAEOLOGY NOTES

The place has the potential, through its built fabric and the sites of demolished tanks, to yield information regarding coastal defence infrastructure in Western Australia in during World War II.

CONDITION	Good.
INTEGRITY	Low. The place is no longer used as a fuel tank for military purposes.
AUTHENTICITY	Medium. The present site is much smaller than the original complex, the setting has altered and most of the structures have been removed. The Aviation Tank appears to remain however, largely as constructed.

ASSOCIATIONS

Name	Type	Year From	Year To
Royal Australian Air Force	Previous Occupant	1943	1945
Australian Military Forces	Previous Occupant	1943	1945
United States Navy	Previous Occupant	1943	1945
Ken Kelsall	Other (Engineer)	1943	1944
Shell Company of Australia	Previous Occupant	1946	-
Midalia and Benn	Previous Occupant	1961/63	-

HISTORIC THEMES

General	Specific
OUTSIDE INFLUENCES	World Wars & other wars
DEMOGRAPHIC SETTLEMENT & MOBILITY	Government Policy

STATEMENT OF SIGNIFICANCE

The Fuel Storage Tanks, comprising remnants of jetty, the 'Pump Out House' the 'Hose Locker' and the Aviation Spirit Pump Station (fmr) have cultural heritage significance for the following reasons:

the Aviation Spirit Pump Station (fmr) is a local landmark by virtue of its simple form and industrial character that provide a striking contrast to the adjacent open dune landscape;

the various elements remain as evidence of the importance of defending the Western Australian coastline, during World War II;

the place comprises remnants of a much larger defence complex which was nestled in the dunes west of the Onslow townsite, and has played a part in a larger, national system of coastal defence strategies during World War Two, specially supplying fuel for the aerodrome and submarine base at the southern end of Exmouth Gulf (also known as the potshot base).

INTERIOR	N/A
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 3: Some significance
Management Recommendation	<p>Contributes to the heritage of the locality. Inclusion on Heritage List. Encouragement should be given to the retention and conservation of the place. Photographically record prior to major development or demolition. Recognise and interpret the site if possible.</p>

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
-		

SUPPORTING INFORMATION/BIBLIOGRAPHY

<p>Glyde, B, 2007, The Secret Potshot (Exmouth) Base The Onslow Fuel Tanks, Artillery WA, Official Newsletter of Royal Australian Artillery Association of WA (Inc) Edition 6 2/05 June 2005 Landgate Historical Aerials .</p>

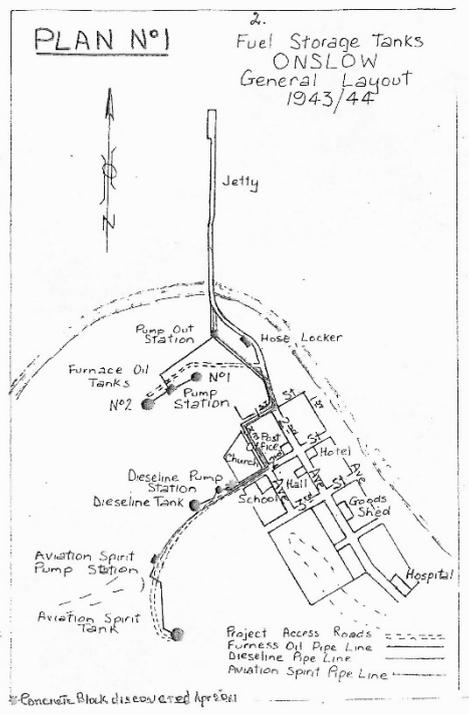
DOCUMENT CONTROL

Date Created	November 2016
Date Modified	

OTHER IMAGES



Pump Out Station and remains of Onslow jetty beyond, 2016.



Fuel Storage Tank General Layout. Source: Dawn McAulley



**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

MOUNT FLORENCE STATION



Mount Florence circa 1950. Image Source: Robyn Richardson

LOCATION

Address	Roebourne Wittenoom Road, Chichester
Other Names	Mount Florence Homestead
HCWA Place Number	01744
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
-	47	P220191	-	21°47'16.31"S 117°51'54.56"E

PLACE DETAILS

Place Type	Individual Building or Group
Construction Date	c.1890, 1915
Architectural Style	North West Vernacular
Architectural Period	Federation (1890-1915)
Date Source	1999 Shire of Ashburton Municipal Heritage Inventory
Construction Materials	Walls: Corrugated Iron Roof: Corrugated Iron

USE(S) OF PLACE

Original	FARMING\PASTORAL	Homestead
Present	FARMING\PASTORAL	Homestead
Other	-	

HISTORICAL NOTES

Circa 1884 William Edward Robinson arrived at Mount Florence, which contained about 100,000 acres at the time, where he spent approximately 15 years pioneering the land. Mr Robinson, originally from Brookton, arrived in the North West after accompanying his two uncles, John Seabrook (his mother's brother) and his paternal uncle (Edward Robinson) with 3000 sheep from Brookton to Croyden Station, 66 miles out of Roebourne. The great journey commenced on 7 November 1878, and Roebourne was reached on 7 June the following year.

It is believed that during Mr Robinson's ownership the corrugated iron curved roofed structures were built on the property, circa 1890. The iron was bought down from Cossack and was hand curved and riveted on site with a special machine. Similar buildings in the surrounding area were constructed using the machine owned by Mount Florence Station. The unusual curved roof form was considered a resilient building form during cyclone events.

In 1903, Mr. J. H. Church purchased Mount Florence Station, which he owned until his death in 1937. Mr. J. H. Church was a well-known Perth figure, prominent pastoralist, former member for Roebourne in the Legislative Assembly, and a member of the committee of the Western Australian Turf Club.

In June 1948, Dalgety and Company advertised the sale by auction of the Mount Florence Estate. It advertised that the Station comprised 295,529 acres of pastoral lease 394/432, which had a rental for £177/12 per annum. There was approximately 300 miles of fencing, 19 sheep paddocks and five horse and ram paddocks. It also reported that there was a six-room homestead, electric lights, septic tanks, kitchen, storeroom, cook's room, shearers' quarters, blacksmith shop and hay shed. It is understood that the 'six-room homestead' building was built circa 1905 out of local stone behind the extant corrugated iron buildings. This was destroyed/demolished in the late part of the Twentieth Century and is no longer extant.

Mr Richard [Bullock] Andrews, a South Australian of the Clare District who came to manage Mount Florence circa 1910, appears to have purchased the place in 1948. Mr Andrew's daughter Adele Hudson (nee Andrews) provided an account, in an Oral History held at the State Library of Western Australia, that at one point in time the station had 22 Aboriginal workers including eight musterers. The Aboriginal girls would have various jobs to do around the homestead including cleaning, ironing etc. Ms Hudson also highlighted that every fortnight the mail truck from Roebourne would come to Mount Florence and people from Hamersley Station, Coolawanyah, Hooley and Mulga Downs would come and collect their mail.

It is understood that there are a number of graves on the property many, of those relating to former works of the property. Others include the graves of Mr Williams and the other Mr Swan. Mr Williams had no previous association with the Station and came to be buried there after falling off his horse nearby and sustaining a fatal knock to the head. Mr Swan was brought to the Station on the back of a wagon after his horse rolled on him in 1904. A young man was staying/working at the station who had previously worked at a London hospital and Mr Swan's carers thought this gentleman could help. Unfortunately, Mr Swan could not be saved.

As at 2016, the Station is still owned by the Andrews family.

DESCRIPTION

Exterior: The Mount Florence Station consists of a group of buildings arranged around a central landscaped area. There are two particular buildings of interest, which are timber framed buildings with corrugated barrel vaulted iron roofs and vertically hung corrugated iron wall cladding.

One of these barrel-vaulted buildings was built as the kitchen/dining block circa 1890. This building consists of a large kitchen/dining room and a bedroom at one end. There is a lean-to verandah to the front elevation facing the central landscaped area.

The other barrel-vaulted building, on a lower level and removed from the kitchen, is similar in construction but has a verandah to all sides. The verandah floor is mostly paved with large flagstones.

Interior: The barrel-vaulted buildings kitchen/dining block is corrugated iron lined externally and hardboard lined internally with level ceilings. It is understood that this building was adapted in the 1980s to accommodate

a kitchen, living and dining area. At this time the hardboard lining was installed as the corrugated iron was black from the kitchen fire.

ARCHAEOLOGY NOTES

Mount Florence Station has the potential, through its built fabric and the sites of demolished buildings, to yield information regarding the evolution of pastoral industry practices from the 1890s to the present.

CONDITION	Good.
INTEGRITY	High. The barrel-vaulted buildings continue to be used for living and accommodation purposes associated with the station.
AUTHENTICITY	High. The external original fabric of the barrel-vaulted buildings is mostly in place. Although internally the buildings have been subject to change, their authenticity is only marginally diminished.

ASSOCIATIONS

Name	Type	Year From	Year To
William Edward Robinson	Previous owner	1884	1903
Mr J.H. Church	Previous owner	1903	1937
Mr Richard Andrews	Previous owner	1910	-
Andrews Family	Owner	-	Present

HISTORIC THEMES

General	Specific
OCCUPATIONS	Grazing, pastoralism & dairying
DEMOGRAPHIC SETTLEMENT AND MOBILITY	Aboriginal Occupation
DEMOGRAPHIC SETTLEMENT AND MOBILITY	Environmental Change
OUTSIDE INFLUENCES	Tourism
PEOPLE	Aboriginal People
PEOPLE	Early Settlers

STATEMENT OF SIGNIFICANCE

Mount Florence Station, comprising two timber framed, corrugated iron clad structures (c.1890, 1915) located around an open landscaped yard, has cultural heritage significance for the following reasons:

the buildings are a good example of North-West vernacular architecture, designed to meet local climatic conditions with their distinctive barrel vaulted roofs;

the place has associations with the development of the pastoral industry in the Pilbara district and demonstrates the evolution of a pastoral settlement since the 1890s;

the place has close associations with William Edward Robinson, an early pastoralist in the Pilbara region who has helped pioneer the northern half of the Ashburton district opening up the country; and

the place has close associations with Mr. J. H. Church, a well-known Perth figure, prominent pastoralist, former member for Roebourne in the Legislative Assembly, and a member of the committee of the Western Australian Turf Club.

INTERIOR	Not Significant
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 3: Some significance
Management Recommendation	Contributes to the heritage of the locality. Inclusion on Heritage List. Encouragement should be given to the retention and conservation of the place. Photographically record prior to major development or demolition. Recognise and interpret the site if possible.

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Register of the National Estate	Registered	15 October 1984
Classified by the National Trust	Classified	5 June 1984
Local Government Heritage Inventory	Adopted	17 August 1999

SUPPORTING INFORMATION/BIBLIOGRAPHY

Adele Hudson, interviewed by Cal Gertzel and Anne Bloemen, 1995, State Library of Western Australia, Perth, OH2689/19.
The Northern Times, Auction Sales Mt Florence, Thursday 17 June 1948, pp. 6
The West Australian, Monday 9 August 1937, pp. 14
The Sunday Times, Pioneers of the Grazing Industry, Sunday 27 September 1936, pp. 20
The National trust (1997) "Traces of the Past - The National Trust Register of the Built Heritage of WA"

DOCUMENT CONTROL

Date Created	June 1999
Date Modified	October 2016

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

PERMANENT POOLS IN THE ASHBURTON RIVER



Five Mile Pool, 2016.

LOCATION

Address	Old Onslow Road and Twitchin Road, Talanyji
Other Names	Three Mile Pool, Five Mile Pool and Ten Mile Pool
HCWA Place Number	15373
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Place Name	GPS Coordinates
Three Mile Pool	21°45'34.16"S 114°57'3.10"E
Five Mile Pool	21°46'39.21"S 114°58'57.29"E
Ten Mile Pool	21°51'33.87"S 115° 0'2.44"E

PLACE DETAILS

Place Type	Landscape
Construction Date	N/A
Architectural Style	N/A
Architectural Period	N/A
Date Source	N/A
Construction Materials	N/A

USE(S) OF PLACE

Original	FARMING/PASTORAL	Other
Present	FARMING/PASTORAL	Other
Other	SOCIAL/RECREATIONAL	Other

HISTORICAL NOTES

The Three Mile, Five Mile and Ten Mile are permanent pools along the Ashburton River and play an important part in the history of an area known for its lack of water in the dry season. The names of pools indicate the distance from the Old Onslow townsite. The water remains fresh and untainted by salt water owing to the levy built near the Three Mile Pool, which prevents salt water encroaching up the river.

The original weir, at Three Mile Pool, built by Richard Mervyn Forrest in the 1930s was made of brush and was not salt proof. Some 40 years later Don Forrest designed and then commissioned Bill Shanks of Northern Transport Co to build a stone weir. Their team of workers included Bill Bell and Sam Fullbrook who helped with the concrete and quarrying.

Previously, Ten Mile Pool was thought to be Camel Pool. Camel Pool has been documented as a place, which was used a campsite by teamsters as their first stop after leaving Old Onslow. However, research suggests that Camel Pool is actually the portion of the river located around the Ashburton Road River Bridge.

Notwithstanding, Ten Mile Pool was the site of early explorer Edward T Hooley's camp in 1868, which was blown away after a cyclone. After this he established a new campsite where Minderoo Homestead was later built. In the late 1870s, David Forrest also set up camp at Ten Mile Pool and similar to his predecessor Hooley his camp was destroyed by a cyclone and he retreated inland to the site which later became Minderoo Homestead.

Though located on private land, on Minderoo Station, the Three and Five Mile Pools are open to the public and the roads are maintained by the Shire of Ashburton. The Three Mile Pool is frequently used for camping. The Five Mile Pool is an oasis for picnics and swimming. The Ten Mile Pool is not readily accessible and so is a less popular attraction.

DESCRIPTION

Exterior: The permanent pools along the Ashburton River are large and never dry out. Access to the pools varies. The banks at Ten Mile Pool are very steep; the banks at Five Mile Pool are relatively steep and Three Mile Pool has a gentle slope down to the waters edge. Gum trees growing along the river's edge provide shade for locals and tourists who visit them.

At the Three Mile Pool there is a river wall made from stone, which has a plaque set within a large stone stating:

'Ashburton River Scotty's Wall, constructed in 1959 by the Forrest Family of Minderoo Station this tide barrage separates the upstream freshwater from the Indian Ocean. Builders: Scotty Blac, Sam Fullbrook, Nill Bell. Designer: Don Forrest.'

Interior: N/A

ARCHAEOLOGY NOTES

Given the sites have historically been used for camping by early settlers the three pools have archaeological potential.

CONDITION	Good
INTEGRITY	High
AUTHENTICITY	High

ASSOCIATIONS

Name	Type	Year From	Year To
Bill Shanks, Bill Bell and Sam Fulbrook	Builder	1959	1959
Sir John Forrest	Previous owner	1878	-
Alexander Forrest	Previous owner	1878	-
David Forrest	Previous owner	1878	1917
Septimus Burt	Previous owner	1878	1901
Mervyn Forrest	Previous owner	1878	1973
Don Forrest	Previous owner	1878	1998
Murion Pastoral Company	Previous owner	1878	2009
Andrew Forrest	Current owner	2009	Present

HISTORIC THEMES

General	Specific
DEMOGRAPHIC SETTLEMENT & MOBILITY	Exploration and Surveying
OCCUPATIONS	Rural industry and market gardening
PEOPLE	Early settlers

STATEMENT OF SIGNIFICANCE

The Three, Five and Ten Mile Pools are permanent pools along the Ashburton River, which have cultural heritage significance for the following reasons:

the three pools are exceptionally picturesque elements along the Ashburton River. The large expanses of water flanked by gum trees provides a simple yet dramatic natural scene;

the pools are valued by the local community and tourists alike as an oasis for camping, picnics and swimming in a mostly dry and remote area;

historically the pools were important to the early pioneer settlers for wool washing and stock grazing as well as recreation. The fresh water has been protected by the building of the levy at the Three Mile Pool.

INTERIOR

N/A

MANAGEMENT RECOMMENDATIONS

Management Category	Category 3: Some significance
Management Recommendation	Contributes to the heritage of the locality. Inclusion on Heritage List. Encouragement should be given to the retention and conservation of the place.

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Local Government Heritage Inventory	Adopted	17 August 1999

SUPPORTING INFORMATION/BIBLIOGRAPHY

C Day; "Oral history given by Trevor Wright, Shire of Ashburton" Hudson, T (2016) Minderoo est 1978, Minderoo Western Mail, North West News, Thursday 20 October 1927, pp.12
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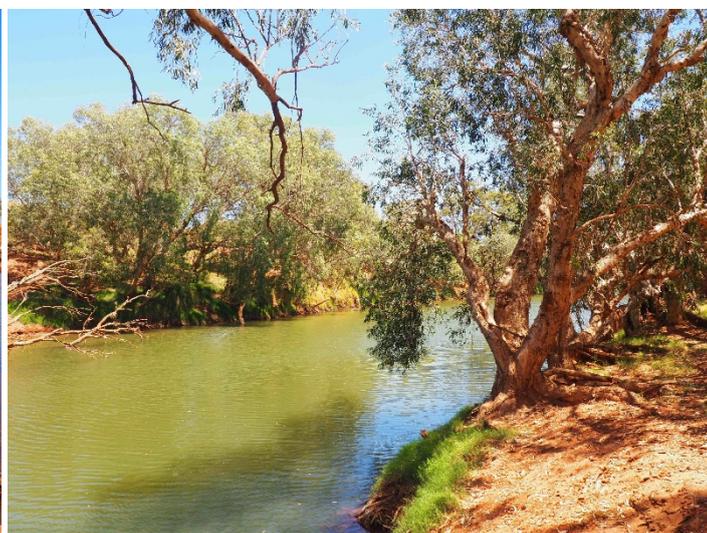
DOCUMENT CONTROL

Date Created	June 1999
Date Modified	October 2016

OTHER IMAGES



Three Mile Pool, 2016.



Ten Mile Pool, 2016.

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

POLICE RESIDENCE (FMR)



3 First Street, Onslow, 2016.

LOCATION

Address	3 First Street, Onslow
Other Names	-
HCWA Place Number	15366
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
R42626	944	P191012	LR3100-859	21°38'6.02"S 115° 6'38.38"E

PLACE DETAILS

Place Type	Individual Building or Group
Construction Date	1925
Architectural Style	North West Vernacular Bungalow
Architectural Period	Inter-war (1915-1940)
Date Source	Webb M&A (1983) Edge of Empire, Artlook Publishers
Construction Materials	Walls: Timber Roof: Corrugated Iron

USE(S) OF PLACE

Original	GOVERNMENTAL	Police Station or Quarters
Present	GOVERNMENTAL	Government Residence
Other	-	

HISTORICAL NOTES

This dwelling was the former residence of the police constable stationed in Onslow. The residence has been part of the streetscape of Onslow since its erection in 1925 soon after the 'new' town was gazetted.

The town and port of 'Old' Onslow was gazetted in 1885. A Police Station and quarters were constructed in 1893. The Police Station and Quarters comprised a stone building with room at one end, with a separate entrance, to serve as an office and a courtroom and duplex quarters, each of which comprised two main rooms, a pantry and a kitchen. From the outset the town and port of Onslow experienced difficulties owing to the natural features of the site.

To address some of the difficulties associated with the port, another jetty was built at some distance from the town, on Beadon Point. With the new sea jetty, the old townsite of Onslow was now isolated for the movement of goods into, and out of the Ashburton district. As early as 1920 it became obvious that a new town would have to be located at Beadon Point. The new Onslow at Beadon Point was gazetted in January 1924. Timber and iron buildings were relocated from 'Old' Onslow Townsite over an extended period (1924-27). The stone buildings, such as the Police Station and Quarters, could not be readily relocated and were retained in situ, albeit unused.

The subject residence is one of two residences built to house the police stationed at Onslow, the other which was demolished (post 1970) and replaced was located at No. 1 First Street, Onslow. The police cottages were built at a cost of £1,400 each; and the same plans were used to construct the wharfinger's quarters down by Third Street. The cottages were built by November 1925. Behind the two police residences were the other police facilities, which included a gaol and stables (now demolished).

In 1925, the Public Works Department completed a number of other public works including the goods shed, government hospital, wharfinger's quarters, tramway from jetty to goods shed, water supply scheme, and government school. An article in the Northern Times from February 1926 reports that the first two appointed officers Sergt. Pilkington and Constable Martin were avid gardeners and were at the time busy landscaping the gardens of their new quarters.

DESCRIPTION

Exterior: The residence is located along a short portion of First Street, west of Second Avenue, which comprises a total of four dwellings and abuts the current Onslow Police Station. The house is set back approximately ten metres from the front boundary behind a simple iron post and wire fence and is shaded by a large Poinciana tree.

The residence is an example of a North West Vernacular Bungalow with its large simple roof plane, deep shady verandah and unpretentious homely quality. The building is raised on stumps and has a hipped corrugated iron roof with cyclone battening. The roof form extends to provide coverage for the front and side verandah, which has been enclosed completely obscuring views to the façade behind.

Interior: Not assessed.

ARCHAEOLOGY NOTES

Further investigation required to ascertain the archaeological potential of the subject place.

CONDITION	Good.
INTEGRITY	High. The place is still used for residential purposes, however its ability to be read as a former police residence has been diluted by the demolition of the other original police facilities.
AUTHENTICITY	Medium. The building appears to have a number of changes including the enclosure of its surrounding verandahs, which whilst reversible make it difficult to appreciate/understand the original qualities/details of the building. In addition, the other police residence, gaol and stables have been demolished.

ASSOCIATIONS

Name	Type	Year From	Year To
Public Works Department	Builder	1925	1926

HISTORIC THEMES

General	Specific
Social & Civic Activities	Law & order
Demographic settlement & mobility	Land allocation & subdivision
Demographic settlement & mobility	Settlements

STATEMENT OF SIGNIFICANCE

The former Police Residence, a single-storey timber and iron building, designed by the Public Works Department, has cultural heritage significance for the following reasons:

the building is a good example of the North West Vernacular Bungalow with its large simple roof planes, deep shady verandahs and unpretentious homely quality;

the place is one of the few early buildings, built soon after the relocation of the town to Beadon Point, that has survived the harsh climatic conditions of the North West, as cyclones and floods have destroyed many of the structures from the pre-1920s period;

the place is a good representative example of the type of housing for civil servants built when Onslow was formed at its new site at Beadon Point.

INTERIOR	Further Assessment Required
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 3: Some significance
Management Recommendation	<p>Contributes to the heritage of the locality.</p> <p>Inclusion on Heritage List.</p> <p>Encouragement should be given to the retention and conservation of the place.</p> <p>Photographically record prior to major development or demolition. Recognise and interpret the site if possible.</p>

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Local Government Heritage Inventory	Adopted	17 August 1999

SUPPORTING INFORMATION/BIBLIOGRAPHY

Shire of Ashburton notes.

Mrs Laura Shannon, long-term Onslow Resident interviewed by Cathy Day (O'Brien Planning Consultants) 13 January 1999.

Northern Times, Onslow News, Friday 30 October 1925, pp. 6

Northern Times, Onslow News, Friday 12 February 1926, pp. 2

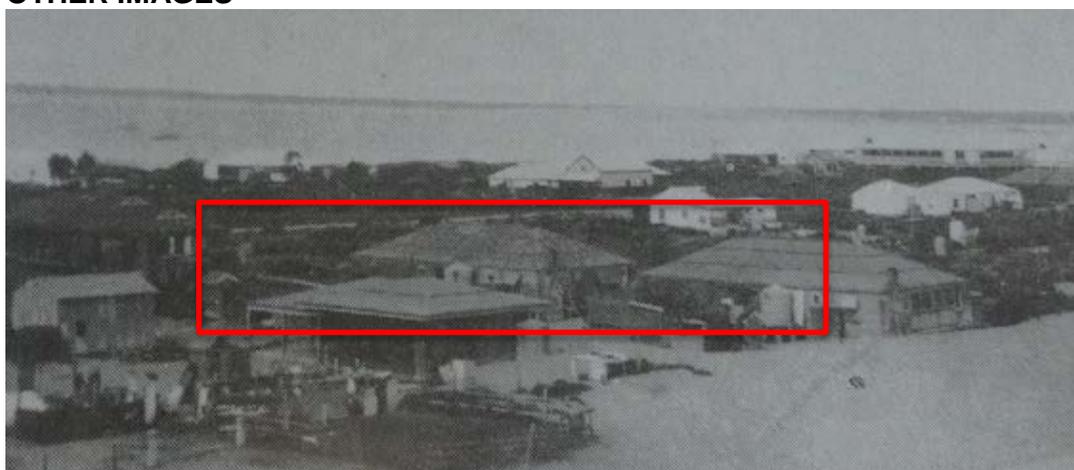
Northern Times, Onslow News, Friday 3 September 1926, pp. 4

Webb M&A (1983) Edge of Empire, Artlook Publishers

DOCUMENT CONTROL

Date Created	June 1999
Date Modified	October 2016

OTHER IMAGES



Goal and court in the foreground. Behind two police residences (highlighted red). Source: Webb M&A (1983) Edge of Empire, Artlook Publishers, pp. 185

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

RESIDENCE: 18 THIRD AVENUE, ONLSOW



18 Third Avenue, Onslow, 2016.

LOCATION

Address	18 Third Avenue, Onslow
Other Names	Sweeting Residence
HCWA Place Number	15377
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
-	326	P202376	1582-300	21°38'10.87"S 115° 6'40.87"E

PLACE DETAILS

Place Type	Individual Building or Group
Construction Date	c1926 on this site
Architectural Style	North West Vernacular
Architectural Period	Inter-War (1915-1940)
Date Source	1998 Shire of Ashburton Municipal Heritage Inventory
Construction Materials	Walls: Corrugated Iron Roof: Corrugated Iron

USE(S) OF PLACE

Original	RESIDENTIAL	Single storey residence
Present	RESIDENTIAL	Single storey residence
Other	-	-

HISTORICAL NOTES

The town and port of Old Onslow was gazetted in 1885. From the outset the town and port of Onslow experienced difficulties owing to the natural features of the site and the operation of the Port. To address some of the difficulties associated with the port, another jetty was built at some distance from the town, on Beadon Point. With the new sea jetty, the old townsite of Onslow was now isolated for the movement of goods into, and out of the Ashburton district.

As early as 1920 it became obvious that a new town would have to be located at Beadon Point. The new Onslow at Beadon Point was gazetted in January 1924, and timber and iron buildings were relocated from Old Onslow Townsite over an extended period from this point.

This residence is one of the few remaining buildings brought over from Old Onslow. It was re-established in the new townsite circa 1926. It originally had only two rooms but has since had a number of changes.

The residence has been named the 'Sweeting Residence' after Margaret Sweeting, who has lived in Onslow since 1947 after moving from Marble Bar.

DESCRIPTION

Exterior: The subject place is a single storey residence located along the portion of Third Avenue between First and Simpson Streets in Onslow. It is located on a square block approximately 1,012 square metres and is setback approximately eight metres from the front boundary. It is delineated from the street by a star picket and chicken wire front fence. There is some grass and a large palm tree in the front setback area. Along the southern side of the dwelling is a single garage with attached carport.

The dwelling is two rooms wide and has a mini-orb to the front façade clad horizontally. The side elevations are clad in custom orb. The dwelling has a shallow corrugated iron gable roof form with a separate flat verandah roof supported by slender, steel circular posts. A lattice screen to the verandah provides additional shade. The verandah floor is concrete and the façade has aluminium sliding windows and an air conditioning unit attached.

Interior: Not assessed.

ARCHAEOLOGY NOTES

Limited.

CONDITION	Good
INTEGRITY	High. The place is still used as a residence.
AUTHENTICITY	Medium. Overtime various alterations and additions have been made but the overall form of the original dwelling is still discernable.

ASSOCIATIONS

Name	Type	Year From	Year To
Margaret Sweeting	Owner	1947	-

HISTORIC THEMES

General	Specific
DEMOGRAPHIC SETTLEMENT & MOBILITY	Settlements
DEMOGRAPHIC SETTLEMENT & MOBILITY	Land allocation & subdivision

STATEMENT OF SIGNIFICANCE

The residence, a single-storey corrugated iron building, has cultural heritage significance for the following reasons:

the residence is a modest example of the North West vernacular style of architecture with its corrugated iron wall cladding and corrugated iron roof demonstrating a functional response to the harsh climate;

the residence is also one of the few buildings brought from Old Onslow that has survived the harsh climatic conditions of the North West, as cyclones and floods have destroyed many of the structures from the pre-1925 period.

INTERIOR	Further Assessment Required
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 3: Some significance
Management Recommendation	<p>Contributes to the heritage of the locality. Inclusion on Heritage List. Encouragement should be given to the retention and conservation of the place. Photographically record prior to major development or demolition. Recognise and interpret the site if possible.</p>

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Local Government Heritage Inventory	Adopted	17 August 1999

SUPPORTING INFORMATION/BIBLIOGRAPHY

Oral Information by Laura Shannon, long term resident of Onslow, given to Cathy Day on 13 January 1999.

DOCUMENT CONTROL

Date Created	June 1999
Date Modified	October 2016

OTHER IMAGES



Side view of 18 Third Avenue, Onslow, 2016.

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

NINTIRRI CENTRE



Nintirri Centre (southern building), 2016

LOCATION

Address	2 Central Road, corner Stadium Road, Tom Price
Other Names	Silver City, Koobunya/Nintirri Centre
HCWA Place Number	15365
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
-	2	P18928	1968-566	22°41'33.62"S 117°47'43.85"E

PLACE DETAILS

Place Type	Individual Building or Group
Construction Date	Circa 1966/7
Architectural Style	Other
Architectural Period	Late Twentieth Century Period (1960-)
Date Source	Site plan held at the State Records Office
Construction Materials	Walls: Corrugated Iron Roof: Corrugated Iron

USE(S) OF PLACE

Original	MINING	Housing or Quarters
Present	SOCIAL\RECREATIONAL	Other Community Hall\Centre
Other	EDUCATIONAL	Pre-Primary Centre

HISTORICAL NOTES

Tom Price is an iron mining town in the Pilbara region, 1458 km north north east of Perth and 89 km north of Paraburdoo. Following the discovery and development of the iron mining industry in this area in the 1960s, a private townsite named Tom Price was established by Rio Tinto Southern Pty Ltd/Hamersley Iron. It was officially named Tom Price Townsite in 1967, but was not a gazetted townsite until 1985. The townsite derives its name from Mount Tom Price, a mountain in the Hamersley Range named in 1962 in honour of Thomas Moore Price, the former vice-president of Kaiser Steel.

The Nintirri Centre was originally constructed as single men's quarters and as an administration centre for Hamersley Iron in 1966/67. The complex originally comprised eight identical buildings grouped together in three rows north of Stadium Road. However, only four remain as at 2019. Around the same time a Community Centre was built (1968), at the corner of Central Road and Tamarind Street, and was the original meeting place for the early residents of Tom Price.

Nintirri Centre started life in August 1983 as the Women's Activity and Socialising House (WASH). A group of local women opened the WASH because they were concerned about the lack of facilities in the town for non-working women, especially women with children.

The centre was renamed "Nintirri Centre" in 1985, which translates to mean "holding a child on the hip" or "nurturing" in the language of the Eastern Guruma People, the traditional owners of the land on which the centre sits. When converted for community use, the buildings were adapted to include facilities for childcare, a toy library, art and pottery studios, a conference room and a legal aid office.

Nintirri became an incorporated body in 1988 and has since grown to an organisation employing over 30 people across six core areas of service.

Today it is still used for community purposes and includes the Little Gecko's Childcare Centre, which has been operating in Tom Price for the past 25 years. The centre also offers after school care, a toy library, a school readiness program, community health and wellbeing service, community resource centre and family violence and prevention services.

Circa 2013, distinctive gable ends to the ends and centre of the buildings were removed and replaced with sheeting to match the fall of the larger gable roof.

DESCRIPTION

Exterior: The Nintirri Centre is located in two long rectangular buildings aligned parallel to each other along the north-east corner of the Central and Stadium Roads intersection. The buildings are setback along both roads and have lawn and mature trees providing shade and amenity. To the north (side) and east (rear) there are bitumen driveways and parking.

There are no connecting walkways or verandahs, however, the buildings are largely identical and are separated by an outdoor play area. The front lengths and eastern ends of the buildings have wide steel-framed verandahs supported by square posts and have a pool fence balustrade. The buildings have gable roof forms constructed from corrugated iron with no guttering. The walls are also metal corrugated iron but with a wider profile. Along the fronts of the buildings there are a number aluminum windows. The ends (east

and west) of the buildings have no windows, only solid doors. The northern building is grey and the southern building has been painted red.

Interior: Not assessed.

ARCHAEOLOGY NOTES

Limited.

CONDITION	Good .
INTEGRITY	Low. The place was designed and constructed for the use as single mens quarters and as an administration centre for Hamersley Iron.
AUTHENTICITY	Medium. The original roof form has been altered by the removal of gable ends however the overall rectangular form of the building remains as original. Also only four of the eight original single men's quarter buildings remain.

ASSOCIATIONS

Name	Type	Year From	Year To
Hamersley Iron	Previous Owner/Builder	1966	1983
Women's Activity and Socialising House	Previous Occupant	1983	-

HISTORIC THEMES

General	Specific
SOCIAL & CIVIC ACTIVITIES	Community services & utilities
OCCUPATIONS	Mining (incl. mineral processing)
DEMOGRAPHIC SETTLEMENT & MOBILITY	Settlements

STATEMENT OF SIGNIFICANCE

The Nintirri Centre, comprising two metal clad single storey buildings set amongst mature trees, has cultural heritage significance for the following reasons:

the buildings are representative of the early development of Tom Price as they were originally built as single men's quarters for Hamersley Iron. The buildings add to the townscape and represents the way of life in a North West mining town in the late 1960s;

the centre has provided an important social service for the local community since 1983 and today continues to have an important social function providing childcare and community services.

INTERIOR	Further Assessment Required
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 3: Some significance
Management Recommendation	<p>Contributes to the heritage of the locality.</p> <p>Inclusion on Heritage List.</p> <p>Encouragement should be given to the retention and conservation of the place.</p> <p>Photographically record prior to major development or demolition. Recognise and interpret the site if possible.</p>

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Local Government Heritage Inventory	Adopted	17 August 1999

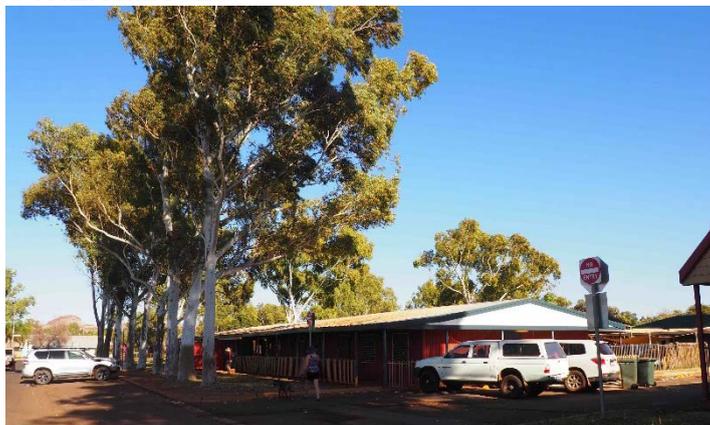
SUPPORTING INFORMATION/BIBLIOGRAPHY

Shire of Ashburton notes.
 Nintirri Centre website. <http://www.nintirri.org.au/history>

DOCUMENT CONTROL

Date Created	June 1999
Date Modified	September 2019

OTHER IMAGES



Nintirri Centre (southern building, 2016).

Nintirri Centre (northern building, 2016).



Nintirri Centre (northern building). Source: TPG October 2016

Nintirri Centre (northern building). Source: TPG October 2016

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

TOM PRICE SHOPPING ARCADE



Tom Price Shopping Arcade, 2016

LOCATION

Address	1 Stadium Road, Tom Price
Other Names	Single Men's Mess, Town Services, Electrical and Painters Workshop
HCWA Place Number	15395
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
-	1	P18202	2796-286	22°41'36.35"S 117°47'44.14"E

PLACE DETAILS

Place Type	Individual Building or Group
Construction Date	1967
Architectural Style	North West Vernacular
Architectural Period	Late Twentieth Century Period (1960-)
Date Source	1999 Shire of Ashburton Municipal Heritage Inventory
Construction Materials	Walls: Concrete Block Roof: Corrugated Iron

USE(S) OF PLACE

Original	MINING	Housing or Quarters
Present	COMMERCIAL	Shopping Complex
Other	INDUSTRIAL/MANUFACTURING	Other

HISTORICAL NOTES

Tom Price is an iron mining town in the Pilbara region, 1458 km north north east of Perth and 89 km north of Paraburdoo. Following the discovery and development of the iron mining industry in this area in the 1960s, a private townsite named Tom Price was established by Rio Tinto Southern Pty Ltd/Hamersley Iron. It was officially named Tom Price Townsite in 1967, but was not a gazetted townsite until 1985. The townsite derives its name from Mount Tom Price, a mountain in the Hamersley Range named in 1962 in honour of Thomas Moore Price, the former vice-president of Kaiser Steel.

The Tom Price Shopping Arcade was built in 1967 to be used as a single men's mess for the mining and construction workers of Tom Price. To the north of Stadium Road, within close walking distance, there was a cluster of single mens quarters (including what is now known as the the Nintirri Centre), which would have been serviced by the mess.

The mess closed circa 1973/74 and converted to Town Services Electrical and Painters Workshops in 1976.

In 1990 the old mess was reopened as a shopping arcade. In 2012 the centre housed Blockbuster Video, various offices, Nameless Cafe and Cacy's Convenience Store. As at 2016, the place housed a variety of tenants including WorkPac Group, Skilled Workforce, Peppy's Pizza and Cacy's Convenience Store.

DESCRIPTION

Exterior: The Shopping Arcade is located along the south-eastern corner of the Stadium and Central Road intersection in Tom Price. The Stadium Street setback comprises car parking and a slightly raised lawn area with regularly placed mature palm trees. The Central Road setback comprises lawn and a number of other mature plantings.

The rectangular building, with a gable roof, has simple lines and utilitarian building material typical of the mining towns of the North West. The building is similar in design to the Nintirri Centre opposite, however it retains its original gables featured centrally and at both ends of the building. Solidly constructed of concrete besser blocks and steel frame, the buildings windows are concealed by aluminum security frames. Since 2010 the building has been painted a dark maroon colour.

Interior: Not Assessed.

ARCHAEOLOGY NOTES

Limited.

CONDITION	Good.
INTEGRITY	Low. The place was designed and constructed for the use as a mess for the nearby single mens quarters. It is now used as a shopping arcade.
AUTHENTICITY	Medium.

ASSOCIATIONS

Name	Type	Year From	Year To
Hamersley Iron	Previous Owner/Builder	1967	1973

HISTORIC THEMES

General	Specific
SOCIAL & CIVIC ACTIVITIES	Community services & utilities
OCCUPATIONS	Mining (incl. mineral processing)
DEMOGRAPHIC SETTLEMENT & MOBILITY	Settlements

STATEMENT OF SIGNIFICANCE

*The Tom Price Shopping Arcade, has cultural heritage significance for the following reasons:
the place is representative of the early development of Tom Price, being originally built as the single men's mess for Hamersley Iron. The building adds to the townscape and represents the way of life in a North West mining town in the late 1960s.*

INTERIOR	Further Assessment Required
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 3: Some significance
Management Recommendation	Contributes to the heritage of the locality. Inclusion on Heritage List. Encouragement should be given to the retention and conservation of the place. Photographically record prior to major development or demolition. Recognise and interpret the site if possible.

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Local Government Heritage Inventory	Adopted	17 August 1999

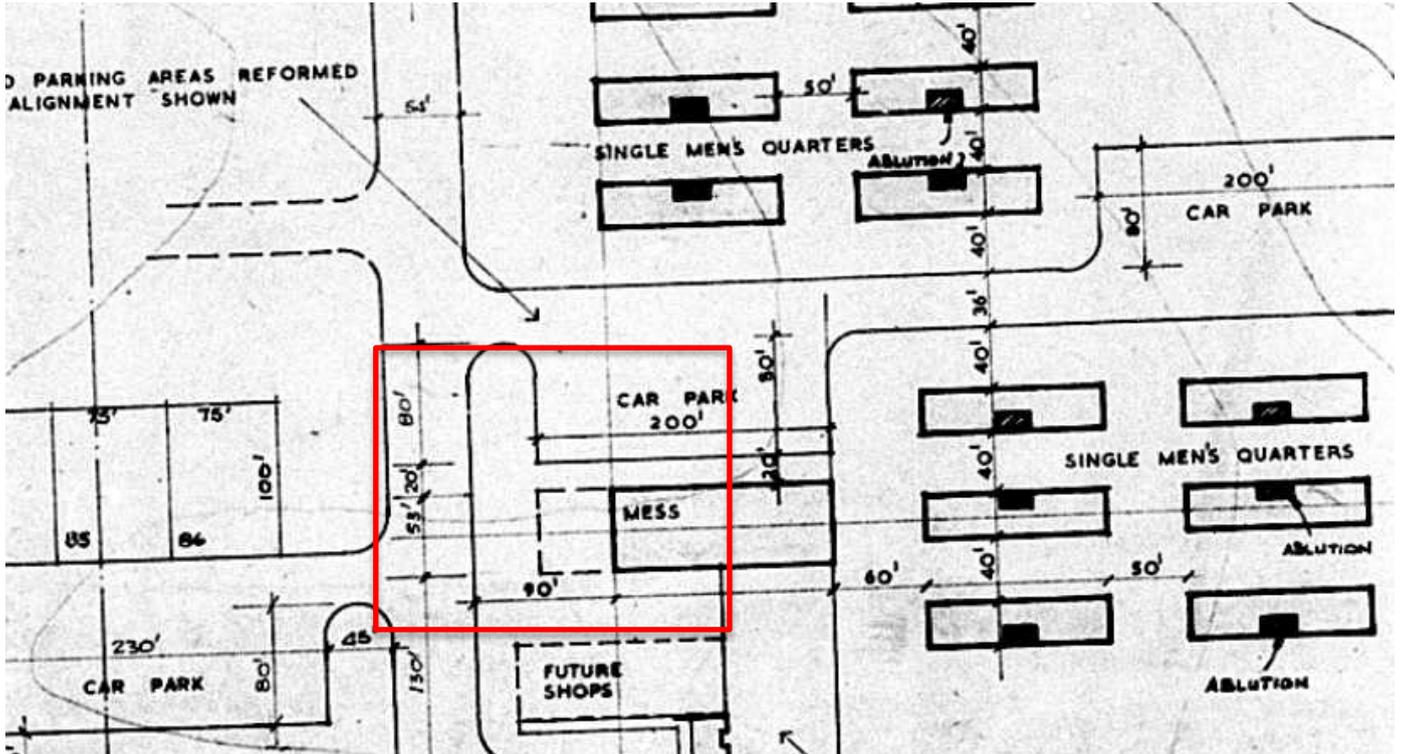
SUPPORTING INFORMATION/BIBLIOGRAPHY

Shire of Ashburton Notes.
Hamersley Iron, (n.d) This is Tom Price booklet, held at the Tom Price Library.

DOCUMENT CONTROL

Date Created	June 1999
Date Modified	October 2016

OTHER IMAGES



Site plan of Tom Price showing subject building (highlighted red) in 1966. Source State Records Office



Tom Price Shopping Arcade, 2016.

Tom Price Shopping Arcade, 2016.

CATEGORY 4

Limited Significance



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**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

OLD WITTENOOM TOWNSITE



Aerial image of Old Wittenoom Townsite. Source: inHerit 2016

LOCATION

Address	Wittenoom
Other Names	Wittenoom
HCWA Place Number	15372
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
Various				22°14'26.06"S 118°20'11.66"E

PLACE DETAILS

Place Type	Historic Town
Construction Date	Townsite gazetted 1950
Architectural Style	Various.
Architectural Period	Post-war (1940-1960)
Date Source	Landgate
Construction Materials	Various

USE(S) OF PLACE

Original	MINING	Other
Present	MINING	Other
Other	-	

HISTORICAL NOTES

The Wittenoom Townsite, located 288km inland by road from Roebourne, was once a thriving mining town. The town was established in the 1940s by Australian Blue Asbestos Limited, for its workers.

It is thought, that Wittenoom Gorge was named by surveyor F T Gregory, when he led an expedition into the area in 1861. It appears that the Gorge was named after Reverend John Burdett Wittenoom, the first Chaplain to the Civil Establishment of Swan River Colony, who arrived in the brig 'Wanstead' early in 1830. Rev John Wittenoom's grandson, Francis Burdett (Frank) Wittenoom, had interests in Mulga Downs Station in the early 1900s.

In his journal Gregory reported the river flats as having rich pastoral potential. The area remained pastoral for many decades. Mulga Downs was in serious trouble between 1902 and 1915 when Frank Wittenoom employed George Hancock as manager. George was responsible for turning the property around, and in appreciation Frank gave George a 25% share in the property. George then sold his share in Ashburton Downs, inherited from his father, to put the money into owning Mulga Downs. In 1935 George became a pastoral inspector for Dalgely, whilst his son, Lang Hancock, took up managership of Mulga Downs.

The West Australian Mines Department had known of the asbestos in the district since its first discovery in 1908, however no mining was carried out until the 1930s. At first mining was limited to surface exposures from which the fibre was won from benching, along an extensive northern sector of the range, with the miners living in tents. In 1938 Lang Hancock was involved in mining the first leases taken up in the Wittenoom Gorge.

Another theory about the naming of Wittenoom is that it is named after Mr Frank Wittenoom who, as noted above, was in partnership with Lang's father, Mr George Hancock, in the nearby Mulga Downs Station.

In 1943, Colonial Sugar Refineries bought out Hancock's Wittenoom Gorge leases, and the mining industry expanded with the setting up of a subsidiary company, Australian Blue Asbestos Ply Ltd. By the late 1940's there was a need for a government townsite near the mine, and the Mines Department recommended it be named Wittenoom, advising that adoption of this name was strongly urged by the local people. The name was approved in 1948, but it was 1950 before the townsite was officially gazetted. In 1951 the name was changed to Wittenoom Gorge at the request of the mining company, and in 1974 it was changed back to Wittenoom.

From 1950 until 1966, Wittenoom Gorge was Australia's sole supplier of blue asbestos. In that time two schools, an open-air cinema, hotel, churches and a myriad of both public and private retail and support services were established in the town. Asbestos tailings were used on some driveways and backyards, on the racetrack and in constructing roads and the airport.

In 1966 the mine was closed owing to lack of ore reserves and high production costs. The history since the mine's closure, is now littered with stories of one of Australia's greatest industrial disasters. Of the thousands of men, women and children that lived and worked in Wittenoom, many have died of asbestos related illnesses and many more live in the shadow of potential fatal lung cancer or mesothelioma.

State Government policy on Wittenoom saw the town being declared a health risk. Since 1978-87 there have been various projects initiated to discourage continued settlement in the area. In 1987 buildings on 60 properties were demolished, followed by another 35 cleared in 1995-96. Before the 1995-96 demolitions took place, the National Trust of Australia (WA) completed a pictorial history of the remaining buildings with a grant from the Department of Trades and Commerce. Some of these photos are included in this place record form.

The once thriving mining town is now virtually a ghost town but has not been entirely deserted. A few residents have stayed on at the town despite the large number of buildings that have been demolished and the reduction of community services. In 1999 there were approx 30 people residing in Wittenoom, with this number reduced to three remaining residents in 2019.

The electricity was shut off in 2006 resulting in the remaining residents putting in private generators, and the postal service ceased in 2007. In June 2007, Jon Ford, the Minister for Regional Development, announced that the townsite had officially been degazetted. The town's name was removed from official maps and road signs. The Shire of Ashburton have closed roads that lead to contaminated areas.

In 2019, the Western Australian Government introduced legislation compulsorily acquire the remaining 17 freehold lots from the five landowners, including the remaining three residents.

DESCRIPTION

Exterior: A site visit was not undertaken as part of the 2016 Local Government Heritage Inventory review due to health and safety concerns.

Interior: N/A

ARCHAEOLOGY NOTES

Given the health concerns and risks associated with asbestos archaeological investigations in the old townsite are not deemed prudent.

CONDITION	N/A
INTEGRITY	Low. The town is now largely devoid of buildings and therefore its legibility as a townsite is no longer readily clear. Given the health concerns and risks associated with asbestos the town will never be reestablished.
AUTHENTICITY	Low. The majority of buildings from the town have been demolished.

ASSOCIATIONS

Name	Type	Year From	Year To
Lang Hancock	Previous owner	1938	1943
Colonial Sugar Refineries/ Australian Blue Asbestos Ply Ltd	Previous owner	1943	-

HISTORIC THEMES

General	Specific
OCCUPATIONS	Mining (incl. mineral processing)
DEMOGRAPHIC SETTLEMENT & MOBILITY	Resource exploitation and depletion

STATEMENT OF SIGNIFICANCE

Old Wittenoom has historic cultural heritage significance. Without the story of asbestos mining in the Wittenoom Gorge the history of the Shire of Ashburton would not be complete.

Local and State Government Departments actively discourage visitors, by warning them of the potential danger posed by asbestos remnants in the district.

INTERIOR	N/A
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 4: Limited significance
Management Recommendation	Contributes to the history of the locality through its social and history rather than its built form; or may be a historic site. Retain record in the LGI for archival purposes.

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Local Government Heritage Inventory	Adopted	17 August 1999

SUPPORTING INFORMATION/BIBLIOGRAPHY

Edwards, Hugh Gold Dust and Iran Mountains 1993 WA

Walkabout Australian Travel Guide <http://walkabout.fairfax.com.au>

National Trust of Australia (WA) Wittenoom – A Pictorial Record 1996

Information obtained from Lorraine Thomas, Councillor of the Shire of Ashburton. Interviewed by Cathy Day (OBPC) 8 February 1999

Landgate, Town Names, Available online: <https://www.landgate.wa.gov.au>

Geological Survey of Western Australia, Bulletin 119 "The iron formations of the pre Cambrian Hamersley Group W A, with special reference to the associated crocidolite."

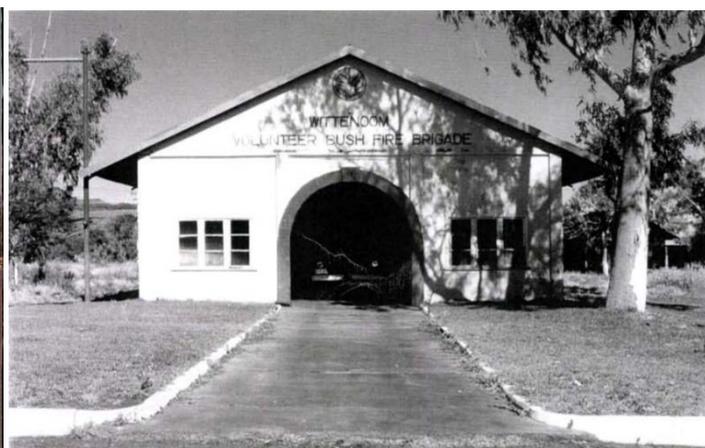
DOCUMENT CONTROL

Date Created	June 1999
Date Modified	October 2016

OTHER IMAGES



Left image: Fortescue Hotel, Wittenoom, 1966 (built 1947, demolished 1996). Source: State Library of Western Australia 140142PD



Right image: Bush Fire Brigade Building, 1995 (built 1983, demolished 1995). Source: National Trust of Western Australia (1995)



Left image: Post Office, 1995 (built 1983, demolished 1995). Source: National Trust of Western Australia (1995)



Right image: Wittenoom Hospital 1995 (built 1950, demolished 1995). Source: National Trust of Western Australia (1995)



Left image: Wittenoom Racecourse, 1995 (demolished 1995). Source: National Trust of Western Australia (1995)

Right image: Wittenoom Police Station/Court House 1995 (built 1964, demolished 1996). Source: National Trust of Western Australia (1995)

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM - ARCHIVE**

RESIDENCE: 26 THIRD AVENUE, ONSLOW



26 Third Avenue, Onslow 1998 – now demolished. Image Source: Shire of Ashburton Municipal Heritage Inventory 1999

LOCATION

Address	26 Third Avenue, Onslow
Other Names	-
HCWA Place Number	15376
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
-	362	P202376	911-198	21°38'13.77"S 115° 6'42.91"E

PLACE DETAILS

Place Type	Historic Site
Construction Date	Demolished 2006/07
Architectural Style	N/A
Architectural Period	Inter-War (1915-1940)
Date Source	Laura Shannon, long term resident of Onslow
Construction Materials	N/A

USE(S) OF PLACE

Original	RESIDENTIAL	Single storey residence
Present	RESIDENTIAL	Single storey residence
Other	-	-

HISTORICAL NOTES

There is a local story that the house which once stood on this site was the residence of the Customs Officer of Onslow. However, according to long term resident Laura Shannon, the house was built for her father and no customs officer was ever appointed to Onslow. Joseph Kempton (Laura's father) finished the house in 1930 and the family resided there until 1941.

During World War II the house was taken over by the army and used as an officers' mess.

After the war the residence was occupied by Eric Bailey who was the driver for the Onslow train that went from the jetty to the Goods Shed.

In 2006/07 the house was demolished and a new residence constructed.

DESCRIPTION

Exterior: The following provides a description of the previous residence at 26 Third Avenue, which was demolished in 2006/07. The description has been taken from the Shire of Ashburton Municipal Heritage Inventory 1999:

'The dwelling is a long, rectangular, weatherboard, single storey building. The hipped corrugated iron roof has small ventilation gables at both ends of the house. Raised on cylindrical concrete blocks the house has an open verandah across the front of the house with simple unadorned verandah posts. The verandah at the end of the house has been semi enclosed with ripple iron and wooden lattice. The building is set back from the road in a natural bush setting with little formal landscaping.'

Interior: N/A

ARCHAEOLOGY NOTES

Limited.

CONDITION	N/A
INTEGRITY	N/A
AUTHENTICITY	Low – the original building has been demolished.

ASSOCIATIONS

Name	Type	Year From	Year To
Eric Bailey (train driver who lived in the house)	Previous Occupant	-	-
Joseph Kempton	Builder	1930	1941

HISTORIC THEMES

General	Specific
DEMOGRAPHIC SETTLEMENT & MOBILITY	Settlements

STATEMENT OF SIGNIFICANCE

The following Statement of Significance was written for the former residence at 26 Third Avenue, which was demolished in 2006/07. It has been taken from the Shire of Ashburton Municipal Heritage Inventory 1999:

“The residence has aesthetic, historic and representative cultural heritage significance. Though the story of the past use of the house has some contradictions, the residence has obviously been part of the town of Onslow’s history for many years. It is a good representative of North West housing, adapted for both hot and cyclonic conditions. The house adds to the streetscape of Third Avenue.”

INTERIOR	Not Significant
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 4: Limited/intangible significance
Management Recommendation	Contributes to the history of the locality through its social and history rather than its built form; or may be a historic site. Retain record in the LGI for archival purposes.

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Local Government Heritage Inventory	Adopted	17 August 1999

SUPPORTING INFORMATION/BIBLIOGRAPHY

Oral Information by Laura Shannon, long term resident of Onslow, given to Cathy Day on 13 January 1999.
Shire of Ashburton Municipal Heritage Inventory 1999.

DOCUMENT CONTROL

Date Created	June 1999
Date Modified	October 2016

OTHER IMAGES



26 Third Avenue, Onslow 1998 – now demolished. Image Source: Shire of Ashburton Municipal Heritage Inventory 1998



Replacement dwelling at 26 Third Avenue, Onslow 2016.

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM - ARCHIVE**

BEADON POINT REAR NAVIGATIONAL LEADING LIGHT



Photo. Beadon Creek Rear Lead Tower – View from south showing all nine sections, supply shed on south side and protective fencing around base. (2012). Source: Menck, *Archival Record*, 2019.

LOCATION

Address	6 Second Avenue, Onslow
Other Names	Beadon Point Rear Navigational Lead Platform
HCWA Place Number	26112
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
27316	448	169922		21° 38.6444" S 115° 7.0402" E

PLACE DETAILS

Place Type	Historic Site
Construction Date	Demolished 2019
Architectural Style	N/A
Architectural Period	Inter-War (1915-1940)
Date Source	Beadon Point Jetty Leading Lights, General Plan, PWD 27996, June 1936.
Construction Materials	N/A

USE(S) OF PLACE

Original	Shipping Navigation Aid	
Present	Nil	
Other	-	-

HISTORICAL NOTES

The following summary has been comprised from the Archival Record (Menck, 2019), which includes a comprehensive history:

Onslow is within the Native Title Determined Area of the Thalanyji people. It has also been recorded as having associations with the Nhuwala people. Two registered Aboriginal sites are close to Beadon Point Rear Lead Navigational Light. Onslow Old Law Ground (Registered Site 35628) is immediately south of the tower. A ceremonial and water source site covers Onslow townsite, with its registered boundary just west of the tower (Registered Site 6618). There are several other registered sites further west and south (6617, 6619, 6575, 6620 & 8920). Evidence of an Aboriginal camp, meeting and hunting place has been identified approximately 750m west of the tower.

Colonists established a settlement near the mouth of the Wongalwarra Pool/ Ashburton River in the early 1880s. Onslow townsite was officially gazetted at that site in 1885 and served as a trading port for mining, pearling and pastoral interests in the region. A jetty was constructed and in 1901 a steel tripod tower was built onshore to improve navigation into the port. A lead light was added in 1911. However, the town was vulnerable to cyclones and subject to flooding, and the river mouth was silting up. Cyclones in 1897, 1909 and 1918 caused extensive damage.

In the early 1920s, a new settlement was established at Beadon Point, approximately 20km northwest of the earlier town. Initially known as Beadon, the new town was renamed Onslow after most structures from Old Onslow were physically relocated to the new site. By 1924, the old townsite had been largely abandoned.

A contract was let in mid-1922 for construction of a deep-water jetty at Beadon Point. It was officially opened on 20 May 1925. Lead lights are navigational aids for entering port. Plans for a steel light tower at Beadon Point were drawn in February 1925. The structure was to be 60ft (18.3m) high, with a 3ft3in (1m) lantern bolted atop. It was to be a rear lead light, located north of the intersection of First Street and Second Avenue, aligned with a light on the jetty to identify the navigational channel. Both the jetty and lead light were oil lamps visible for ten miles (16km) in clear weather. The tower was erected in time for the opening of the new jetty.

In its first full year of operation, Beadon Point Jetty had 104 vessels berth, comprising 86 steamers and 18 sailing vessels. Sheep were the main cargo, with 3,720 imported and 19,597 exported, along with 8,350 bales of wool. Within ten years, the jetty was serving approximately 12 million acres of pastoral land, exporting around 50,000 sheep and 11,000 bales of wool annually. It also received around 2,700 tonnes of cargo and shipped a substantial quantity of pearl shell.

The coast continued to be considered dangerously unlit, as it lacked full lighthouses (ocean lights) to guide vessels at sea. Vessels arriving at Beadon at night generally stood offshore until daylight, increasing freight costs. Lighthouses were a Federal government responsibility. The State government lobbied for a lighthouse at Beadon Point, but none was forthcoming.

In late March 1934, a cyclone destroyed the outer half of the 1925 jetty and much of the new town of Onslow. Planning to replace the jetty was swiftly initiated, as it was a vital transport structure for North West pastoralism. The reconstructed jetty opened in March 1936, just shy of two years after the cyclone. The cyclone also destroyed both the lead lights at Onslow. However, as a new lamp was quickly installed on the rear lead, it appears the steel tower survived, but lost its light.

Years of cyclone damage to the Beadon Point Jetty saw public calls for the structure to be rebuilt. Complaints were also made about the reefs of the area being dangerous to navigate, and this situation was highlighted by the grounding of local ships while trying to navigate the reefs the same year. One of the government responses to the situation was for a full marine survey of the waters off Onslow in May 1935. By this time reports were referencing numerous vessels hitting obstructions at Beadon Point.

The surveys eventually resulted in charting formerly unidentified submerged rocks. The Hydrographic Department in Sydney recommended establishing a new entrance channel with better depths of water and more room between shoal patches. This required the navigational lights to be rearranged.

Two steel towers were erected for the lead lights. The new tower lights were lit for the first time at the beginning of March 1936, coinciding with the opening of the reconstructed jetty. Where the jetty was a long, slow construction, the light towers appear to have been erected quite quickly. Stone and sand were carted for the base of the new tower. The prefabricated steel tower arrived with other cargo on the Kangaroo on 4 February 1936 (apparently from Perth).

A June 1936 plan indicates that the 1925 light tower was dismantled and relocated southwest to become a rear lead light. The changes were required as the leads were altered from 163°51' to 151°. The original foundations were reused for a 40ft (12.2m) front lead light tower. Both were fixed white lights. The front lead light had a steel tower almost identical to the rear light, although only two thirds its height. Both white lead lights were Dioptric lanterns, the front light recorded as Fifth Order and the rear as Fourth Order. Both were visible for eight miles (12.8km) in clear weather.

Both lead lights at Onslow were upgraded with electric lanterns in 1958 (front) and 1959 (rear). The new lights were visible for 14 miles (22.5km). Cyclones continued to plague Onslow. In March 1958, two cyclones crossed the coast near Onslow within two weeks, with the second again destroying the jetty. Newly rebuilt, it was again damaged in 1961 when three cyclones hit the district in five weeks. This time, the 300m of jetty lost in the storm was not re-erected. Ships subsequently anchored offshore and unloaded by lighter, including the vital State Shipping Service.

Improved road transport meant the expense of rebuilding the jetty was no longer considered justifiable. Other Pilbara ports also came to prominence through the 1960s as iron ore exports commenced. In 1972, an alternate landing was constructed in Beadon Creek, east of the town. The surviving portion of Beadon Point jetty was not maintained. In 1982, it was destroyed as part of an army explosives exercise.

In 1999, a substantial solar salt works was established south west of Onslow. This included construction of a large new jetty on the west side of Beadon Point for loading salt for export. The front lead light at Onslow was decommissioned to avoid confusion for ships navigating the new shipping channel that accessed the salt delivery jetty. Aerial photographs indicate it had been removed by September 2001. Aerial photographs also suggest a storage shed at the rear lead light was removed between 2012 and 2015, leaving only some footings of the former structure.

In October 2018, skippers navigating waters off Onslow were surveyed to see whether Beadon Point Rear Lead Navigational Light was still used, as decommissioning was being considered. Without the front lead light, it was seen to be of little use, although it remained a landmark visible when approaching port. The Beadon Creek channel was by this time marked with other navigational lights. The navigational light was subsequently turned off in January 2019.

The Department of Transport reported that the state of the structure was unsafe for access and not serviceable as a navigational aid, and proposed demolition. The proposal for demolition was referred to the Department of Planning, Lands, and Heritage, pursuant to the Heritage Act 2018 and in relation to the Government Heritage Property Disposal Process (GHPDP). After careful consideration, the Heritage Council Registration Committee determined that while the place may have some cultural heritage significance, it is unlikely to meet the threshold for entry on the State Register of Heritage Places. Demolition was therefore approved, subject to the Department of Transport compiling a detailed archival record of the place for submission to the Council.

An Archival Record was subsequently prepared for the Department of Transport by Clare Menck, Historian in July 2019.

DESCRIPTION

Exterior: The following provides a description of the place, which was demolished in 2019. The description has been taken from the Department of Transport, GHPDP form submitted for referral to Heritage Council of WA, April 2018.

Beadon Point Rear Navigational Leading Light sits on the outskirts of the town of Onslow, on the flat coastal plain southeast of Onslow District Hospital in remnant bush land of low scrub. The main structure is a four-sided pyramid tower approximately 14m high, constructed of a lattice of steel L beams, organised into boxed sections via horizontal beams, with diagonal cross bracing along each face. The structural members are held in place through bolts attached to flanges at the corner of each cross beam. A steel access ladder is located on the southeast face. At the top of the tower is a small circular walkway with steel tube safety barrier, and a steel mesh floor. From the photos provided, it appears part of this walkway is now home to a bird's nest. At the apex of the tower is a small solid steel platform, attached to which is the navigation light itself. The construction type of the navigation light is unknown but is assumed to be an electric light with a thick plastic cover. The current colour of the tower is white, although the joints of the structure have been stained red due to rust and exposure to iron ore dust. Historically, this tower functioned as part of a pair; a ship would position itself so that both lights were vertically aligned (when viewed from the ship), this bearing indicated the safest passage through an area of dangerous waters. The tower is flanked by a small timber and corrugated iron power box, and both structures are contained within a low wire mesh fence topped with barbed wire.

Interior: N/A

ARCHAEOLOGY NOTES

Potential for archaeological finds related to Aboriginal occupation.

CONDITION	N/A
INTEGRITY	N/A
AUTHENTICITY	Low – the structure has been demolished.

ASSOCIATIONS

Name	Type	Year From	Year To
Public Works Department	Builder	1936	2019
State Government	Owner	1936	2019

HISTORIC THEMES

General	Specific
DEMOGRAPHIC SETTLEMENT & MOBILITY	Settlements

STATEMENT OF SIGNIFICANCE

The following Statement of Significance was written for the Beadon Point Rear Lead Navigational Light, which was demolished in 2019. It has been taken from the Archival Record:

Beadon Point Rear Lead Navigational Light, a steel tower fabricated in 1925 and relocated to its current site in 1936 to act as a rear lead light for Beadon Point Jetty, Onslow, has cultural heritage significance for the following reasons:

The place provides physical evidence of the period when Onslow was the main port for the Ashburton district, facilitating the North West pastoral industry in the era prior to reliable road connections to southern markets;

Along with former goods shed and possible ruined remnants of the jetty, the place is one of few surviving elements relating to Beadon Point Jetty, which was demolished in 1982;

The place has been a local landmark since 1925, visible from within the townsite and on both land and sea approaches, and contributes to the Onslow community's sense of place;

The place contributes to the story of North West coastal shipping when it was the main transport link for the region, enabled by government funding of port facilities and substantially served by the State Shipping Service; and,

The place is a representative and possibly rare example of navigational light towers constructed in the interwar period.

The security fencing at the base of the tower is of little significance.

INTERIOR	N/A
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MANAGEMENT RECOMMENDATIONS

Management Category	Category 4: Limited significance
Management Recommendation	Contributes to the history of the locality through its social and history rather than its built form; or may be a historic site. Retain record in the LGI for archival purposes.

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Local Government Heritage Inventory	Archive	18/10/2019

SUPPORTING INFORMATION/BIBLIOGRAPHY

Cumming, D A, Glasson, M, McCarthy, M, *Lighthouses on the Western Australian coast and offshore islands*, 1995 http://museum.wa.gov.au/maritime-archaeologydb/sites/default/files/no.100_lighthouses_on_wa_coast_0.pdf

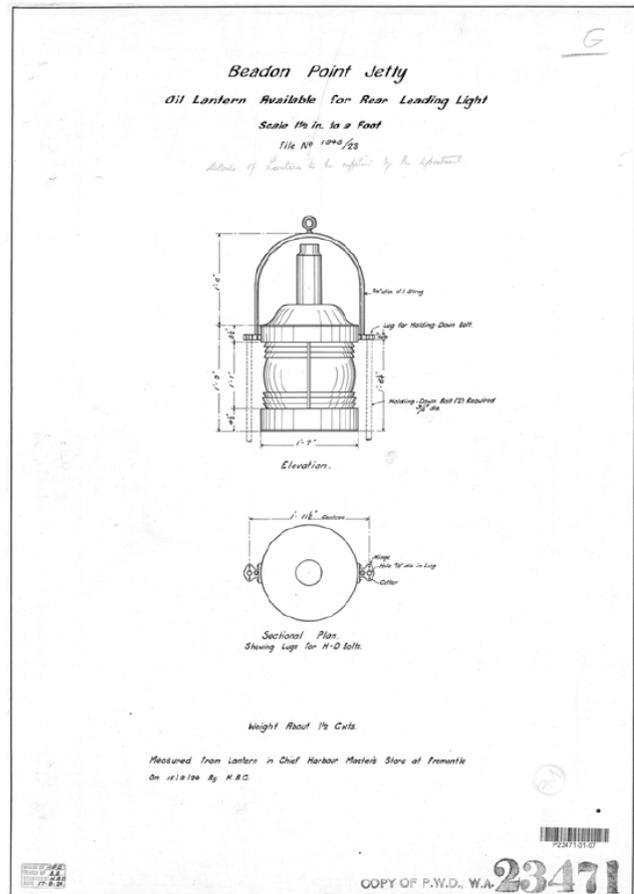
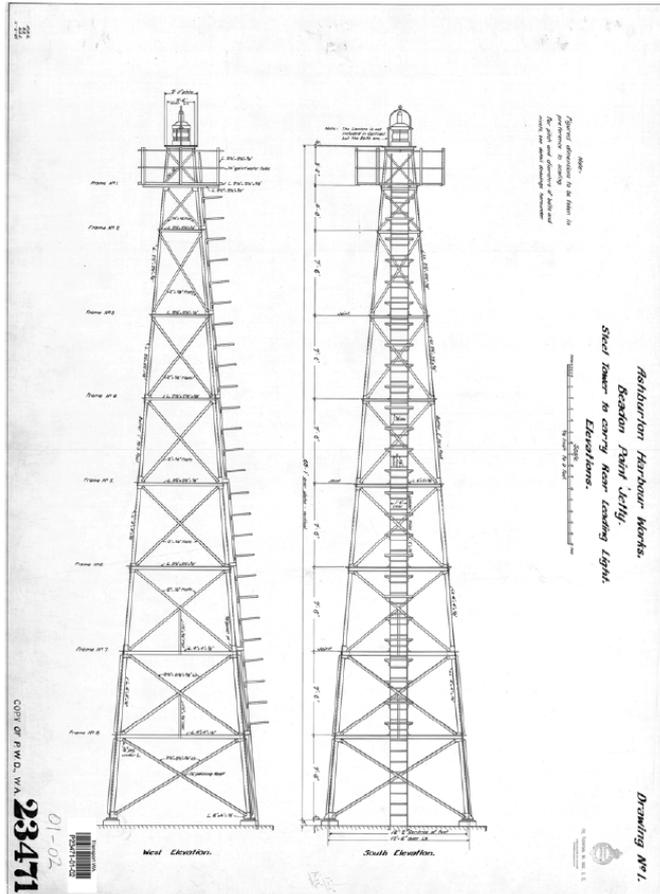
Department of Transport, GHPDP form submitted for referral to Heritage Council of WA, April 2018.

Menck, C., *Beadon Point Rear Lead Navigational Light, Onslow, Archival Record*, for Department of Transport, Historian, July 2019.

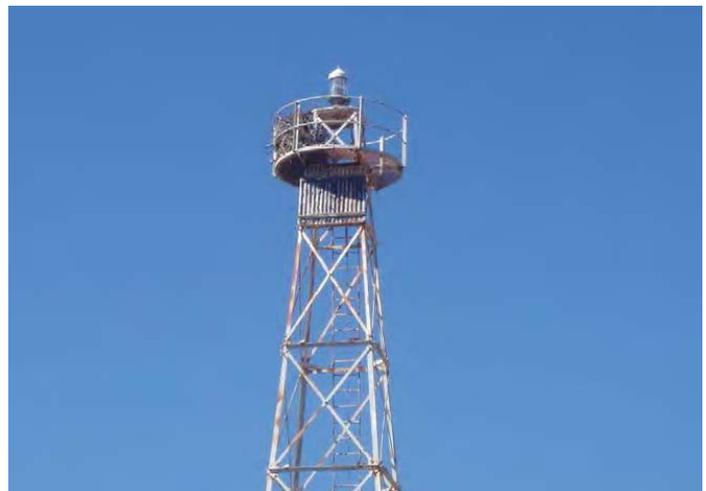
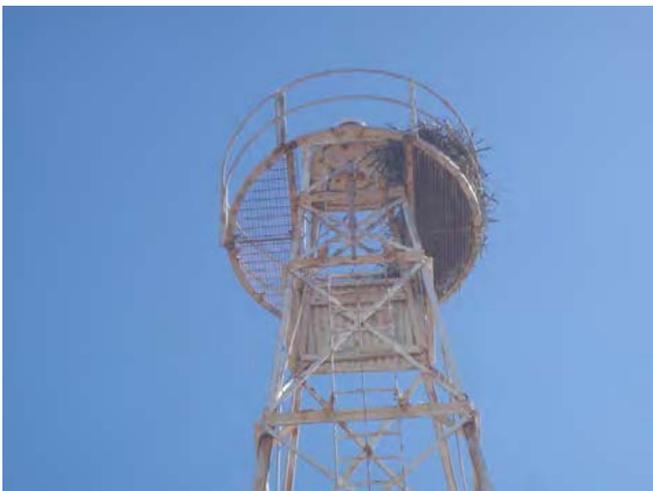
DOCUMENT CONTROL

Date Created	September 2019
Date Modified	

OTHER IMAGES



Left image: 1925 plan for Beadon Point Light Tower (later relocated to be Rear Lead Light) Source: Menck, Archival Record, 2019.
Right image: Lantern detail (1925 plan). Source: Menck, Archival Record, 2019.



Left image: Access landing (gallery) at top of tower, south side, showing birds' nest built on platform and sections six to nine (2015). Source: Menck, Archival Record, 2019. Right image: Lantern, north side (2015). Source: Menck, Archival Record, 2019.

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ARCHIVE

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**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

RESIDENCE 10 LILAC STREET, TOM PRICE



Residence at 10 Lilac Street, Tom Price 2016.

LOCATION

Address	10 Lilac Street, Tom Price
Other Names	-
HCWA Place Number	15379
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
-	10	P15338	1725-28	22°41'44.76"S 117°47'31.59"E

PLACE DETAILS

Place Type	Individual Building or Group
Construction Date	1967
Architectural Style	Vernacular
Architectural Period	Late Twentieth Century Period (1960-)
Date Source	1999 Shire of Ashburton Municipal Heritage Inventory
Construction Materials	Walls: Brick Roof: Cement Tile

USE(S) OF PLACE

Original	MINING	Housing or Quarters
Present	RESIDENTIAL	Single storey residence
Other	-	-

HISTORICAL NOTES

Tom Price is an iron mining town in the Pilbara region, 1458 km north north-east of Perth and 89 km north of Paraburdoo. Following the discovery and development of the iron mining industry in this area in the 1960s, a private townsite named Tom Price was established by Rio Tinto Southern Pty Ltd/Hamersley Iron. It was officially named Tom Price Townsite in 1967, but was not a gazetted townsite until 1985. The townsite derives its name from Mount Tom Price, a mountain in the Hamersley Range named in 1962 in honour of Thomas Moore Price, the former vice-president of Kaiser Steel.

Tom Price was built in three major stages, each following decisions to increase the production tonnages from the mine. The original central area homes were built between 1966 and 1967, followed by homes in the southern, eastern and western areas in 1968, with those homes in the northern area constructed in 1969.

A plan from 1966 shows the house, along with a number of other residences, along the west hand side of the school being proposed for Hamersley Iron. The plan sets out that the subject dwelling was a T4 model and that in this area there was only one of these models to be constructed at the time. This model was referred to as 'The Dorset,' which was to be constructed from clay bricks. Built in 1967, the house was reportedly occupied by the first manager of Hamersley Iron.

Generally all the houses for 'married accommodation,' built by Hamersley Iron, consisted of three or four bedrooms, a lounge/dining room, bathroom, separate toilet, kitchen, laundry, external storage shed and attached carport. Homes were furnished with essential furniture and appliances including stoves, refrigerator, washing machine, hot water system, kitchen setting, buffet, coffee table, four piece lounge suite and double and single beds.

DESCRIPTION

Exterior: The residence at 10 Lilac Street is typical of the housing constructed in Tom Price in the late 1960s by Hamersley Iron for its workers. The dwelling, whilst having a different plan and detail from its neighbours, is largely derived from essentially the same blueprint, with consistent materiality, form, setbacks and garden treatment making a relatively homogenous streetscape.

The dwelling is set on a large 985 square metre block and is setback approximately 6 metres from the street. The street setback comprises a large lawn area and red gravel with five mature palm trees.

The brick and concrete tile single storey home has a double carport. The house has changed little since its original construction.

Interior: Not assessed.

ARCHAEOLOGY NOTES

Limited.

CONDITION	Good.
INTEGRITY	High.
AUTHENTICITY	High.

ASSOCIATIONS

Name	Type	Year From	Year To
Hamersley Iron	Builder/Previous Owner	1966	-

HISTORIC THEMES

General	Specific
Demographic settlement & mobility	Land allocation & subdivision
Demographic settlement & mobility	Settlements

STATEMENT OF SIGNIFICANCE

The residence at 10 Lilac Street comprises a simple vernacular residential building, constructed in the late 1960s to a standard plan by Hamersley Iron for its workers. The subject place is one of a number of residences which was built in Tom Price, to address the need for residential accommodation associated with the development and exponential growth of the iron ore industry from the 1960s.

INTERIOR	Further Assessment Required
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MANAGEMENT RECOMMENDATIONS

Management Category	Archive.
Management Recommendation	<p>The subject place is not unique in the sense that the values articulated in the Statement of Significance are relevant to the balance of the street and others nearby, such as Wattle and Coolibah Streets.</p> <p>The place does not have sufficient distinguishing cultural heritage value for it to be heritage listed in its own right.</p>

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Local Government Heritage Inventory	Adopted	17 August 1999

SUPPORTING INFORMATION/BIBLIOGRAPHY

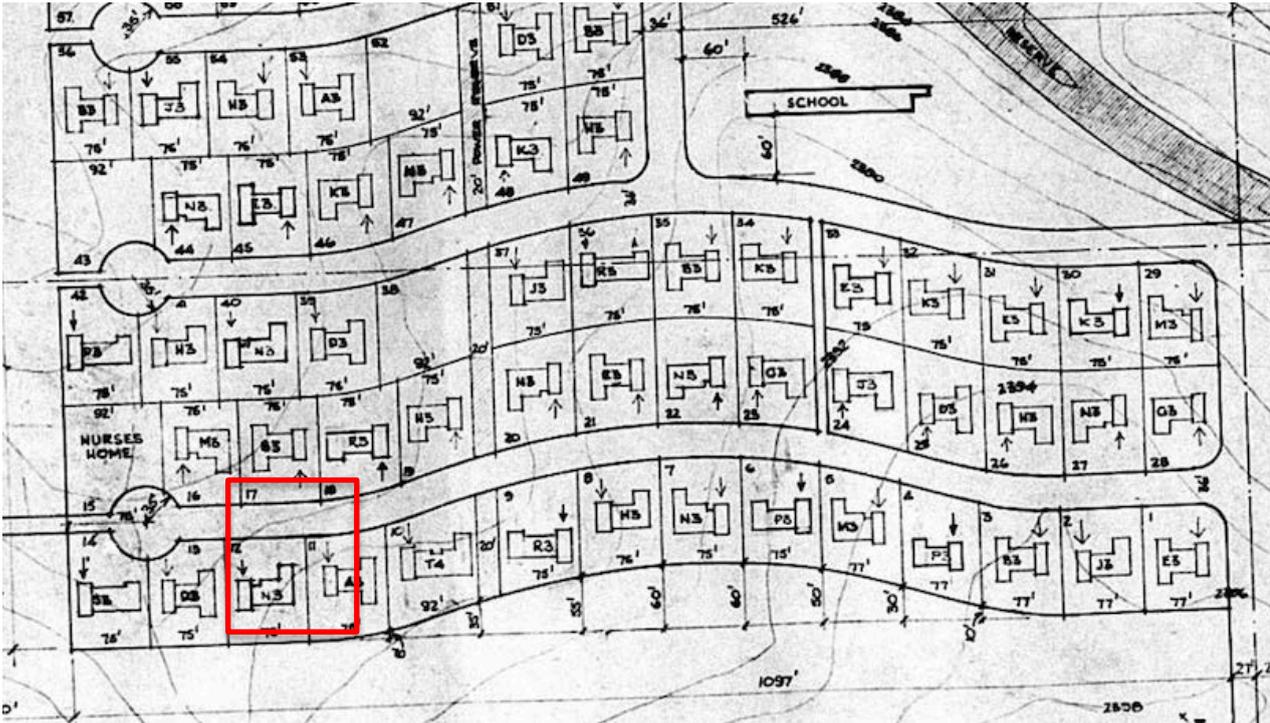
Shire of Ashburton Notes.

Hamersley Iron, (n.d) This is Tom Price booklet, held at the Tom Price Library.

DOCUMENT CONTROL

Date Created	June 1999
Date Modified	October 2016

OTHER IMAGES



Site plan of Tom Price showing subject building (highlighted red) in 1966. Source: State Records Office

**SHIRE OF ASHBURTON
LOCAL GOVERNMENT HERITAGE INVENTORY
PLACE RECORD FORM**

RESIDENCE 65 SECOND AVENUE, ONLSOW



The residence at 65 Second Avenue, Onslow 2016.

LOCATION

Address	65 Second Avenue, Onslow
Other Names	Turner Residence
HCWA Place Number	15378
Region	Pilbara
Local Government Authority	Shire of Ashburton

LAND DESCRIPTION

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	GPS Coordinates
-	258	P144083	968-71	21°38'23.75"S 115° 6'52.05"E

PLACE DETAILS

Place Type	Individual Building or Group
Construction Date	Circa 1960
Architectural Style	North West Vernacular
Architectural Period	Late Twentieth Century Period (1960-)
Date Source	Griffiths Architects Heritage Assessment 2012
Construction Materials	Roof: Corrugated iron Walls: Corrugated iron

USE(S) OF PLACE

Original	RESIDENTIAL	Single storey residence
Present	RESIDENTIAL	Single storey residence
Other	-	-

HISTORICAL NOTES

The subject site currently (2016) contains a small residence known as Turner Cottage that was included on the Shire of Ashburton's Municipal Heritage Inventory in 1999, as a Management Category C place. The 1999 inventory set out the following Statement of Significance for the place:

'This residence has been the home of Mrs Florence Turner for many years. It has historic cultural heritage significance. The cottage represents a building style that is no longer practiced as modern scale and fabric have both changed markedly.'

At the Pilbara Joint Development Assessment Panel (JDAP) meeting held on Thursday 30 May 2013 the JDAP considered and approved an application for the demolition of Turner Cottage and the construction of a three (3) level hotel/restaurant. In considering the application the JDAP were informed by a Heritage Assessment, prepared by Griffiths Architects, which concluded:

"that the building was constructed in the 1960's, its original fabric has been compromised by numerous additions, and that the structure is of negligible heritage significance.

Consistent with its identification within management Category C therefore, it is requested that the attached report be accepted as an assessment of its heritage significance and approval to demolish the building be issued subject to the building being professionally photographed with the photos then displayed in a prominent location (potentially the hotel lobby or some other public building)."

The following history has been extracted from the Heritage Assessment, prepared by Griffiths Architects, which provides a comprehensive, yet succinct, understanding of the evolution and history of the site:

In June 1927, Lot 258 Second Avenue, in the new Onslow, was sold to Joseph Mioceovich for £30.5. Mr Mioceovich was described as a carrier or teamster, and he does not seem to have developed the land.

In 1951, Lot 258 was transferred to Florence Jeffreys, described on the Certificate of Title only as a married woman. In 1954, Lot 258, along with the block either side, was transferred to Donald Turner, a local haulage contractor.

In the late 1950s, Donald married Florence Mallett, a nurse who had grown up at Limestone Station, Marble Bar. Florence went on to work at the Marble Bar Hospital, and was an army nurse, before becoming matron at Onslow Hospital. As per information provided by Mrs Dawn McAullay of the Onslow Museum it is understood that after his marriage, around 1960, Mr Turner constructed the residence on Lot 258 (65 Second Avenue).

After Donald Turner's death in 1975, Lot 258 was transferred to Florence Turner. Mrs Turner continued to reside in the property at 65 Second Avenue, until circumstances forced her to move to supported accommodation in Geraldton. In November 2005, Lot 258 was transferred to Annapurna (Australia) Pty Ltd.

As at November 2016, Turner Cottage is still extant.

In addition to the Heritage Assessment, a photographic record has been prepared for the site that is held by the Shire.

DESCRIPTION

Exterior: The subject place is a single-storey timber framed residence in a vernacular style, clad with corrugated iron. It has a gabled roof with a skillion to the rear. A small verandah shades the front of the cottage. Later lean-to and gabled roof additions to north and to the west.

Interior: Not Assessed.

ARCHAEOLOGY NOTES

Limited.

CONDITION	Good
INTEGRITY	High. The original function of the dwelling is still discernable.
AUTHENTICITY	Medium.

ASSOCIATIONS

Name	Type	Year From	Year To
Joseph Mioceovich	Original owner	1927	1951
Florence Jeffreys	Previous owner	1951	1954
Donald Turner	Previous owner and Builder	1954	1975
Florence Turner	Previous owner	Late 1950s	2005

HISTORIC THEMES

General	Specific
DEMOGRAPHIC SETTLEMENT & MOBILITY	Settlements

STATEMENT OF SIGNIFICANCE

Turner Residence, is representative of a very modest residence that has been improved and extended over time and is evidence of a make-do ethos.

INTERIOR Not Significant.

MANAGEMENT RECOMMENDATIONS

Management Category	Archive.
Management Recommendation	The Griffiths Architects Heritage Assessment 2012 demonstrates that the place was built c.1960 not 1935 as set out in the Shire's 1999 LGHI. Given this, and noting that approval for the demolition of the place has been granted it is recommended that the place be removed from the LGHI.

STATUTORY HERITAGE LISTINGS

Type	Status/Category	Date
-		

OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status/Category	Date
Local Government Heritage Inventory	Adopted	17 August 1999

SUPPORTING INFORMATION/BIBLIOGRAPHY

Phil Griffiths, Turner Residence, Lot 258 (HN 65) Second Avenue, Onslow, Heritage Assessment, December 2012.

Minutes of the Joint Development Assessment Panel, 30 May 2013.

DOCUMENT CONTROL

Date Created	June 1999
Date Modified	October 2016

OTHER IMAGES



View of front elevation from Second Avenue 2016.



View of side (eastern) elevation from Second Avenue 2016.

APPENDIX A

SUPERSEDED MANAGEMENT CATEGORY SYSTEM

This page has been left blank intentionally.

This 2016 review included an appraisal of the Shire's existing management category criteria to ensure they align with Heritage Council of Western Australia's guidelines. This resulted in amendments to the Shire's existing management categories, which are listed below for recording purposes.

Note: The below management category classification system, has now been superseded by those in Table 2, contained in the main body of this report.

Category A

Worthy of the highest level of protection: recommended for entry into the State Register of Heritage Places which gives legal protection; development requires consultation with the Heritage Council of WA and the local government; provide maximum encouragement to the owner under the Shire of Ashburton Planning Scheme to conserve the significance of the place. Incentives to promote conservation should be considered.

Category B

Worthy of high level of protection: to be retained and conserved; provide maximum encouragement to the owner under the Shire of Ashburton Planning Scheme to conserve the significance of the place. A more detailed Heritage Assessment/Impact Statement to be undertaken before approval given for any major redevelopment. Incentives to promote conservation should be considered.

Category C

Retain and conserve if possible: endeavour to conserve the significance of the place through the provisions of the Shire of Ashburton Planning Scheme; a more detailed Heritage Assessment/ Impact Statement may be required prior to approval being given for any major redevelopment or demolition; photographically record the place prior to any major redevelopment or demolition.

Category D

Significant but not essential to an understanding of the history of the district; photographically record the place prior to any major redevelopment or demolition.

Category E

Historic site with few or no built features. Recognise for example with a plaque, place name, or reflection in urban or architectural design.