

SHIRE OF ASHBURTON

ORDINARY COUNCIL MEETING

**ATTACHMENTS
(Public Document)**

**RM Forrest Memorial Hall, Second Avenue,
ONSLOW**

15 August 2012

LandCorp ANSIA Industrial Development Plan (Sheet 1 of 2)

Development Plan Conditions

1. Use, Subdivision and Development

All use, subdivision and development shall be generally in accordance with the LandCorp ANSIA Industrial Development Plan (the 'Development Plan') endorsed by the Shire of Ashburton (the Shire) and Western Australian Planning Commission (WAPC).

2. Environmental Impact Assessment

Prior to the lodgement of a planning application or application for subdivision within the 'Strategic Industry' zone, a proponent shall refer all such proposals to the Environmental Protection Authority (EPA) for assessment in accordance with s38 of the Environmental Protection Act 1986. In addition to information required in Appendix 5 of the Shire of Ashburton Town Planning Scheme No. 7 (TPS7), any application for planning approval will be accompanied by an appropriate 'clearance' from the EPA in relation to s38.

3. Information to Accompany Development Applications - 'Strategic Industry' zone and 'Special Use 2' zone

All applications for planning approval within the 'Strategic Industry' zone and/or 'Special Use 2' zone shall be accompanied by information required under Clause 7.9, Appendix 5 and Appendix 11 of TPS7, the ANSIA Structure Plan and this Development Plan, including the following:

- The clearance under s38 of the Environmental Protection Act 1986, as per item 1 above;
- Workforce Management Plan identifying, amongst other things, that the proponent is responsible for housing all workers under its control (including the direct workforce, contractors, sub-contractors and authorised visitors who have direct involvement with the development);
- Clarify where construction workers will reside;
- Management arrangements of the Transient Workforce Accommodation (TWA) site;
- Fire Management Plan;
- Emergency Management Plan;
- Dust Management Plan;
- Mosquito Management Plan;
- A Social Impact Statement (SIS);
- Arrangements with the Shire for social infrastructure contributions for Onslow (as an outcome of the SIS);
- A detailed road layout and traffic design;
- Approval from the Dampier Port Authority (where a proposal impacts DPA land); and
- Any other information considered necessary by the Shire or any referral agency.

Further to the above, clearance from the following key agencies shall accompany any development application within the 'Strategic Industry' zone and 'Special Use 2' zone:

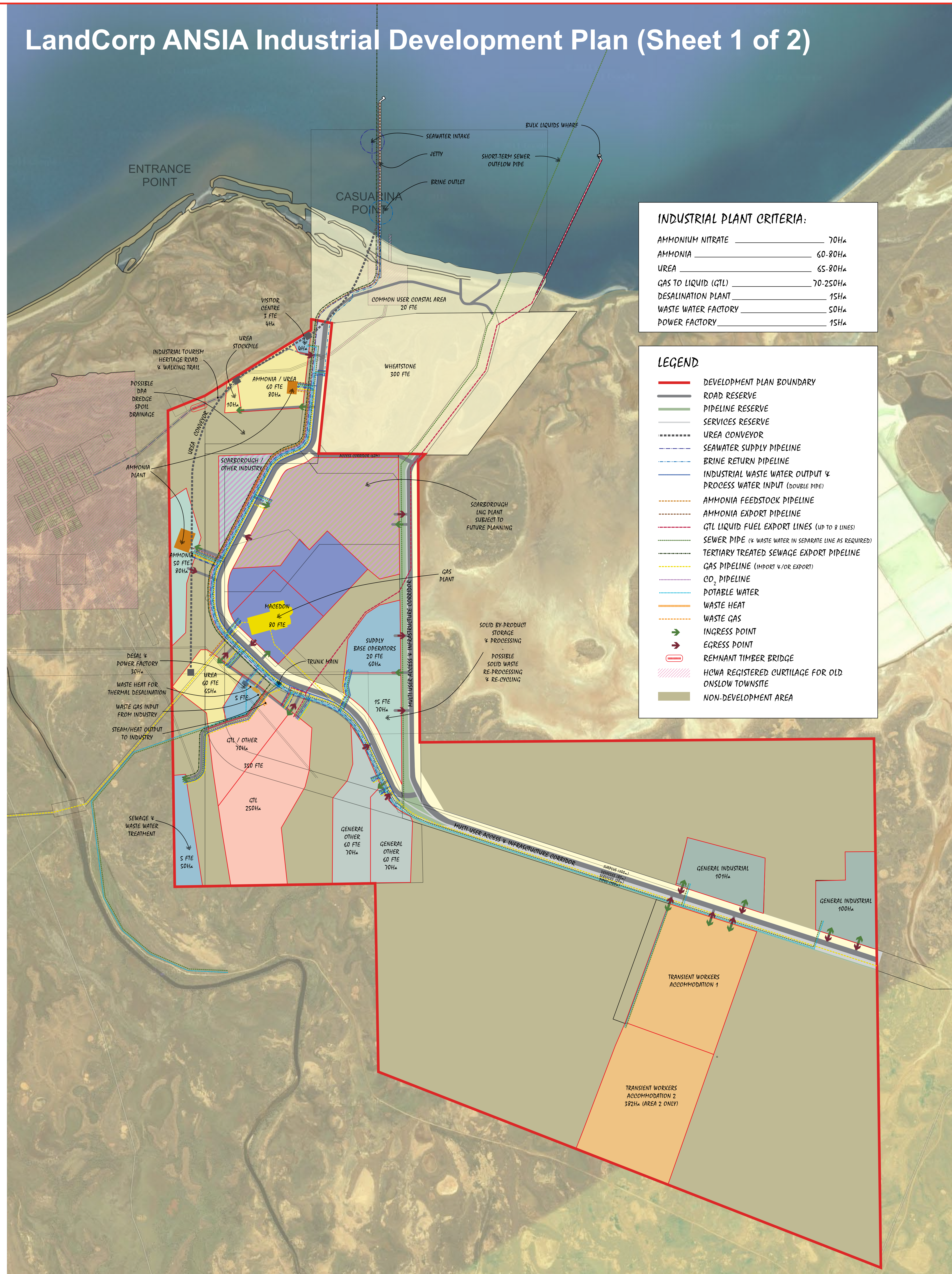
- Department of State Development
- LandCorp
- Department of Mines and Petroleum
- EPA.
- Department of Indigenous Affairs.
- Department of Water.
- Main Road WA.
- Heritage Council of WA.
- FESA.
- Any other agency considered appropriate by the Shire.

Notwithstanding the above, the Shire may require advertising of any development application within the 'Strategic Industry' zone and 'Special Use 2' zone, in accordance with TPS7.

4. Information to Accompany Development Applications - 'Industry' zone

All applications for planning approval within the 'Industry' zone shall be accompanied by information required under Clause 7.9, Appendix 5 and Appendix 11 of TPS7, the ANSIA Structure Plan and this Development Plan. Prior to the approval of any development and/or any subdivision within the 'Industry' zone, an 'Outline Development Plan' shall be prepared in accordance with Clause 6.4, Clause 7.9, Appendix 5 and Appendix 11 of TPS7 and the ANSIA Structure Plan to the satisfaction of the Shire and the WAPC.

Without limiting the requirements of the 'Outline Development Plan', any such plan will, for any site shown on the Development Plan as 'General Industry', detail road design, road construction, drainage design, building setbacks, servicing (both interim and long term arrangements), finished floor levels, potential re-subdivision of 'super lots' and preferred land uses.



Furthermore, clearance from the following key agencies shall accompany any 'Outline Development Plan':

- Department of State Development.
- LandCorp.
- Department of Mines and Petroleum.
- Environmental Protection Authority.
- Department of Indigenous Affairs.
- Department of Water.
- Main Roads WA.
- FESA.
- Any other agency considered appropriate by the Shire.

The inclusion of condition 4 does not infer Shire support or acceptance of any road or drainage infrastructure as part of any subdivision or development.

5. Development Exclusion Area

The Shire shall not approve any development or support any subdivision within the area identified on the Development Plan as 'Non Development'. Infrastructure such as at-grade roads, below-ground pipelines and the like within the area defined as 'Non-Development' may be considered by the Shire and assessed in accordance with Condition 4.

6. Modifications to the LandCorp ANSIA Industrial Development Plan

The type and location of all use and development shall be in accordance with the Development Plan. Any alterations sought to the Development Plan will:

- Written consent of the Department of State Development and LandCorp;
- Be undertaken in accordance with Clause 6.4, Clause 7.9, Appendix 5 and Appendix 11 of TPS7 and the ANSIA Structure Plan; and
- Be to the satisfaction of the Shire and Western Australian Planning Commission.

7. Social Infrastructure Contributions for Onslow

Prior to the approval of any development and/or any subdivision, the proponent shall define and demonstrate the implementation of social infrastructure contributions to the satisfaction of the Shire. Any social infrastructure contributions may form part of a future State Development Agreement, or other agreement with the State, to the satisfaction of the Shire.

8. Workforce Management Agreement

A condition of any planning approval will require that prior to the commencement of any development, the proponent will enter into a binding legal agreement(s) to enforce the housing requirements of the Workforce Management Plan.

9. Transient Workforce Accommodation (TWA)

The TWA will be developed as temporary, fully self contained accommodation for a construction workforce operating within the area of the Development Plan. As a condition of any planning approval, a site rehabilitation plan is to be prepared for the TWA to the satisfaction of the Shire.

10. Aboriginal Heritage

Prior to the commencement of any development, heritage investigations in accordance with the Aboriginal Heritage Act 1972 will be undertaken to the requirements of the Department of Indigenous Affairs and to the satisfaction of the Shire.

11. European Heritage - 'Strategic Industry' zone

For land within the 'Strategic Industry' zone, in order to help protect and enhance any heritage sites/materials including the Old Onslow Townsite, the Shire will include as a condition of any planning approval that an Archaeological Strategy for each respective development site(s) shall be prepared to the requirements of the Heritage Council of WA to the satisfaction of the Shire.

12. Water Management

All applications for planning approval shall be accompanied by a water management plan that reflects the Local Water Management Strategy as endorsed as part of the Development Plan and prepared to the requirements of the Department of Water and to the satisfaction of the Shire, that provides (but not limited to):

- Detailed earthworks designs.
- Necessary minimum finished floor levels.
- Detailed drainage designs.
- Details of pollution prevention measures.
- Details of water and wastewater servicing arrangements (both interim and long term arrangements).

13. Scarborough LNG Site

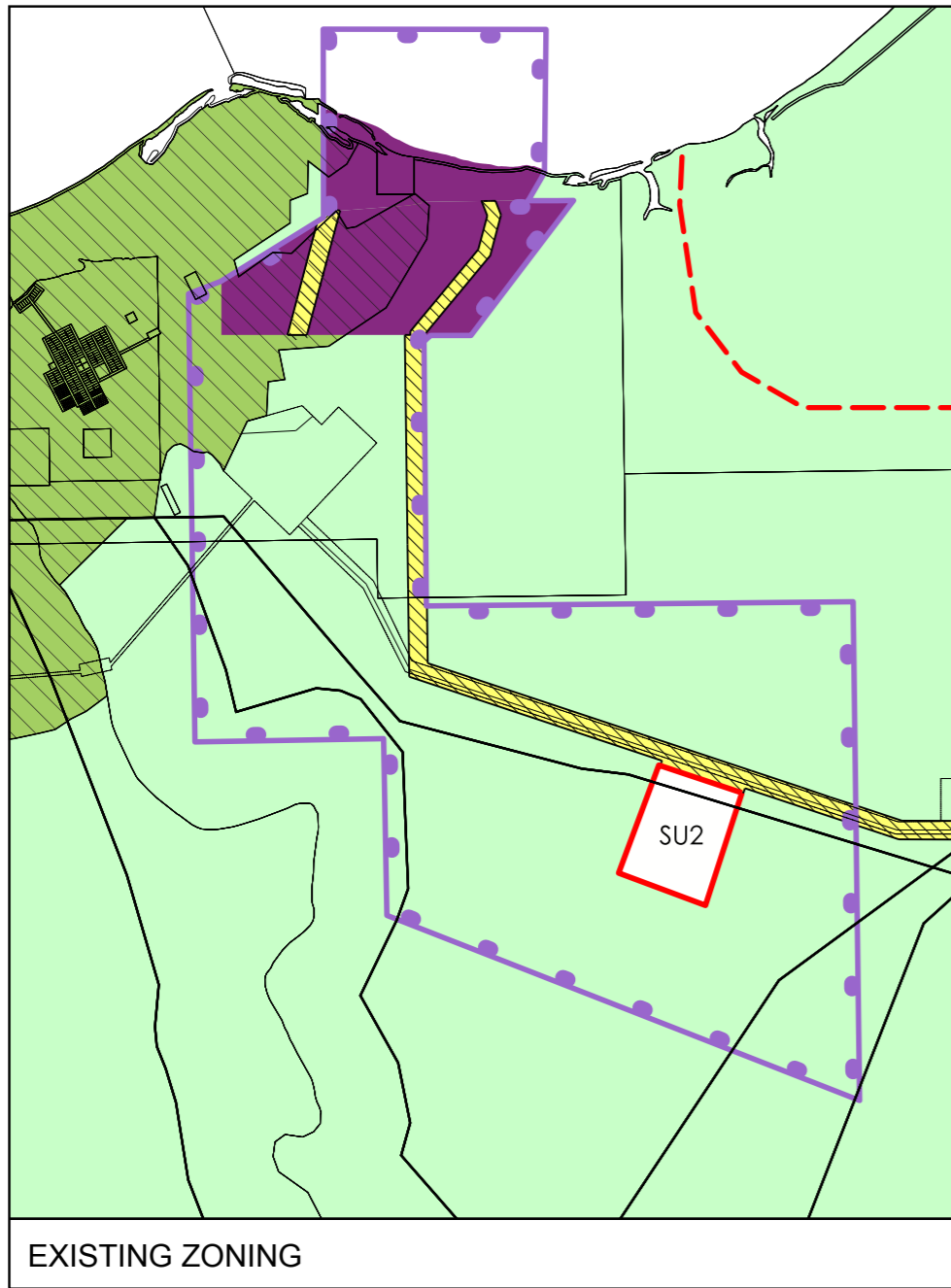
The Scarborough LNG site does not form part of this development plan. Development within this site shall be subject to a separate Scheme Amendment as well as an amendment to this Development Plan.

Date: 30 April 2012 Project Manager: DC
 Scale: 1:25,000 @ A0 Designer: AH
 Drawing No. 711-185 CP02A Drawn: OP

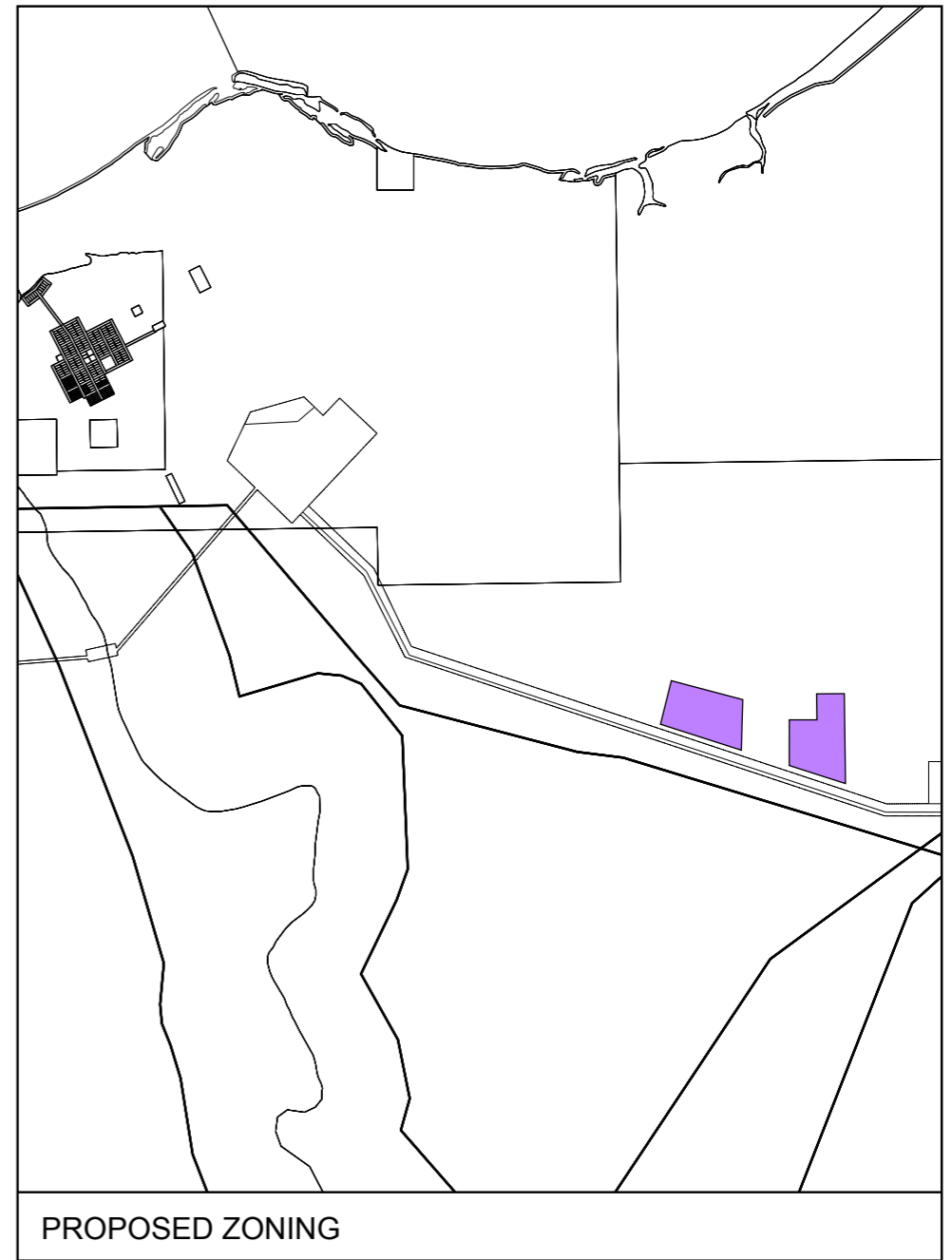


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- LEGEND**
- LOCAL SCHEME RESERVES**
- Conservation, Recreation & Natural Landscapes
 - Other Purposes Denoted as Follow: Infrastructure
- ZONES**
- Industry
 - Rural
 - Strategic Industry
 - SU2 Special Use Transient Workforce Accomodation
- OTHER**
- Ashburton North Strategic Industrial Area
 - Onslow Strategic Industrial Buffer - SCA



ADOPTION

ADOPTED BY RESOLUTION OF THE SHIRE OF ASHBURTON AT THE ORDINARY MEETING OF THE COUNCIL HELD ON THE _____ DAY OF _____ 201_____

SHIRE PRESIDENT

CHIEF EXECUTIVE OFFICER

FINAL APPROVAL

1. ADOPTED FOR THE APPROVAL OF THE SHIRE OF ASHBURTON AT THE ORDINARY MEETING OF THE COUNCIL HELD ON THE _____ DAY OF _____ 201_____ THE COMMON SEAL OF THE SHIRE OF ASHBURTON WAS HEREUNTO AFFIXED BY AUTHORITY OF A RESOLUTION OF THE COUNCIL IN THE PRESENCE OF

SHIRE PRESIDENT

CHIEF EXECUTIVE OFFICER

2. RECOMMENDED/ SUBMITTED FOR FINAL APPROVAL BY THE WESTERN AUSTRALIAN PLANNING COMMISSION

DELEGATED UNDER S.16 OF THE P&D 2005

DATE

3. FINAL APPROVAL GRANTED

MINISTER FOR PLANNING

DATE

SEAL

PLANNING AND DEVELOPMENT ACT 2005

SHIRE OF ASHBURTON

TOWN PLANNING SCHEME NO.7

AMENDMENT NO.18

SUMMARY OF SUBMISSIONS

AMENDMENT NO. 18 AND ASHBURTON NORTH STRATEGIC INDUSTRIAL AREA DEVELOPMENT PLAN AS IT AFFECTS STAGE 1C

No.	Agency	Summary of Agency Submissions	Shire Comment	Shire Recommendation
1.	<p>Project Office Integrated Transport Planning Department of Transport Level 8, 140 William Street, PERTH WA 6000</p>	<p>Thank you for the opportunity to comment on the LPS Amendment No. 17 and 18, and Draft Landcorp Development Plan.</p> <p>It should be noted that Department of Transport does not provide comments on regional planning matters. Please send this to Main Roads for comment.</p> <p>As such Department of Transport has no comments on this application.</p>	<p>Noted. Comments that relate to Amendment 17 and Stage 1B will be addressed in a further Report to Council.</p>	<p>That the submission be noted without modification to the Amendment No. 18.</p> <p>That the submission be noted without modification to the Ashburton North Strategic Industrial Area Development Plan as it affects Stage 1C.</p>
2.	<p>Department of Water PO Box K822 PERTH WA 6842</p>	<p>Thank you for your letter dated 16 May 2012 and the opportunity to provide comment on the above mentioned draft scheme amendment and draft development plan.</p> <p>The draft Development Plan is a new version of the proposed industrial estate, which includes a western multi-user access and infrastructure corridor, and a proposed new western access road. The Department of Water (DoW) has a key role in the approvals processes for development applications and in assessing water management plans in accordance with the principles of Better Urban Water Management 2008.</p> <p>The DoW Pilbara region has undertaken a review of the documentation provided, including the Landcorp Ashburton North Strategic Industrial Area - Local Water Management Strategy for Stage 1 B and 1 C.</p>	<p>Noted. Comments that relate to Amendment 17 and Stage 1B will be addressed in a further Report to Council.</p>	<p>That the submission be noted without modification to the Amendment No. 18.</p> <p>That the submission be noted without modification to the Ashburton North Strategic Industrial Area Development Plan as it affects Stage 1C.</p>

		<p>The DoW confirms that the supporting documents have addressed the issues required to ensure planning is undertaken in accordance with the principles of Better Urban Water Management.</p> <p>Therefore, the DoW considers the development plan and scheme amendment acceptable to proceed to the next stage of planning approval.</p>		
3.	<p>Development and Incentives Manager State Heritage Office PO Box 7479 CLOISTERS SQUARE PO WA 6850</p>	<p>Thank you for your letter of 16 May 2012 regarding proposed Scheme Amendments No. 17 and 18 to Local Planning Scheme No. 7 and the draft Landcorp Development Plan. It is noted that the subject site is located to the southeast of the Old Onslow Townsite area.</p> <p>The following advice is provided in response to the referral of a scheme amendment as set out under Section 79 of the Planning and Development Act, 2005.</p> <ol style="list-style-type: none"> 1. We have no objection to Scheme Amendments No. 17 and 18, and the draft Development Plan, and are supportive of the heritage strategies identified in the Appendix 10 of the Development Plan Report. 	<p>Noted. Comments that relate to Amendment 17 and Stage 1B will be addressed in a further Report to Council.</p>	<p>That the submission be noted without modification to the Amendment No. 18.</p> <p>That the submission be noted without modification to the Ashburton North Strategic Industrial Area Development Plan as it affects Stage 1C.</p>
4.	<p>Regional Manager – Pilbara Department of Environment and Conservation PO Box 835. KARRATHA WA 6714</p>	<p>Referral of application for Shire of Ashburton Local Planning Scheme No. 7 – Draft scheme amendments 17, 18 and draft Landcorp Development Plan</p> <p>Thank you for referring the above mentioned application to the Department of Environment and Conservation (DEC) for comment.</p>	<p>Noted. Comments that relate to Amendment 17 and Stage 1B will be addressed in a further Report to Council.</p>	<p>That the submission be noted without modification to the Amendment No. 18.</p> <p>That the submission be noted without modification to the Ashburton North Strategic Industrial Area Development Plan as it affects Stage 1C.</p>

		<p>The area surrounded by the Ashburton North Strategic Industrial Area (ANSIA) is infested with 2 declared species of weeds, Parkensonia (Parkensonia acuteata) and Mesquite (Prosopis spp.). Currently pastoralists in the area are taking action to manage the weeds on their leases in collaboration with the Department of Agriculture and the Pilbara Mosquito Management Committee.</p> <p>This large infestation is unlikely to be eradicated but strict weed and hygiene management is required to prevent the spread of these weeds from the ANSIA into areas which are currently weed free. The highest potential to spread weeds is through heavy earth moving machinery used during exploration or the clearing of vegetation.</p> <p>It is recommended that the Shire of Ashburton work in collaboration with the landholders, Department of Agriculture, Pilbara Mesquite Management Committee, Department of Environment and Conservation and the surrounding pastoralist to manage the issue and ensure no further spread of weeds.</p> <p>The ANSIA development plan notes the Common user coastal area (CUCA) to be developed and managed by the Dampier Port Authority (DPA). DEC is concerned about the potential impacts to the marine environment in this area and recommends that the DPA consult with DEC on the potential impacts prior to the development of this area.</p> <p>With respect to Amendment No. 18 to the Shire of Ashburton Local Planning Scheme No.7 and the Ashburton North</p>	<p>Noted.</p> <p>Noted. The Shire has no involvement in weed eradication of what is essentially State Land.</p> <p>Noted. This relates to Amendment 17 and Stage 1B which will be addressed in a further Report to Council.</p>	
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		<p>Strategic Industrial Area Stage 1 Band 1 C, DEC Pilbara Industry Regulation provide the following advice and recommendations:</p> <p>DEC does not endorse accommodation facilities and recreational areas within designated industrial areas as this planning can typically become problematic in regards to noise, dust and odour issues given the variety of interests. DEC strongly suggests that Guidance Statement No. 3 (Environmental Protection Authority - Separation Distances between Industrial and Sensitive Land Uses) be referred to for advice.</p> <p>The proponent should seek advice from the DEC's Contaminated Sites - Acid Sulfate Soils (ASS) Branch with regard to the risk of ASS occurring within the development area.</p>	<p>Noted. The proposed zoning within Stage 1C is for 'Industry' zone which prohibits residential/accommodation use except for 'caretakers dwelling'.</p> <p>LandCorp has been made aware of their responsibilities in this regard and provided with a copy of the Department's submission.</p>	
5.	<p>Department of Health PO Box 8172 PERTH BUSINESS CENTRE WA 6849</p>	<p>Thank you for your letter dated 16 May 2012, requesting comment from the Department of Health (DOH) on the above named proposals. The DOH provides the following comments:</p> <p>1. Water and Sewerage Disposal</p> <ul style="list-style-type: none"> All developments/subdivisions must comply with the provisions of the draft Country Sewerage Policy. Drinking water to meet the standards specified in the Australian Drinking Water Guidelines 2004. Establish a drinking water quality management plan as per attached model. 	<p>Noted. Comments that relate to Amendment 17 and Stage 1B will be addressed in a further Report to Council.</p> <p>Noted. The proposed zoning within Stage 1C is for 'Industry' zone which prohibits residential/accommodation use except for 'caretakers dwelling'. The draft Country Sewerage Policy does not apply as the land is not located in the a townsite.</p> <p>Noted. The provision of water will be addressed at the Detailed Area Plan stage and subdivision.</p>	<p>That the submission be noted without modification to the Amendment No. 18.</p> <p>That the submission be noted without modification to the Ashburton North Strategic Industrial Area Development Plan as it affects Stage 1C.</p>

		<p>The document is available for download at: http://www.public.health.wa.gov.au/cproot12393/2/Model%20Drinking%20Water%20Quality%20Management%20Plan.pdf</p> <p>2.Mosquito-borne Disease Control Programs and Services</p> <p>The Planning Scheme amendment is in a location within close proximity to mosquito breeding habitat (either on-site or off-site) present a considerable risk to future workers contracting the debilitating diseases, Ross River virus (RRV) disease and Barmah Forest virus (BFV) disease. An additional risk in northern areas of Western Australia is the rare, but potentially fatal Murray Valley encephalitis (MVE).</p> <p>In order to protect the health and lifestyle of communities, land use planning decisions must include consideration of the proximity to breeding habitat of mosquitoes and other nuisance or biting insects (e.g. chironomid midges, ceratopogonid midges, March flies) and whether insect management, if required, will be:</p> <ul style="list-style-type: none"> • effective; • appropriately resourced; and • be approved by the relevant environmental agencies. <p>Mosquito breeding sites may be either natural wetlands or constructed water bodies. For this reason, careful planning and consideration must be given to the design and location of industrial and residential infrastructure,</p>	<p>Noted. Mosquito Management Plan will be addressed at the Detailed Area Plan stage and subdivision.</p> <p>Noted. No residential development will be permitted in the zone under Amendment 18.</p>	
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		<p>works do not create additional mosquito breeding habitat;</p> <p>3. Built form design measures (insect screening on doors and windows and screened outdoor enclosures) and public signage are included as part of the Scheme Amendment to protect future residents/workers/visitors from mosquitoes.</p> <p>3. Health Impact Assessment</p> <p>The proposed Public Health Bill requires integration of Public Health Planning into existing plans and strategies as part of the integrated planning framework. This is an opportune time to start incorporating such public health principles and objectives into existing planning schemes, plans and strategies.</p> <p>You should consider incorporating Health Impact Assessment (HIA) and/or Public Health Assessment (PHA) principles in your decision making process. For your information and guidance, you may access the relevant information at the following sites:</p> <p>HIA http://www.oupublic.health.wa.gov.au/2/1400/2/healthriskassessment.pm</p> <p>PHA http://www.public.health.wa.gov.au/2/1399/2/publichealthassessment.pm</p>	<p>Western Australia.</p> <p>Noted. Mosquito Management Plan will be addressed at the Detailed Area Plan stage and subdivision.</p> <p>Noted. Amendment 18 anticipates industrial use and development. Should the Department of Health seek to influence the design of any subdivision and development, the Department is most welcome to liaise directly with LandCorp.</p>	
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6.	<p>Executive Director Department of State Development Level 6, 1 Adelaide Terrace, EAST PERTH WA 6004</p>	<p>SCHEME AMENDMENT 17 AND 18 AND ANSIA DEVELOPMENT PLAN</p> <p>Thank you for the opportunity to make comment regarding the advertised Scheme Amendments No. 17 and 18 as well as the ANSIA Development Plan.</p> <p>The Department is generally supportive of the documents subject to the following comments. The Department of State Development (DSD) under its Heavy Use Industrial Lands Strategy is responsible for achieving 'project ready' status of the Ashburton North Strategic Industrial Area (ANSIA). In order to achieve this status, the land must be rezoned and a comprehensive Development Plan formulated and adopted.</p> <p>The objective of the strategy is to provide land which can readily accommodate heavy industry which in turn can contribute to the broader economic and social development of the region and the State.</p> <p>The Department is concerned to learn that after initiation but prior to resolving to advertise, the Shire elected to remove the proposed Scarborough LNG site (the Scarborough site) from the Development Plan and Scheme Amendment No. 17. The Department strongly urges the Shire to reinstate the Scarborough site within the respective documents for the reasons outlined below.</p> <p>State Significance</p> <p>In October 2009 the State Government endorsed the commencement of investigations to create a Strategic</p>	<p>Noted. The Submission entirely addresses draft Amendment No. 17.</p> <p>Comments that relate to Amendment 17 and Stage 1B will be addressed in a further Report to Council.</p>	<p>That the submission be noted without modification to the Amendment No. 18.</p> <p>That the submission be noted without modification to the Ashburton North Strategic Industrial Area Development Plan as it affects Stage 1C.</p>
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		<p>Industrial area at Ashburton North to cater for proposed Liquefied Natural Gas and domestic gas processing as well as related downstream processing opportunities.</p> <p>The ANSIA is a very significant initiative for the State. The Department, as Lead Agency, has worked extensively with government agencies, other key stakeholders and the Shire over the past two years to progress planning to this point. Under the Heavy Use Industrial Lands Strategy, and the Stage 1b process, the State has sought to reduce lead times and increase certainty to potential proponents by introducing a multidisciplinary planning framework.</p> <p>The deletion of the Scarborough site from the ANSIA Development Plan and Scheme Amendment No. 17 has undermined this process and by default has shifted the onus of responsibility to undertake significant and duplicated planning work to the future proponent.</p> <p>The Shire's decision to omit the Scarborough site may diminish the appeal of the ANSIA more generally as industrial areas of this nature contest for proponents in a global environment. The extent of regulatory approval processes are key considerations of major proponents when selecting a location for their project.</p> <p>In this regard, if the Scarborough site is not reinstated into the ANSIA Development Plan and Scheme Amendment No. 17, future proponents will inherit considerable more cost, longer approval lead times and increased project risk.</p>		
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		<p>Long Standing Intent</p> <p>The intent of the State to appropriately zone and prepare detailed planning over the site has been reflected in the various planning documents prepared over the ANSIA to date.</p> <p>This is first formally acknowledged and supported by the Shire through the introduction of a Special Control Area over the ANSIA site. The provisions of the Special Control area reflect the need to undertake detailed and coordinated planning over the ANSIA to ensure an integrated approach to the various land use components within the estate. The adopted ANSIA Structure plan acknowledges the staging of development within the ANSIA and that rezoning and a Development Plan will be forthcoming for the Stage 1 b Area. In regard to Stage 1b, the ANSIA Structure Plan states,</p> <p><i>"The area identified for the development of the Scarborough LNG Plant, the Macedon Domestic Gas Plant, the Future Industry Area and the second TWA site, for which varying amounts of information are available, but where further detailed planning can be expected in the near future".</i></p> <p>Further to this, the staging plan within the document also acknowledges that the Stage 1b area will be subject to imminent planning, it makes no distinction between the Scarborough site and the Stage 1b area in this regard. Only recently at its 14 December 2011 meeting, Council resolved to initiate Scheme Amendment No. 17 and the accompanying ANSIA Development</p>		
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		<p>Plan which included the Scarborough site. When Council resolved to initiate, it can be justifiably interpreted that Council is amenable to the proposal and can be considered a seriously entertained planning proposal.</p> <p>The State is concerned that despite previous agreement and support reflected in the various preceding planning documents and resolutions of Council, that the Council has considerably altered its position in regard to the approval process required for the Scarborough site. This shift in position was unforeseen by the State and subsequently undermines the work undertaken to date in achieving a statutory framework over the entire Stage 1b area.</p> <p>Removing the Scarborough Site is inconsistent with the approach that has been taken in planning for the ANSIA to date. Consistency with ANSIA Structure Plan In consultation with the Shire, LandCorp and DSD have prepared the ANSIA Development Plan and Scheme Amendments in accordance with the statutory framework set out within the ANSIA Structure Plan. The ANSIA Development Plan and Scheme Amendment No. 17 initiated by Council included the Scarborough Site, as it is a significant key component of the ANSIA.</p> <p>In order to prepare the ANSIA Development Plan and Scheme Amendment No. 17 a significant amount of technical studies were undertaken over the Scarborough Site which significantly contributed to the cost and the duration of the project. The studies include:</p>		
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		<ul style="list-style-type: none"> • Biological Review; • Level 2 Flora and Fauna Assessment; • Level 1 Fauna Assessment; • Acid Sulphate Soils Assessment; • Industrial Ecology Strategy; • Geotechnical Study; • Hydrological and Planning Study; • Local Water Management Strategy; • European Heritage Technical Study; • Traffic Impacts and Road Network Review; and • ANSIA Access Road Corridor Study: Route Selection Study <p>The planning outlined in the initiated ANSIA Development Plan and Scheme Amendment No. 17 reflects the key technical inputs determined by the above studies.</p> <p>The planning for the Stage 1b area, as detailed within the initiated documents, reflects one cohesive development pattern which is the requirement and the intent of the ANSIA Structure Plan. Removing the site will result in a 'planning void' within the centre of an area which has detailed planning surrounding it. This is considered to be a poor planning outcome which is inconsistent with the ANSIA Structure Plan.</p> <p>Social Infrastructure Contributions</p> <p>Within the Draft ANSIA Development Plan, there are clear statutory mechanisms in place to ensure that social infrastructure contributions can be secured by the Shire when future proponents undertake development.</p>		
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		<p>Condition 7 within the Draft Development Plan states:</p> <p><i>"Prior to the approval of any development and/or any subdivision, the proponent shall define and demonstrate the implementation of social infrastructure contributions to the satisfaction of the Shire. Any social infrastructure contributions may form part of a future State Development Agreement, or other agreement with the State, to the satisfaction of the Shire."</i></p> <p>This provision is a suitable mechanism for the Shire to ensure that appropriate social infrastructure contributions are provided according to the principles of need and nexus.</p> <p>Condition 7 is consistent with State Planning Policy 3.6- Development Contributions for Infrastructure (SPP 3.6), which states that local government are not to impose development contributions as conditions or prerequisite to rezoning.</p> <p>Applying Condition 7 to all development within Stage 1b results in equity amongst proponents but it also allows for an open and transparent process. Condition 7 is robust and appropriate for all forms of development including an LNG proponent.</p> <p>Removing the Scarborough Site from the Stage 1b area is inequitable as the Shire is purporting that Condition 7 is appropriate to gain social infrastructure contributions from all proponents except for an LNG proponent.</p>		
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		<p>The principles of impact, need and nexus should be applied by the Shire in a consistent manner across all development within Stage 1b in accordance with Condition 7.</p> <p>The Shire has argued that there is a need to have a consistent approach to the rezoning of LNG proponents. The States view is that Condition 7 is suitable in this respect and provides a framework for consistency. Whether the Shire ultimately requires a separate rezoning for the Scarborough site or it is included within the current process, appropriate contributions can only ever be required by the Shire in accordance with the principles of SPP 3.6.</p> <p>The State recognises that through removing the Scarborough site from the rezoning, the Shire is seeking to affirm its negotiation position with respect to gaining adequate social infrastructure contributions.</p> <p>As stated above, the State believes that under Condition 7 of the Development Plan the Shire is able to require adequate social infrastructure contributions. In order to provide the Shire with more certainty in achieving adequate social infrastructure contributions, the State will be imposing requirements on the Scarborough LNG joint venture proponents as part of their land allocation.</p> <p>These requirements will state that if it enters into the Front End Engineering Design (FEED) process, a Social Impact Assessment (SIA) shall be prepared and submitted to the State.</p>		
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		<p>It is expected that the SIA will detail the social impact of their proposal with specific reference to the impact on the town of Onslow and its servicing. The SIA will be made available to the Shire for the purposes of informing negotiations regarding social infrastructure contributions.</p> <p>DSD and LandCorp are currently negotiating a heads of agreement arrangement with the Scarborough Project Participants. The aim is to provide the Project with appropriate land certainty at the Scarborough site while its options are being evaluated. Included in the heads of agreement approach will be reference to the area of social infrastructure contributions.</p> <p>The intent is the Scarborough Project Participants will undertake and complete a SIA of the potential project to the satisfaction of DSD and LandCorp, within one year of an announcement of FEED.</p> <p>The SIA will be provided to DSD and LandCorp within this period. Upon the milestone of the receipt of the SIA by DSD and LandCorp, DSD on behalf of the State, will commence negotiations with the Participants' with the goal of agreed social contributions. The Shire will be involved in this process.</p> <p>The agreed social contributions will subsequently become commitments through the development and execution of a state development agreement/state agreement. Wording to reflect this could be introduced into the ANSIA Development Plan.</p>		
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		<p>It is considered that the requirement for an SIA to be provided upfront as well as being involved with the SDA negotiation process provides significant assurances to the Shire that Condition 7 can be exercised in order to achieve a satisfactory social infrastructure outcome for the Shire. Given this it is requested that the Scarborough Site is returned to the ANSIA Development Plan and Scheme Amendment No.17.</p> <p>Readvertising</p> <p>Given that the intention to rezone the entire Stage 1b site has been proposed for some time through the ANSIA Structure Plan and the ANSIA Development Plan and Scheme Amendment 17 at the time of initiation, it is argued that the Scarborough LNG site could be reinstated within the documents without readvertising.</p> <p>The intention to undertake detailed planning over the entire Stage 1 b site is clearly articulated within the ANSIA Structure Plan adopted by Council.</p> <p>There are numerous references to the State's intention to provide a comprehensive planning framework over the area, including a Staging Plan which indicates the various development stages of the ANSIA and the proposed timeline in which they are to occur.</p> <p>It is understood that the proposal to undertake Stage 1b as indicated in the ANSIA Structure Plan did not attract any dissent by way of submissions through the advertising process.</p>		
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		<p>Also, the Shire initiated the ANSIA Development Plan and Scheme Amendment No. 17 with the site included as it was consistent with the ANSIA Structure Plan. As such, the documents have been referred to the Environmental Protection Authority who has advised that no assessment is required under Part IV Division 3 of the Environmental Protection Act 1986.</p> <p>Given this, it is argued that the Scarborough LNG site could be justifiably returned to the documents without generating the requirement for readvertising .</p> <p>Outline Development Plan</p> <p>Condition 4 of the ANSIA Development Plan requires the preparation of an Outline Development Plan (ODP). There are no ODP provisions within the current Shire of Ashburton Town Planning Scheme NO. 7 (the scheme). It is not considered appropriate to apply a selection of powers from other clauses within the scheme to achieve this outcome.</p> <p>The Shire should introduce ODP provisions into the scheme or alternatively outline a clearer process within the ANSIA Development Plan as to how an ODP will be processed and assessed from an administrative perspective.</p> <p>In summary, I hope the Shire considers this submission favourably. The Department would welcome a meeting or further discussion about the issues outlined above.</p>		
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7.	<p>Manager Wheatstone External Affairs Chevron Australia Pty Ltd GPO Box S1580, PERTH WA 6845</p>	<p>Submission - Ashburton North Strategic Industrial Area (ANSIA) - Stage 1B and 1C Development Plan, Amendment 17 and 18</p> <p>This submission has been prepared by Chevron in response to the advertising of the abovementioned Development Plan and Scheme Amendments. Overall Chevron does not object to the LandCorp ANSIA Development Plan, rather this submission is intended to provide comments and queries primarily relating to the potential for impact on the Wheatstone Project.</p> <p>Overview As you are aware Chevron has been working collaboratively with LandCorp with respect to the ANSIA; both initially in relation to the ANSIA Structure Plan and more recently holding various meetings to discuss both the Wheatstone Development Plan (prior to its adoption by the Shire) and the ANSIA - Stage 1B and 1C Development Plan prior to the close of advertising this week.</p> <p>We understand and appreciate the challenges before LandCorp in preparing a Development Plan that is very much based on a hypothetical planning scenario with the main aim to provide strategic direction for long term sustainable planning. We also appreciate the challenges in planning for infrastructure that relies on access to and through the CUCA when the Port Master Plan is as yet unavailable publically.</p> <p>We therefore consider that the issues raised in this submission are made in</p>	<p>Noted. Comments that relate to Amendment 17 and Stage 1B will be addressed in a further Report to Council.</p> <p>Noted.</p>	<p>That the submission be noted without modification to the Amendment No. 18.</p> <p>That Condition 5 of the Ashburton North Strategic Industrial Area Development Plan as it affects Stage 1C be modified to include Dampier Port Authority.</p>
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		<p>the context of the comments above and this should be communicated to LandCorp.</p> <p>Comments</p> <ol style="list-style-type: none"> 1. Development Plan - When printed at A3 it is difficult to determine the status of the Wheatstone Project. Clearly with the approval of the Wheatstone Development Plan there is no need for there to be any overlap with the two Development Plans. <p>Recommendation</p> <p>Modify the ANSIA - Stage 1B and 1C Development Plan to clearly illustrate that the Wheatstone LNG and Domgas site, the Wheatstone TWA and the eastern Multi User Access and Infrastructure Corridor does not form part of this Development Plan.</p> <ol style="list-style-type: none"> 2. ANSIA Vision - The ANSIA has been planned as a hydrocarbon and hydrocarbon related precinct. <p>Whilst we have no objection and support the Industrial Ecology Strategy attached to the Development Plan we wish to ensure that potential proponents/regulators etc within the ANSIA - Stage 1B and 1C Development Plan understand that this is the premise within which the ANSIA has been established.</p>	<p>Noted. The preparation and final adoption of Development Plans for the ANSIA have been as separate documents, essentially as proponents have sought to initiate them. The ANSIA Development Plan has been prepared by LandCorp. Chevron has the Wheatstone Development Plan and although the Shire has sought to ensure some degree of similarity in definitions, colours etc, the two Development Plans clearly relate to different areas of the ANSIA. In this regard, no modification is required to highlight the differences.</p>	
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		<p>In relation to statements within the report (e.g. on page 40 and outlined below), that these statements are done so with the vision of the ANSIA in mind.</p> <p>Point 2 <i>"The efficient and sustainable use of land and infrastructure while incorporating flexibility to respond to changing market requirements to support a rapidly expanding resource sector"</i>.</p> <p>Recommendation</p> <p>Chevron wish to reaffirm the Vision of the ANSIA as a hydrocarbon and hydrocarbon related precinct and that this vision should be paramount to the preparation of any further planning within the ANSIA – Stage IB and IC Development Plan.</p> <p>3. Planning Framework - For reasons that have been highlighted in the overview section of this report, the ANSIA - Stage IB and IC Development Plan has been prepared with less detail than provided in the Wheatstone Development Plan, which is a function of planning for hypothetical industries. Consequently, more documents and referrals are required to be prepared by LandCorp such as:</p> <ul style="list-style-type: none"> • Condition 2 - All applications are required to be referred to the EPA for assessment in accordance with S38 and; 	<p>Noted. The draft ANSIA Structure Plan has the following objective:</p> <p><i>"The objective of this Development Plan is to create a strategic industrial estate comprising major hydrocarbon processing industries and synergistic services and/or facilities. The design of the estate shall achieve a high level of functionality and sustainability through the efficient use of land and infrastructure while incorporating flexibility to respond to changes in industry requirements."</i></p>	
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		<ul style="list-style-type: none"> • Condition 4 - Preparation of an Outline Development Plan for the GIA. <p>Recommendation It is respectfully requested that Chevron is seen as a key stakeholder in the process and that any further planning layers are brought to the attention of Chevron either during public advertising, or, if no advertising, prior to Council consideration, to ensure that we can consider potential impacts on the Wheatstone project.</p> <p>4. Land uses - The Development Plan proposes a number of land uses that require buffers under DEC Policy including the Ammonia / Urea Plant, Visitor Centre Industrial Tourism Heritage road and walking trail. For example, Table 4 Comparison of WA Buffer Distances to Victoria and Queensland by Industry suggests that the setback for an Ammonia and Urea Plant is 1000-2000m.</p>	<p>Noted. The submission highlights the fact that the planning for the ANSIA (outside of the Wheatstone area) is speculative as the State (through LandCorp) does not have defined any particular proponents. Clearly, the level of detail as available with the Wheatstone Development Plan and its extended planning process is different when the end user is known. In this regard, other levels of planning protection have been provided that includes reference to the EPA and other defined agencies.</p> <p>Chevron's reference to involvement on further 'planning layers' is assured where a Development Plan or Detailed Area Plan are proposed, as they will follow the advertising process as defined in the Scheme. However, advertising will not be required for subdivision applications (to the WAPC) or individual planning applications in the Industry zone where they are either 'P' or 'D' uses.</p>	
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		<p>Given that the Wheatstone LNG facilities are located within the 1-2km buffer, it is important for Chevron to understand that these potential industries would be required to comply with all DMP and DEC requirements.</p> <p>Recommendation We request that LandCorp and the Shire confirm that the land uses proposed meet all DMP and DEC requirements or the mechanism in which it is intended to demonstrate compliance with these requirements or management of any offsite impacts.</p> <p>5. Infrastructure - Some aspects of the proposed infrastructure are new to Chevron and as such we require confirmation that these will not impact on the Wheatstone Project. For example discussions have been undertaken in the past regarding the potential impacts from conveyors and the possibility of product to be covered. In addition to the conveyors, other suggested infrastructure extends into the CUCA such as Bulk liquids wharf and infrastructure, Short Term Sewer outflow pipe, brine outlet and seawater intake.</p> <p>Again, given the detailed planning to date for the Wheatstone Project it is essential to ensure that these proposals do not adversely impact on the Wheatstone Project.</p> <p>Recommendation We request that LandCorp and the Shire confirm that the infrastructure proposed meet all DPA requirements</p>	<p>Noted. The Gazetted zoning (of 'Industry zone') and adopted Development Plan (associated with Stage 1C) will reflect the necessary setbacks and requirements of all state agencies.</p> <p>Noted. It is very unlikely that Amendment 18 and Development Plan (associated with Stage 1C) would impact the DPA requirements.</p>	
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		<p>without adverse impact on the Wheatstone project or the mechanism in which it is intended to demonstrate compliance with these requirements.</p> <p>Conclusion As mentioned, we understand and appreciate the challenges before LandCorp in preparing a Development Plan that is very much based on a hypothetical planning scenario with the main aim to provide strategic direction for long term sustainable planning. We are strongly of the view that as a significant neighbouring landowner to much of what is proposed in the ANSIA - Stage IB and IC Development Plan that many issues will be resolved though continued communication between LandCorp and Chevron.</p> <p>It has been brought to our attention by DSD that it is intended to create an ANSIA Management Committee where some of the issues mentioned above may be discussed.</p> <p>Whilst we see this as a very positive opportunity, until such time as this is functional it is considered that continued direct contact with LandCorp is most desirable. We trust that the comments and recommendations made within this submission will be taken into consideration by LandCorp and the Shire in its finalisation and endorsement of the ANSIA - Stage IB and IC Development Plan.</p>	<p>However, it is appropriate to include the Dampier Port Authority as a contact 'agency' under Condition 5 of the Development Plan (associated with Stage 1C).</p> <p>Noted.</p> <p>Noted. Chevron should continue its direct contact with LandCorp as referred to in the submission.</p>	
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8.	<p>Senior Urban Planner Roberts Day Level 1 1130 Royal Street EAST PERTH WA 6004</p>	<p>SUBMISSION IN REGARD TO STAGE IB & IC DEVELOPMENT PLAN FOR THE ASHBURTON NORTH STRATEGIC INDUSTRIAL AREA, AND AMENDMENTS 17 & 18 TO THE SHIRE OF ASH BURTON TOWN PLANNING SCHEME NO.7</p> <p>We have been instructed by Troika Legal Pty Ltd, who acts for Forrest & Forrest Pty Ltd (our client), the registered proprietor of Minderoo Station in respect of the above proposals.</p> <p>We have previously provided a submission to the Shire in respect of Amendment 10 to Town Planning Scheme No 7 and the Ashburton North Strategic Industrial Area (ANSIA) Structure Plan, dated 19 September 2011. In this previous submission the following issues were raised:</p> <ul style="list-style-type: none"> i. Reduced accessibility to Lot 152 and land East of Onslow Road ii. Continued use of land within the Structure Plan area iii. Fencing iv. Land use permissibility within the Strategic Industry Buffer Area v. Transient Workforce Accommodation buffer vi. Impacts from flooding <p>On the basis of the above issues, our client previously opposed development of ANSIA. We have attached a copy of the submission for your reference, including a map showing Minderoo Station in relation to ANSIA (refer Attachment One), and note that a number of the above matters remain unresolved.</p>	<p>Noted. Comments that relate to Amendment 17 and Stage 1B will be addressed in a further Report to Council.</p> <p>Noted.</p> <p>Noted. The Submitter's opposition to the ANSIA is well known to the Council and the WAPC. However, the submission fails to acknowledge the planning processes involved in establishing the ANSIA, through Amendments 9 and 10, ANSIA Structure Plan and the Wheatstone Development Plan processes.</p>	<p>That the submission be noted without modification to the Amendment No. 18 or the Ashburton North Strategic Industrial Area Development Plan as it affects Stage 1C</p>
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		<p><i>Note Attachment A to this Schedule).</i></p> <p>We have reviewed the proposed documents and, having regard to those relevant matters which remain outstanding and new matters arising, provide the following submissions and requests.</p> <p>Hydrology and the Multiple Use Access and Infrastructure Corridor (MUAIC). In respect of hydrology, the reports and appendices note that roads are to be built so as to be serviceable in a 1:20 year event and survive a 1:50 year event. Notwithstanding this information, the exact proposed height of the MUAIC above natural ground level has not been articulated to our client.</p> <p>The hydrology report notes the impacts of ANSIA in general and the above proposals in particular on Onslow Salt, Old Onslow Townsite, Onslow Road, Hooley Creek and the entrance to ANSIA. However the hydrological impact of the development on surrounding pastoral areas, particularly from the changes in levels for infrastructure proposed in the development, has not been adequately addressed.</p> <p>The hydrological impacts on Minderoo Station must be considered, particularly in light of the imposition of a large solid barrier which will presumably impact on overland water flows.</p> <p>This issue was raised in previous correspondence with the Shire of Roebourne, but remains unresolved.</p>	<p>In addition, the establishment of the ANSIA is established through a NOITT process which is the responsibility of the State of Western Australia.</p> <p>Noted. The MUAIC does not form part of Amendment 18 nor the Ashburton North Strategic Industrial Area Development Plan as it affects Stage 1C. It is suggested that the Submitter directly liaise with the Department of State Development to determine the final agreed levels as established by BHPB, Chevron Australia and the State of Western Australia.</p> <p>Noted. The level of development and potentially subdivision associated with Amendment 18 will be undertaken through a Detailed Area Plan (DAP). This DAP will be undertaken through the same process under the Scheme as a Development Plan, which will provide the opportunity for consultation. The DAP will be undertaken by LandCorp and comment ion levels etc can be sought directly from LandCorp.</p> <p>Noted. Reference to Shire of Roebourne appears to be a typographical error.</p>	
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		<p>The need to address this issue is now more important in light of the additional detailed planning undertaken, and the consideration of planning documents which provide more detail for future land uses which will use the MUAIC.</p> <p>Consequently, we request that the hydrological impacts on Minderoo Station (including, but not limited to: erosion of topsoil, impact on landform, implication for flooding and storm events, and management requirements) be assessed prior to the consideration of the three abovementioned proposals.</p> <p>Traversing the MUAIC</p> <p>The north-east portion of Minderoo Station is practically severed by the Ashburton North Strategic Industrial Area (ANSIA), and therefore its operations are significantly impeded by ANSIA (refer Attachment Two). <i>(Note Attachment B to this Schedule).</i></p> <p>Limited information has been provided thus far in respect of the Multiple Use Access and Infrastructure Corridor (MUAIC). Similarly Main Roads WA has not provided any further detail on our client being able to traverse the MUAIC. This issue needs to be clarified to ensure impacts on the existing pastoral lease are minimised and that our client can continue to use and enjoy the remaining portions of the pastoral lease, including the virtually alienated land to the north of the ANSIA.</p> <p>There will be a projected 5450 vehicles per day on MUAIC road: a strategy for enabling crossing of the corridor is required.</p>	<p>Noted. The level of development and potentially subdivision associated with Amendment 18 will be undertaken through a DAP.</p> <p>It is anticipated that any hydrological assessment associated with Amendment 18 and DAP would address the matters raised by the Submitter.</p> <p>Noted.</p> <p>Noted. It is not clear what information has been sought by the Submitter or being denied. Although it is reasonable to seek such information, access over (or under) the MUAIC is not a matter associated with Amendment 18 or the Ashburton North Strategic Industrial Area Development Plan as it affects Stage 1C.</p> <p>Noted. (see above)</p>	
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		<p>It therefore remains difficult to determine what suitable access arrangements may be used to traverse the MUAIC and enable all of Minderoo Station to be utilised for pastoral and grazing purposes, in accordance with the terms of the pastoral lease.</p> <p>In responding to previous concerns over the MUAIC, the Shire and Joint Development Assessment Panel (JDAP) have previously stated that Main Roads and Department of State Development raise no objection to the location of the MUAIC. This is irrelevant in considering the concerns of Minderoo Station and its continued operation.</p> <p>The MUAIC was the subject of a previous application dated September 2011 however issues regarding the acceptability of the alignment and the impacts on Minderoo Station remain outstanding. This issue must be clarified so that Minderoo can continue to use all of the pastoral lease for the purpose intended.</p> <p>In light of the continued lack of information in respect of the MUAIC, we request confirmation of access arrangements be provided to enable Minderoo to continue to operate its pastoral lease without unreasonable impediment from the presence of ANSIA. Specifically we request that arrangements for traversing the MUAIC be confirmed prior to any further progression of proposals within ANSIA.</p> <p>Reserve Transient Workers Accommodation (TWA)</p>	<p>Noted. The MUAIC is not a matter associated with Amendment 18 or the Ashburton North Strategic Industrial Area Development Plan as it affects Stage 1C.</p> <p>Noted. It is suggested that the Submitter would be best served by directly contacting DSD and Main Roads for a response.</p> <p>Noted. The MUAIC is not a matter associated with Amendment 18 or the Ashburton North Strategic Industrial Area Development Plan as it affects Stage 1C.</p> <p>Noted. Comments that relate to the TWA relate directly to Amendment 17 and Stage 1B.</p>	
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		<p>The reserve transient workers accommodation (TWA) area is to the south of the initial TWA, and will be for peak periods requiring additional capacity, as depicted in the ANSIA Structure Plan. We queried the location of the first TWA in our previous submissions, specifically why it was located to the south of the MUAIC when it was first identified in the ANSIA Structure Plan. The question of TWA location has been asked repeatedly throughout the planning process by our client, and has not adequately been addressed or justified.</p> <p>There appears to be no significant reason why the land north of the MUAIC is not being used for this purpose, particularly when the use is by its nature temporary, and so much of the land within ANSIA has not been identified for a defined use in the short to medium term.</p> <p>The Shire and JDAP, in considering a development application for support facilities for the Wheatstone project in meetings during November 2011, have stated that the location of the TWA sites was the result of "lengthy process which involved extensive public consultation".</p> <p>This does not amount to a justification for the location of the TWA either in the ANSIA Structure Plan, or in any subsequent development proposals.</p> <p>Despite repeated requests by our client through various public consultation processes, for example in submissions dated 19 September 2011 and 9 November 2011, no rationale has been provided for the location of TWA sites</p>	<p>This will be addressed in a further Report to Council.</p>	
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		<p>south of the MUAIC rather than to its north (or, for that matter, the location of the reserve TWA area to the east or west of the first TWA).</p> <p>In the absence of a stated rationale to this effect the locations identified in the ANSIA structure plan continue to lack justification. Given the Reserve TWA area is included in the abovementioned proposals, and given the location of both TWA areas have not been adequately justified previously, including within the process for adoption of the ANSIA itself, we request that a comprehensive justification for the location of the TWA areas be required before planning for ANSIA is any further progressed.</p> <p>Size of the Reserve TWA</p> <p>Like the location of the TWA areas, the size of each TWA site remains unjustified: it is significantly larger than would appear to be required by the population projections provided. The second TWA site, which appears to be an arbitrary size (the same size and dimensions as the first TWA), approximately 400ha in area, has been identified to cater for a maximum of 7000 workers. This represents a gross density lower than most suburban developments; a density which could not reasonably be appropriate for transient accommodation given its communal nature and small accommodation units.</p> <p>Given the extent to which the future construction workforce has been identified, there is an ability to comprehensively and efficiently plan</p>	<p>Noted. Comments that on the TWA relate directly to Amendment 17 and Stage 1B.</p> <p>This will be addressed in a further Report to Council.</p>	
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		<p>workforce accommodation. Densities comparable to suburban detached housing are not appropriate to this context.</p> <p>On this basis the need for a second TWA site should be revisited and the site should be removed entirely or significantly reduced in size.</p> <p>Given the densities proposed for both TWA areas, which appear to be inappropriate for workforce accommodation, we consider that the Reserve TWA area should be significantly reduced, or removed entirely.</p> <p>Ongoing Issues with ANSIA and Minderoo Station</p> <p>There is a continued lack of resolution on how Minderoo Station can continue to operate over all of its leasehold area with the ANSIA in place. Given the northern portion of the station is virtually alienated from the rest of the station, use and management of the station is compromised by the location of ANSIA and the proposed uses. This has not been adequately acknowledged or addressed in the planning process to date.</p> <p>We respectfully submit that fundamental questions in relation to ANSIA and its impacts on Minderoo Station have been given insufficient consideration in the planning and approvals processes so far undertaken. For example, a view was expressed in the JDAP meeting on 30 November 2011 which considered development approval for support facilities for the Wheatstone project, that</p>	<p>Noted.</p> <p>Noted. The view of the Submitter that <i>“..... fundamental questions in relation to ANSIA and its impacts on Minderoo Station have been given insufficient consideration in the planning and approvals processes....”</i> is not supported.</p> <p>The Submitter does not acknowledge that the establishment of the ANSIA is a</p>	
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		<p>the land removed from the Minderoo pastoral lease and additional land virtually alienated by ANSIA is not significant.</p> <p>We do not share this view and do not consider the amount of land lost or virtually lost to ANSIA as a proportion of the overall lease size to be a material planning consideration. The location of the ANSIA, its size, boundaries and all its constituent uses have not been adequately justified in previous planning and approval processes. Despite repeated requests by us, responses from authorities so far have not been satisfactory in addressing these concerns.</p> <p>On this basis, and for the reasons outlined above, our client is opposed to the above proposals. In addition, there has been a continued failure to acknowledge the historical uses of the land, continuous for almost 150 years, and the ability of our client as lessee of Minderoo Station to use all of the land currently subject to the pastoral lease.</p>	<p>matter of strategic State importance as reflected in DSD's submission as follows:</p> <p><i>"The ANSIA is a very significant initiative for the State. The Department, as Lead Agency, has worked extensively with government agencies, other key stakeholders and the Shire over the past two years to progress planning to this point."</i></p> <p>The NOITT process and the statutory process of taking of land is a vital process to acknowledge. Importantly, all land associated with the ANSIA is on State Land. The planning process does not determine who has a right over land. It is suggested that the Submitter liaise directly with the State's lead agency, DSD concerning those matters raised in the submission.</p> <p>Noted.</p>	
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OUR REF: TRO MIN

19 September 2011

Mr Scott Adams
Troika Legal Pty Ltd
2/148 Mill Point Road
SOUTH PERTH WA 6151

**SUBMISSION IN REGARD TO THE ASHBURTON NORTH STRATEGIC INDUSTRIAL AREA
STRUCTURE PLAN**

Dear Scott

Roberts Day has been instructed by Troika Legal Pty Ltd who act for Forrest & Forrest Pty Ltd (client), the owners and operators of the pastoral lease known as Minderoo Station (Minderoo Station) in making a submission on the matter referred above.

BACKGROUND

By way of background the proposed Ashburton North Strategic Industrial Area (ANSIA) covers a portion of Minderoo Station equivalent to approximately 5,951 ha. Our client is the leaseholder of Minderoo Station and will be the most significantly affected third party by the proposals detailed in the proposed ANSIA Structure Plan dated August 2011 (Structure Plan).

Portions of Minderoo Station are the subject of four ministerial Notices of Intention to Take (NOITT). The first two of these NOITTs apply generally to the Multi-User Access and Infrastructure Corridor (MUAIC) and a portion of the future Macedon plant. The Minister for Lands has issued Taking Orders in relation to the land the subject of the first two NOITTs. The remaining two NOITTs correspond to an area related to the nominated boundaries of the ANSIA and the land contained therein. These are currently the subject of an objection by our client and Taking Orders have not been issued by the Minister for lands the subject of these NOITTs.

This submission outlines a variety of issues that have significant potential for a negative impact on the continued use of Minderoo Station for pastoral purposes, as a result of the Structure Plan proposals.

To date, there has been no direct engagement with our client as the leaseholder of Minderoo Station, and little regard appears to be paid to the historic pastoral use of this land within the Structure Planning documentation. The public consultation period associated with the advertising of these documents represents the only opportunity for our client to articulate a variety of issues relating to the impacts on their property from the proposed ANSIA.

The following issues have been identified as affecting the operations of Minderoo Station.

SUBSTANTIVE ISSUES

1. Issue 1 - Reduced accessibility to Lot 152 and land East of Onslow Road

Section 6.6 of the ANSIA Structure Plan report explains that significant movement network and road upgrades will be required to facilitate development of activities within the ANSIA. This applies to the MUAIC, Onslow Road, Twitchin Road and Old Onslow Road. In particular the ANSIA Structure Plan report notes that both Twitchin and Old Onslow Roads will be 'severely impacted upon during the initial years of development within the ANSIA' (Structure Plan, p.25).

These proposals will significantly impact, if not prevent, our client's ability to continue to access and use portions of their land (refer to accompanying plan), comprising:

- Portions of Lot 152 , including land north of Old Onslow and Twitchin Roads and south of the MUAIC, as well as land north of the MUAIC; and
- A portion of Lot 149 east of Onslow Road.

Page 54 of the ANSIA Structure Plan report provides the following relevant guidance in regard to road design:

- *The design of the road should include a reasonable number of crossing points so that livestock and vehicles can freely cross from one side to the other; and*
- *The road being fenced at the cost of the Applicant in the form of stock proof fencing constructed in the same style as existing boundary fencing.*

Further to these recommendations, it is anticipated that any upgrades to Onslow, Old Onslow and Twitchin Roads will require the significant elevation of these roads above natural ground level, similar to the approved design of the MUAIC. This will render existing at grade livestock crossing points impossible.

To alleviate these issues it is requested that underpasses be provided under all of these roads to ensure that safe access can be maintained and that livestock can continue to be moved without impeding freight efficiency and impacting on the safety of our clients and future road users. This requirement:

- a) Should be included within the matters to be addressed at condition 13 of the Structure Plan;**
- b) Imposed as a condition of planning approval to a Development Plan or Development Application referred to at Section 6.6.3 of the Structure Plan report;**
- c) Formalised in the 'road upgrade and maintenance agreement' referred to at Section 6.6.3 of the Structure Plan report; and**
- d) Implemented in accordance with the attached plan showing the indicative location of preferred underpasses.**

2. Issue 2 - Continued use of land within the Structure Plan area

Clarification is required in regard to the use to which land might be put, which is identified as Stage 1B (Scarborough LNG Plant, Macedon Domestic Gas Plant, Future Industry Area, Second Transient Workers Accommodation site), Stage 1C (balance of Stage 1 identifying General Industry) and Stage 2 (long term development area with no current development intention) in the ANSIA Structure Plan, but is currently zoned 'Rural' and is being leased and used by our client for rural uses.

Given the future land uses identified and the 'land use sensitivity buffer' associated with the Wheatstone Transient Workforce Accommodation (WTWA) site in Stage 1A, it is unclear whether the land can continue to be used for rural purposes, prior to future rezoning and scheme amendments to facilitate these future stages.

It should be confirmed that rural activities can continue on the land designated as Stage 1B, Stage 1C and Stage 2.

3. Issue 3 - Fencing

Section 6.6.3 of the ANSIA Structure Plan outlines that fencing is to be provided at the cost of the applicant in the form of 'stock proof fencing constructed in the same style as existing boundary fencing' (Structure Plan, p.54). This appears to apply only to roads, such as the MUAIC, and does not appear to contemplate the demarcation of other uses within the ANSIA from current rural activities on Minderoo Station.

The ANSIA Structure Plan must clarify if fencing will be provided around specific uses within the ANSIA, or if such fencing will be provided to the external boundary of the ANSIA area.

As per Issue 2 above, if continued rural activities are permitted on land within the ANSIA Structure Plan area, prior to development of the WTWA proposed via Amendment No.10 to the Shire of Ashburton Local Planning Scheme No.7 (Scheme) dated August 2011, then our client requests that stock proof fencing be provided by the Applicant along the boundary of land to be developed for the WTWA.

Alternatively, if rural activities are not permitted on land within the ANSIA Structure Plan area prior to the development of the uses contemplated by Amendment No.10, then our client requests that fencing be provided by the Applicant in the form of stock proof fencing along the whole of the ANSIA boundary where it adjoins Minderoo Station to prevent the straying of livestock into the ANSIA.

The ANSIA Structure Plan should therefore state:

- a) That fencing will be provided by the Applicant to demarcate specific uses within the ANSIA from Minderoo Station to allow continued rural activities; or**
- b) That the boundary of the ANSIA in its entirety be fenced by the Applicant where it adjoins Minderoo Station to prevent the encroachment of livestock into the ANSIA.**

4. Issue 4 - Land use permissibility within the Strategic Industry Buffer Area

Section 6.7.5 of the ANSIA Structure Plan report states that the current 'Agriculture and Rural Uses' are acceptable uses within the Strategic Industrial Buffer Area (SIBA) 'unless there are compelling reasons to cease such as incompatibility with neighbouring ANSIA uses or the need to rehabilitate the property for conservation purposes' (Structure Plan, p.57).

However, the ANSIA Structure Plan does not:

- Define what constitutes a 'compelling reason';
- Provide significant explanation of what might constitute potential incompatibility (excepting the information provided at Section 6.7.2 of the Structure Plan);
- Identify the land which may be the subject of future conservation (which as it stands appears to comprise our client's property) or the party who is liable to undertake such conservation works.

Such clarification is vital for our client to achieve a level of certainty about the purposes to which their land can be put where it is affected by the buffer.

Section 6.7.2 of the Structure Plan report identifies that 'residential use and other sensitive uses incompatible with the industry should not be permitted' (Structure Plan, p.55). This would appear to remove our client's right to develop the following land uses detailed at the Clause 4.2 – Zoning Table of the Scheme, which are currently either permissible or discretionary uses;

- All forms of residential development, including Aged and Dependent Persons Dwelling, Caretakers Dwelling, Grouped Dwelling, Holiday Accommodation, Hotel, Motel, Residential Building, Rural Settlement, Single House, Transient Workforce Accommodation;
- Market;
- Restaurant;
- Shop;
- Take-away Food Outlet;
- Childcare Service;
- Education Establishment;
- Nursing Home;
- Place of Public Meeting, Assembly or Worship;
- Clubrooms;
- Entertainment Venue;
- Reception Centre.

As can be appreciated the impact of the buffer is therefore a significant diminution of our client's current options for the reasonable use, enjoyment and development of their landholding.

It is requested that before approval be granted that further clarification be provided within the Structure Plan:

- a) **Detailing the land uses that may be undertaken on land within the Strategic Industry Buffer Area, including those that are subject to Council approval;**

- b) **Confirming that the current rural uses can continue;**
- c) **Clarifying the circumstances in which rural uses might be required to be discontinued; and**
- d) **Identifying land which may be the subject of future conservation and the responsibility (including funding) for undertaking conservation works.**

5. Issue 5 - Transient Workforce Accommodation buffer

Section 6.7.1 of the ANSIA Structure Plan identifies a 1000 metre buffer around the WTWA. The ANSIA Structure Plan report states that 'only land uses that will not adversely impact on the health, safety or amenity of the WTWA will be permitted, whilst accommodation exists or its potential future need exists' (Structure Plan, p. 55).

The documentation does not clarify that the current rural uses on Minderoo Station will not be prevented by inclusion within the buffer zone of the TWA. To avoid potential land use conflicts it is recommended that both the proposed WTWA and the Secondary Transient Workforce Accommodation (STWA) sites be relocated somewhere else within the ANSIA area to ensure their respective buffer zones are contained entirely within the boundary of the ANSIA. This will ensure that no conflict arises with the current use of Minderoo Station within the areas proposed for the buffer zone that are currently proposed outside of the ANSIA area.

If this is not done, then the Structure Plan should at least confirm that the current rural uses on Minderoo Station can continue where these are affected by the buffer zones of the WTWA and STWA.

Two other matters are also noted:

- A 'General Industry Area' is proposed within the WTWA buffer area as part of Stage 1C of the ANSIA Structure Plan. This appears to be in direct conflict with the intent of the buffer zone of the WTWA, notwithstanding the limited guidance provided by conditions 24 and 25 of the Structure Plan; and
- Portion of the boundaries of the SIBA and the buffer to the WTWA/SWTA overlap. This would appear to preclude the use of the overlapping portion of land for the general industrial purposes associated with the ANSIA.

It is requested that before approval be granted that further clarification be provided within the documentation:

- a) **The WTWA and SWTA be re-positioned within the ANSIA area to prevent the required buffer zones from encroaching on the Minderoo Station lease area;**
- b) **A list of permissible uses be provided for the WTWA and STWA buffer areas; and**
- c) **Confirming that the current rural uses can continue within the proposed WTWA and STWA buffer areas**

6. Issue 6 - Impacts from flooding

The Structure Plan report is accompanied by two technical appendices prepared by URS being 'Appendix C-E: Draft Report Ashburton North Strategic Industrial Area – Surface Water Studies' and 'Appendix C-F: Wheatstone Project - Access Road Design Flood Modelling and Impact Assessment', which look at impacts associated with development on surface water flows. It is submitted that neither of these reports sufficiently consider the extent of alterations to surface water flows and flooding from the potential developments in so far as these affect the current use and operations of Minderoo Station. It is incumbent on the proponent to demonstrate the specific effects (in so far as this is possible) on our client's land and what mitigation measures will be undertaken to minimise potential impacts.

It is noted that Appendix C-E identifies two development scenarios being 'ANSIA Stage 1 Option A' and 'ANSIA Stage 1 Option B'. Both of these scenarios appear to result in an increase in surface water flows from the ANSIA area to Minderoo Station during major events, which would not occur if development did not proceed. However, it would appear from the modelling associated with these two options that 'ANSIA Stage 1 Option B' results in the least potential impacts to our clients land. The Structure Plan report does not appear to incorporate any requirement that final development will adopt this approach.

We request that:

- a) The relevant technical appendices be updated to clearly demonstrate the specific effects of surface water flows on Minderoo Station as a result of development of the ANSIA area;**
- b) In the event that these effects are deemed to be prejudicial to the continued use of Minderoo Station for rural activities, the Structure Plan should identify what mitigation measures will be undertaken to minimise such impacts; and**
- c) The Structure Plan should include a provision requiring that final development adopt the approach which will result in the least negative impacts to Minderoo Station. On the basis of the results in Appendix C-E, this would appear to be the option described as 'ANSIA Stage 1 Option B'.**

CONCLUSION

Our client is opposed to the development of the ANSIA including for the reasons stated above. In addition, there has been a lack of proper engagement and negotiation with our client throughout the process, and a continued failure within the planning instruments to acknowledge the historic pastoral use of the land, and the effect that future development will have on the operations of Minderoo Station.

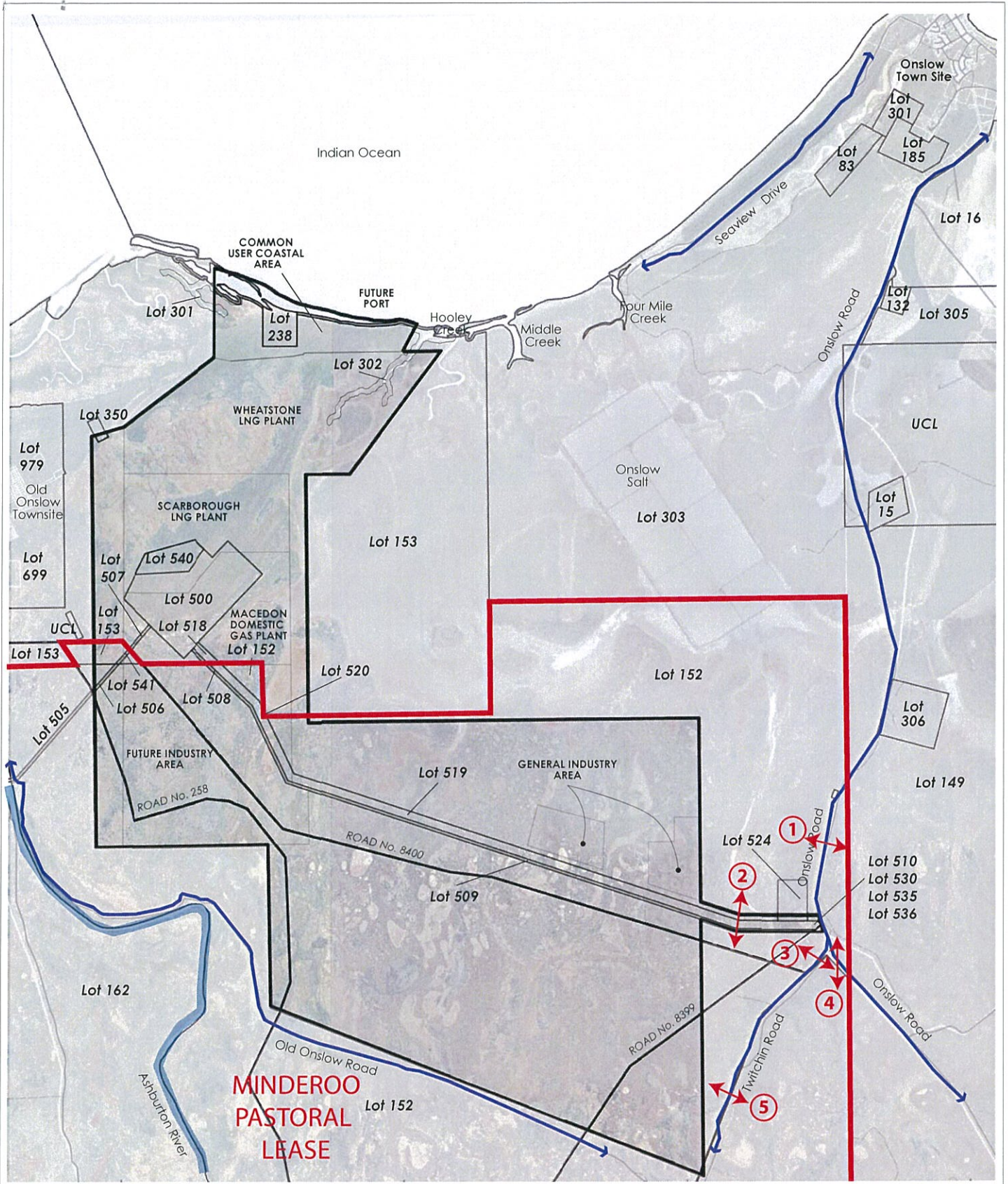
The design of the Structure Plan and future development should take into account the continued and unprejudiced operations of Minderoo Station. Despite the lack of direct consultation with our client so far in the process, there is now an opportunity to amend the proposed Structure Plan to acknowledge the recommendations provided in this submission and to ensure a fair and reasonable outcome for our client and the development proponents.

We trust that the aforementioned points clarify our client's position. Should you have any queries or require further information in regards to this submission, please do not hesitate to contact the undersigned on 9218 8700.

Yours sincerely
ROBERTS DAY

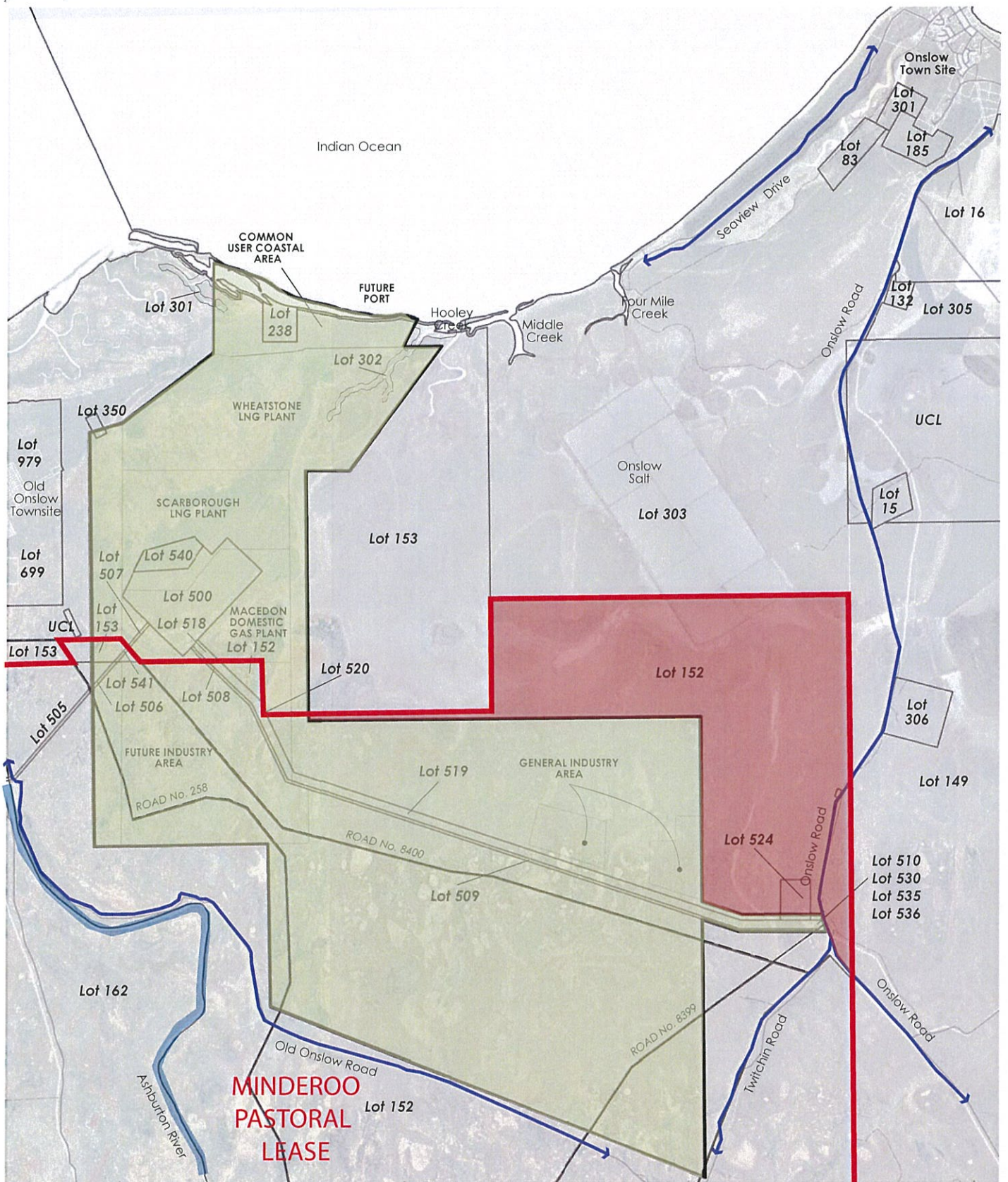


DAN PEARCE
SENIOR ASSOCIATE



- Minderoo Pastoral Lease Area
- ↔ Required underpass

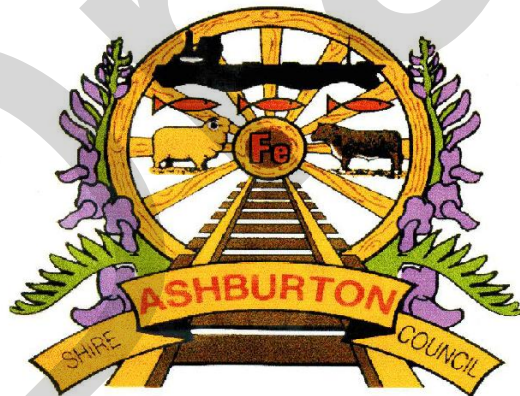




- Minderoo Pastoral Lease Area
- ANSIA (Ashburton North Strategic Industrial Area)
- Portion of land practically severed by ANSIA



Municipal Heritage Inventory Shire of Ashburton



SHIRE OF ASHBURTON

August 2012

TABLE OF CONTENTS

PART A: THE PROCESS

1. INTRODUCTION	2
2. METHODOLOGY	3
3. THE THEMATIC FRAMEWORK MATRIX AND HISTORICAL OVERVIEW	6
4. MANAGEMENT OF PLACES ON THE INVENTORY	7

PART B: THE THEMATIC FRAMEWORK

1. INTRODUCTION	12
2. THE PERIOD 1811 – 1882: THE QUEST FOR LAND	13
3. THE PERIOD 1883 – 1924: THE RISE & FALL OF OLD ONSLOW	16
4. THE PERIOD 1925 – 1959: NEW ONSLOW	22
5. THE PERIOD 1960 – 1979: THE WAKENING OF A SLEEPING GIANT	27
6. THE PERIOD 1980 – 2011: NEW HORIZONS	31
7. THEMATIC FRAMEWROK MATRIX	35
8. LIST OF SUBTHEMES & SITE TYPES	36
9. BIBLIOGRAPHY	42

PART C: THE INVENTORY

1. SHIRE OF ASHBURTON MUNICIPAL HERITAGE INVENTORY – PLACE LIST	48
2. REVIEW LIST	50
3. PLACE RECORD FORMS	53

PART A – THE PROCESS

1. INTRODUCTION

Compiling a Municipal Heritage Inventory for the Shire of Ashburton has been affected by the 'tyranny of distance' in a number of ways. There are five separate townsites, the Shire has an area of 105,647 sq km, and is 1,577 km away from Perth. There are still 2,162 km of unsealed roads and the area is regularly subject to damaging cyclones which cause flooding of rivers and isolation of stations and towns. Shire staff turnover in remote areas can be high, and Shire continuity of overseeing the process of identifying and documenting the heritage places in the Ashburton region was not possible. Despite these challenges, a list of 37 significant heritage places has been drawn up and documented in this Heritage Inventory report.

Ashburton is one of four Shires which together make up the Pilbara region which extends from the Indian Ocean to the Northern Territory border, and is over 1,100 km north and north east of Perth. The Pilbara came to national and international prominence during the 1960s with the opening up of its massive iron ore wealth to overseas markets.

The present Shire of Ashburton was originally known as the West Pilbara Shire Council which was formed in 1972 by an amalgamation of the former Shires of Ashburton and Tableland. 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 Ashburton River runs through the lower portion of the Shire. The Shire relocated its Administration Centre from Onslow to Tom Price in 1990.

The Municipal Heritage Inventory process focuses on events and developments in Western Australian history since the arrival of European settlers.

It does not attempt to record the legacy of indigenous occupation prior to the European settlement in Western Australia. This is beyond the scope of this project. The complexities that arise in recording 40,000 years of indigenous habitation in Australia, and particularly in the Ashburton area, are immense. The history of the indigenous peoples is a rich collation of memories, passed down the generations, using the traditional time honoured oral method.

The Department of Indigenous Affairs and the Aboriginal Heritage Act will ensure that significant aspects of Aboriginal history and culture relating to the period before European settlement are recorded and preserved. In this process the overlap between the European settlers and the Aboriginal people in the district will be noted where information is available.

It is important to stress the dynamic nature of the Municipal Heritage Inventory. This second edition lays the groundwork for the ongoing process of reviewing and updating the Inventory regularly.

This inventory is the property of the Shire of Ashburton and administration of any aspects of the Inventory remain the responsibility of the Shire.

2. METHODOLOGY FOR THE REVISED INVENTORY

The process of compiling the revised Shire of Ashburton Municipal Heritage Inventory sought to guide the Local Government through community input, using the guidelines formulated by the Heritage Council.

The process had seven (7) stages:

- The Research Phase
- Community Consultation

- The Nomination Phase and collection of information relating to nominated places
- Production of the revised draft Inventory
- Submission period
- Revised draft Approved by Council
- Preparation of Final Heritage Inventory

i) The Research Phase

- The consultants researched the history of the Ashburton region for the first edition of the Heritage Inventory, using resources available in the Battye Library and from the Shire. A major source of information was Edge of Empire, by M and A Webb.

ii) Community Consultation

- In 2010, a public invitation to participate in the process was advertised for 42 days in the Shire. One submission was received.

iii) The Nomination Phase

- Over an extended period of time the Shire representative, with help from local people where possible, set about preparing place record forms for the places which had been nominated.
- The nominated places were photographed where possible.
- In this first edition of the Shire of Ashburton Municipal Heritage Inventory 29 places were documented in detail. In this current edition, eight more places are considered bringing the total to 37 places.
- A list of additional places had been provided in the first edition and which were reviewed. Additional site added through the consultation process.

iv) Revised Draft Inventory

- The Shire prepared the revised draft Inventory using all the information gathered by themselves, the Shire and the community.

v) Advertise Draft Inventory/Call for Submissions

- Owners of new nominated places were informed that their properties were listed on the Inventory prior to the advertising of the revised draft Inventory.
- The revised draft Inventory was advertised.
- Submissions on proposed entries were invited.

vi) Draft Approval by Council

- The revised draft Inventory was submitted to Council for comments and amendments prior to the preparation of the Final Inventory.

vii) Preparation of Final Heritage Inventory

- The consultants prepared the final copy of the revised Shire of Ashburton Municipal Heritage Inventory which then became the property of the Shire Council on behalf of the local community.
- A copy was sent to the Western Australian Heritage Council for public information.

3. THE THEMATIC FRAMEWORK MATRIX AND HISTORICAL OVERVIEW

In preparing the Thematic Framework Matrix and the Historical Overview for the Shire of Ashburton Municipal Heritage Inventory, the consultants followed the Heritage Council Guidelines and used the concept of a blank matrix which outlined themes through time on one level, corresponding to important time periods at another level.

The Thematic Framework addressed the following:

- Important time periods for the area.
- Why people settled.
- How people moved, made a living and socialised together.
- Community efforts and civic structures.
- Outside influences.
- People who left their mark on the history of the community.

The cut off dates between time periods were determined by significant events, such as the relocation of Onslow in 1925 and the lifting of the iron ore embargo in 1960. The thematic framework was not intended to be a definitive history of the area. The objective of the framework was to provide a brief yet comprehensive picture reflecting aspects of the history of the Shire of Ashburton from its beginnings to the present. The major themes were enhanced by including a number of sub themes. For example, the theme of Community Efforts included descriptions of local government; education; law and order; community service and utilities; sport, recreation and entertainment; religion; cultural activities; institutions and environmental awareness.

The matrix format of the framework was expanded into the Historical Overview, a concise, historical narrative, elaborating on some of the aspects noted in the Matrix. The Thematic Framework and Historical Overview together provide the backdrop and contextual significance for the individual places and sites.

4. MANAGEMENT OF PLACES LISTED ON THE SHIRE OF ASHBURTON MUNICIPAL HERITAGE INVENTORY

One of the major functions of the Shire of Ashburton Municipal Heritage Inventory will be to provide the Council with sound information relating to places of heritage value in the district. This information will assist the planners to make important decisions about the future management of the places on the Inventory.

As the Inventory is not a statutory document, it will carry no additional implications for owners, apart from the standard planning regulations which apply to properties in the region. These will be outlined in Town Planning Scheme No 7, which is close to being finalised. To manage heritage places effectively it will become necessary to make some provision for the most significant places in the Shire of Ashburton Planning Scheme in the future.

A set of management categories was formulated by the Heritage Council in the *Guidelines for the Compilation of Municipal Inventories*. There are five categories of places, with different management recommendations for each. These categories will not all have the same implications for owners, as places in the highest category will need more careful management and assessment in the future than will those places in the lower categories. These categories have been adapted and applied to the Ashburton Municipal Heritage Inventory, and management categories will be assigned to all the places on the Inventory list.

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.

Footnote: The term Heritage Assessment referred to in Category B and Category C is defined as:

*A brief, independent evaluation by an architect experienced in heritage conservation or another category of consultant with heritage expertise. It is not to be confused with a **Conservation Plan**, which is a more extensive, detailed and costly document.*

Management Categories will be assigned to all the places on the Inventory. The Management Categories are stated in very general terms and will need to be assigned a practical application for each category. The interpretation and application of these Management Categories will rest with the Shire of Ashburton Planning Department.

A **Heritage List** will be drawn up, based on information in the Heritage Inventory. The Heritage List will be linked to the Shire of Ashburton Town Planning Scheme.

Until the management issues have been finalised, Council may wish to consider introducing an Interim Heritage Policy. In terms of such a policy, Council may, in considering any application that may affect the heritage value or significance of any property within the Shire of Ashburton, solicit the views of the Heritage Council of W A, the National Trust of Australia (WA) and those of any other relevant bodies, and take those views into account when determining the application.

Council may also require a Heritage Assessment Impact Statement to be carried out by the applicant prior to the approval of any development proposed. In order to encourage owners to retain and maintain places identified by the Heritage Inventory process, it will be important for Council to consider offering incentives to owners of heritage places. The Shire has a copy of the Heritage Council of W A Working Paper outlining conservation and incentive ideas for local government authorities.

It is now important for the Shire of Ashburton to reflect on the general attitude among the decision makers and among the community to the issue of heritage. Are heritage places to be regarded as an asset or a hindrance in the district? Achieving a balance between preserving the best of the past and providing for future progress in the district will not be an easy task for the Shire. We hope that community awareness of the Heritage Inventory and a sensitive approach to management of the places identified by the process will together promote a positive attitude to heritage places so that they may be seen as an asset to the district as a whole.

ACKNOWLEDGMENT

The Shire would like to acknowledge the authors of *Edge of Empire*, Martyn and Audrey Webb. Without their in-depth research our work on the Thematic Framework Matrix and Overview would not have been impossible. Their contribution has been invaluable.

Within the boundaries of the Ashburton Shire are various towns and communities. When we mention the Ashburton district or Shire we are including:

- Onslow/Old Onslow
- Pannawonica
- Paraburdoo
- Tom Price
- Wittenoorn

PART B – THE THEMATIC FRAMEWORK

1. INTRODUCTION

The sheer size and diversity of the Shire of Ashburton makes the examination of heritage places an enormous task. The local government boundaries include two national parks (one of which is one of Western Australia's largest), mining towns, a port and vast expanses of pastoral land. The future of the ill-fated town of Wittenoom must also be considered. A study of the history of early exploration and settlement reveals the arduous experience of the pioneers.

The settlers faced and overcame many hardships to gain a livelihood from what was often a harsh and unforgiving land. Today (1999) the people of Ashburton continue the tradition of its hardworking forbears, developing a productive region rich in primary resources.

The Pilbara region has been inhabited by Aboriginal people for many thousands of years. Prior to European contact these people were hunter gatherers who moved along definite routes determined by seasonal supplies of food and water. They lived in closely knit family groups related by kinship, and over the previous centuries, they had evolved a sound social framework and a finely tuned established order. They had a close relationship with the land and their identity was both embodied in and derived from the places to which they were connected. The different groups understood the implications of tribal territories, boundaries and sacred places. The attitude of the early Aboriginal people to land and sites was in part due to their religious beliefs, and also to their responsibilities towards the land and their rights to it which were inherited through kinship. Their rich culture and traditions were passed down to the younger generations through the power of legend, art, painting, dance, story and song.

Sites associated with early Aboriginal history may be ethnographic or archaeological: ritual sites, engravings, rock and cave paintings, among others.

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

2. THE PERIOD 1818 – 1882: THE QUEST FOR LAND

A survey expedition made along the Western Australian coast between 1818-1822 saw a brief visit to the yet unnamed region, by Lieutenant Philip Parker King. He was responsible for much of the early nomenclature along the coast. Navigating the west coast led to his discovery and naming of the Curlew River. Overland exploration of the region was not attempted until F.T. Gregory took on this monumental task. He received financial backing from the Royal Geographic Society (London) to assist with his northern exploration. He initially landed on the Dampier Archipelago in 1861.

Using a ship as a base, from there he made many important inland trips. During one of these trips he discovered and 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 positive. This negated many other previous dispirited responses to the seemingly barren land.

Successive forays by others 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 which were mapped or named incorrectly. These expeditions began in 1865. At various times T C Murray, E T Hooley and L Mount tackled the hilly and mostly waterless landscape in the quest for an overland route from Roebourne to Ashburton. Their travels were fraught with difficulties, particularly that of finding adequate feed for their horses. Their contacts with the Aborigines were also at odds with their normal experience of friendly intercourse. The Aborigines were wary of the European men and either avoided contact or stood their ground aggressively.

Sometimes this led to physical clashes.

In 1866 a well-planned trip by Hooley was more successful in penetrating 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. Nevertheless, the indomitable pioneering spirit of the early Nor'Westers shone through. 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.

Hooley, following his epic overland journey with a substantial herd of sheep, was fittingly the first to ship wool directly from the Ashburton district to southern markets. His living conditions remained basic as he did not establish a homestead but put his priorities in the erection of a shearing shed. His was not an isolated case as few permanent dwellings were built in this period. The living conditions were not deemed fit for women, owing to the itinerant way of life.

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. 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. The people suffered from the introduction of European diseases for which their immune systems were not developed. 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 fellow Aborigines. The pastoralists, afraid for their safety, sought protection from Roebourne. The official party appointed by the Resident Magistrate Sholl 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.

The 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. Their employment was, however, 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. Routes from there were by sea on light boat or overland by horse. Early roads took the form of tracks. These were developed by donkey, camel and horse teams transporting wool clips to the beach. During this period visits by ships were irregular. They stopped by Captain's whim or by fire signals lit by pastoralists, indicating a load of wool was ready to go to market. The inconvenient method of lightering the wool bales from the beach to ships anchored off the coast, reflected an increasing need for a regular lighter service. By 1882 this was recognised by entrepreneur James Clark. His vision led to the founding of 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.

3. THE PERIOD 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. This was to be situated inland from the mouth of the Ashburton River. Plans were further determined by the advancing telegraph line which influenced the designated alignment of all town blocks. The town was called Onslow after the Acting Governor and Chief Magistrate A C Onslow. Following the gazetting of Onslow in 1885 and the subsequent opening of the telegraph line, some houses of local coral sandstone were erected.

The environment of Onslow was at times inhospitable. Extreme climatic conditions, strong winds causing sand blasts and ever present insects made life uncomfortable for the town's residents. Freshwater was retrieved from wells but was not always potable. Rainwater tanks were preferred. 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 built in 1886.

He also held the first license for selling liquor. With this in hand, he proceeded to build the Rob Roy Hotel. The Rob Roy was named in honour of Clark's old ship that he tended as ships engineer. Clark's entrepreneurial skill also enabled him to see the need for a wool press as not all pastoralists had the money for such large capital items. He purchased one, thus providing another valuable service to the community. Other shops and services established in Onslow at this time supported the pastoral as well as the pearling industries.

Pastoralism grew with the stock routes established through Ashburton. Overland stock droving was made easier with regular water supplies" available at wells dug along the track. The De Grey-Mullewa stock route was gazetted in 1893. Transportation of the wool to the wharf at Onslow was a combination of skill and luck. 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 light boat. This still presented difficulties. In spite of improvements made in 1893, landing at the wharf was becoming increasingly dangerous owing to silting at the mouth of the river and to large tidal variances. A sea jetty was built but 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. Though this was not a large find it had a ripple effect on Onslow as it became important to local economic development. Stores were set up to supply gold diggers with their needs. Robert R Hope was 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.

This was first mined in 1899 at the Red Hill Copper mine. Silver and lead were also found in the district. Though the mining activity did not produce large quantities of mineral bearing ore, the economic spin off to Onslow was significant.

When the air cleared after the initial excitement of the finding of gold, the steady influence of pastoralism remained. Wool and meat were in demand. Interestingly, much of this demand came from the goldfields to the south at Kalgoorlie and Coolgardie. The constant income meant an increase in standards of living on the pastoral stations. Permanent homesteads were built to replace more temporary dwellings. These included Yanrey, Uaroo, Yaraloola. Shearing benefited from modern innovations as many shearing sheds became mechanised. Mechanical operation of shearing, however, led to unemployment amongst the Aborigines who were not included in this technological evolution.

The viability of pastoral stations became threatened by a drought that descended on the district in 1891. Water shortages also influenced 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. For the next two decades stock numbers were constantly affected by trying conditions. Another severe drought in 1911, which did not break until 1915, tested the land holders even further. In addition, the introduction of clover for stock feed in the wheatbelt areas in the south of the state placed direct competition on sheep from Ashburton.

To add to the pastoralists difficulties, the 1900s saw the arrival of rabbits. Despite the rabbit proof fences built, rabbits became a great pest to the Ashburton stock holders. Other vermin included dingoes and foxes, both dangerous predators to sheep. To combat the problems, the Vermin Board was set up by the Ashburton Road Board in 1917. Money for dingo scalps and tails was offered as an incentive for people to hunt these pests. This led to a new profession, the Dogger.

To his list he added rabbits, foxes, eagle, hawks and kangaroos. Kangaroo skins became even more valuable as, not only was a bounty received, but they were also exported as hides from Onslow.

Transport throughout this period was revolutionised by the arrival of the car. Prior to this horses, carriages and bicycles had been used to move around the district. By the 1920s horse, camel and donkey teams were slowly being replaced by trucks. This caused difficulties for the Ashburton Road Board. The Road Board had been created in 1887 by division from the Nickol Bay District Road Board which had previously had jurisdiction over the area. With little money and great distances the Road Board's aim of supplying decent roads for the stock teams and the new cars was severely tested. To solve the problem station owners began to take responsibility for roads close to their properties, while the Road Board worked on roads near town. The profile of the Ashburton Road Board was expanded with the construction of the Road Board office in 1905. Until this time the meetings had been held at the Rob Roy Hotel.

Communication became easier during this period. Previously, messages had been physically carried over great distances of rough terrain. With the introduction of telephones (1917) and the expansion of two-way radios, albeit with many transmission problems, the tyranny of distance began to disappear. The arrival of Norman Brearley in 1920 amazed many people who had previously only imagined human flight. His flight through the North was the founding trip of North West Airlines. The airline allowed the efficient delivery of mail from Perth by 1921.

Near the turn of the century Onslow developed a strong sense of community. At first there was no hospital or medical help. Midwifery was performed by female friends, relatives or neighbours. As early as 1893 the first doctor, Dr Longdon, had been appointed. 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.

The population of Onslow was low, with many itinerant workers. Hence the number of children needing education raised little concerns 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. In 1903 to 1904 a Church Hall was built. The people must have been devastated to see their hard work in building the hall blown away by a cyclone in 1909. The hall was missed as it had been a centre for social gatherings. Energy to replace the Church Hall was found to build a Mechanics Institute in 1912. After this date church services were held at the Institute.

World War I became an influential factor in Onslow's development. At first, owing to the severe drought, the Ashburton station owners could not take full advantage of the increased demand for wool created by World War I. When the drought broke in 1916 production was able to increase. In mining, World War I stopped production of silver and lead at Uaroo. The community, however, supported the war cause wholeheartedly, with the founding of the Ashburton Branch of the Red Cross.

The need to rationalise the extension of the sea jetty, damaged in the 1897 cyclone, led to suggestions to move Onslow. 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. Almost with incredulity, people with established houses and businesses began to be involved in discussions that were fuelled by controversy. Other ideas were mooted and constant discussions were held over many years. The government favoured moving the whole town of Onslow to Beadon Point.

Studies appear to have proven that this was a viable place to put a deep water jetty and that the townsite could be inexpensively transferred to the new site. An alternative idea saw merit in building a new jetty at Parkes Reef. This would not have disrupted the existing townsite.

Eventually, after delay caused by interruption of the First World War, the site for a new town was declared at Beadon Point. The new townsite was 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. They underestimated the strength of local opinion.

Some people petitioned to have it called Ashburton but the most influential group convinced authorities the name Onslow should be retained, and so it was.

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 by 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.
- **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.

4. THE PERIOD 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, when transferred to the new township. They 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. The remains of these buildings, such as the Police Station and Post Office, can still be found today (1999). A well situated Post Office was built in New Onslow and the service improved with the employment of a telegraph messenger.

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. Government assistance was 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. Some old time 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. This included some of the coldest beer in the North West, owing to the installation of refrigeration. The quality menu no doubt included oysters which could be harvested from the rocks at Beadon Point. 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 caused much angst for the Ashburton Road Board. Their income from rates went into decline. Arrears that had accumulated on properties in Old Onslow became impossible to collect and eventually these were written off as uncollectable. The Board became very strict with tardy rate payments on properties in the new town. This was necessary as funds were needed for the many new services.

The Road Board took 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 (PWD) which did not have access to a large supply of potable water. They solved the difficulties temporarily 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. Problems of a regular supply were not solved until 1958 when the Public Works Department (who had resumed responsibility again in 1953) tapped the Cane River. The setting up of the Public Works Department in 1930 enhanced the lives of Nor'Westers as it led to increased expenditure on main roads such as improvements to the North West Highway.

Pastoralists in this period faced many difficulties caused by the depression and drought. Overstocking and drought during the 1920s, plus the depression of 1929 led to serious losses on pastoralists' investment. The result was amalgamation for some stations which increased their viability and hence their profitability. When wool prices recovered slightly and the seasons were kind, the Beadon Point jetty was kept well occupied with wool exports. The pastoralists experienced a term of good seasons resulting in a high tonnage export of wool during the mid 1930s.

This short period of optimism flowed onto the station owners' standard of living. Homesteads were expanded and improved. Materials from abandoned buildings in Onslow were used to renovate or build. Range Station included verandah posts taken from the old Police Station in its construction in 1935. Pastoral stations went into decline once more when dogged by drought in 1935.

The Great Drought of 1935- 1942 was recognised for its severity by the granting of Commonwealth 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.

The experience of the Nor'Westers in this time continued to produce stories of great tenacity in the face of adversity. Depression, floods washing away newly laid roads, droughts and cyclones created hardship. The cyclone of 1934 severely tested the building of the new town at Beadon Point. Much damage was done. Inadvertently the potential disaster provided employment for those still unemployed from the Depression.

The cyclone, however, emphasised Onslow's sense of isolation. Communication with the outside world was cut. Telegraph lines were down in many places and the jetty was badly damaged. The new tramway built from the jetty to the town was temporarily out of action. The tramway had been automated with a 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. However, by the late 1920s, trucks began to render the cameleers and their teams obsolete. With the increasing number of cars, conditions of the roads became an important issue for the residents of Ashburton. Travelling was made easier by the building of a bridge across the Ashburton River near Minderoo in 1932.

The advent of cars revolutionised social gatherings for the community. 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 judged past redemption. Australia's experience in World War II was felt in Ashburton. The Australian people prepared to defend their shores for the first time in history. Onslow was thrust into the war against Japan by the setting up of an allied base manned by troops of Australian and American armed forces. The strategic importance of Onslow was recognized by the Japanese who bombed the airport in 1943. 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. The pastoralists worked to get their stock to market to support the defence cause. Nearly all primary products during the war had controls on production and marketing.

Unfortunately for the pearling industry, the demographic make up of their workers led to a large loss of crew. The majority of men working in pearling were Japanese. With their internment during World War II the already struggling numbers based at Onslow ceased altogether. However, Neil Clark tried his luck by resuming pearling in 1947.

The end of Japanese involvement in World War II came with their surrender after the devastating atom bombs were dropped on Hiroshima and Nagasaki. The atom bomb was such a revolutionary defence weapon that many countries in the postwar period endeavoured to keep up with the new developments. Britain, involved in nuclear experiments, was granted the right to the Monte Bello Islands off the Western Australia coast for atom bomb testing. Onslow's population swelled during 1952 as the town was the mainland base for Britain's experiments.

Mining in Ashburton was in fits and starts, 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 for the extraction of asbestos from Wittenoom Gorge. This was a subsidiary of Colonial Sugar Refineries. The industry supplied employment for many people, including Aborigines. Previously, the Aborigines had been almost exclusively employed as stockmen or domestic helpers on the pastoral stations. Unfortunately for all those involved with asbestos, they were left with a potentially fatal legacy, and many workers developed mesothelioma in later years.

The most startling development in the Pilbara region was the result of geographical exploration. In the 1950s extensive exploration and mineral sampling was done throughout the Pilbara by Stan Hilditch and Lang Hancock. Hilditch discovered the vast deposits in the Newman area, while Lang Hancock's discoveries were in the Tom Price area. This led to the identification of many large economically viable iron ore deposits. The discoveries changed the face of development in the Shire of Ashburton dramatically.

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.

5. THE PERIOD 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. He said that they were too remote and it would not have been economically viable to exploit them at that time. Because the Federal Government believed that the ore deposits would only fulfill 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. It was not developed because of the ban on exports.

The decision that was to change the whole future of the region was made in 1960. The Federal Government lifted the ban. 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; 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; formally, 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 Rio Tinto 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 Rio Tinto 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. Dampier was linked to Tom Price by rail and 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 had a wide choice for goods and passenger transport. The new mining towns led to a miniature crisis in local government. A decision was made to unite the Shires of Ashburton and Tablelands to form the West Pilbara Shire.

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. The State Shipping Service bypassed Onslow to go to Port Hedland. To add to this, the cyclones in 1958 and 1961 took their toll on the jetty. After the cyclonic damage the decision was made not to invest any more money in repairs. 1963 saw the demise of Onslow as a port.

A cyclone in 1963 caused widespread damage which required Government assistance. Nearly all buildings in the town were either damaged or destroyed. After the cyclones a 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. 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 the iron ore required a large population to allow good investment returns and sustained development. The people settled in Tom Price, Pannawonica and Paraburdoo. Tom Price, one of the first mining towns established, mushroomed. 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 Pim Pardu. Translated, this 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. These included a Wes Farmers Shopping Centre (later Charlie Carters and then Coles). This was significant as it was one of the largest centres out of the metropolitan area in Australia.

The name Pannawonica was also derived from an Aboriginal term. Translated this means "hill been travelling" which is based on an Aboriginal dreamtime legend. Pannawonica's geographical situation was determined by exploratory camps set up by geologists from Cleveland Cliffs Iron Ore Company (later Robe River Iron Ore Co). In 1972 Pannawonica was constructed to house the iron ore workers and their families. The town quickly merged into an orderly community. Annually the people gather to enjoy the Robe River Rodeo.

A facility to lessen the isolation of remote people in Ashburton is the Royal Flying Doctor Service. This service was started in Australia in 1935 under the direction of Reverend Flynn. For people on remote pastoral stations, the Flying Doctor gives faith, knowing medical help is only a call away.

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. This was even further exacerbated by the implementation of the Equal Pay provisions in the Pastoral Industry Awards.

Previously station owners provided for the extended family of Aboriginal stockmen but, with the new award, only those officially employed were given any income. 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 deposits 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.

6. THE PERIOD 1980 – 2012: NEW HORIZONS AND NATURAL GAS

"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 WA, 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.

Many amateur fisherman are attracted to Onslow during the South West's winter. 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. Onslow is also a base for professional fishing and prawning trawlers. The wharf built in 1972 is used for sea craft for Barrow Island. Onslow was given a new lease of life when it became a supply base for the Barrow Island and Saladin oil fields for a period of time.

Wittenoom has not had such luck. Since 1978-79 there have been various projects initiated to discourage continued settlement in the area. During the 1980s the people of Wittenoom suggested alternatives to closing the town. They put forward tourism strategies to take advantage of the many visitors to the region. However, the scare of mesothelioma was too strong. The asbestos dust is considered endemic throughout the town. Tourists are warned of the possibilities of the potentially fatal disease caused by inhaling the dust into the lungs. The Government provided travel grants and removal expenses to encourage Wittenoom residents to leave. By the late 1990s a large number of buildings have been demolished and community services have been reduced. Not all residents took up the Governments offer. Today a small number remain.

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.

Transport and communication have progressed markedly during this period. Television is now delivered by satellite as are some long distance telephone connections. Road travel has been 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.

Two of the oldest industries in the Shire remain today. Pastoralism survives despite continued climatic extremes. Cattle has become the major stock with sheep playing a secondary role. The pearling industry also continues but all the old luggers have gone. Shells are now farmed for culture and blister pearls.

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.

The hardships of living in a remote community such as the Shire of Ashburton could almost be forgotten if it wasn't for the often cruel reminders of cyclones. In the 1990s despite advanced weather forecasting technology and warnings, cyclonic winds still cause massive damage.

Cyclone Ian (1992) and Cyclone Olivia (1996) caused problems at Pannawonica. In 1995 Cyclone Bobby hit Onslow, with devastating effects. On top of much physical damage to the town, the loss of lives at sea was mourned. Two trawlers, unable to ride out the turbulent seas, succumbed to the weather and seven lives were lost.

Cyclone Vance was a tropical cyclone that struck Western Australia during the active 1998–99 Australian region cyclone season, and was also one of six tropical cyclones to form off the coast of Australia during that season. After developing off Darwin on 17-18 March, *Vance* gradually intensified as it tracked to the west southwest then to the south before crossing the coast near Exmouth on 22 March as a category 5 system. A high storm tide caused coastal erosion and damage between Exmouth and Onslow - the estimated peak storm surge west of Onslow was estimated at over 5m.

In December 2008, the Hon. Colin Barnett MLA, Premier of Western Australia and Minister for State Development announced that, *"...a new Strategic Industrial Area would be created at Ashburton North, 10 km south-west of Onslow. This would provide the opportunity to establish processing facilities for the commercialisation of recent and expected future gas discoveries"*.

The continued development of hydrocarbon extraction industries off the Onslow coast has seen the need to develop industrial areas for hydrocarbon processing, LNG storage and exportation, and other industrial uses offering synergistic services and/or facilities to existing and potential operations. 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 BHP Billiton Petroleum (BHPBP) Joint Venture; and
- Macedon Domestic Gas Project (218 Hectares) – BHPBP.

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 TPS7 to classify the designated area as a ‘Special Control Area’ and thereby establishing clear criteria required to progress more detailed zoning and development proposals. The ANSIA Structure Plan divides the project area into several stages due to the timeframe requirements associated with development of the various project components.

Stage 1 consists of the land subject of known development interests as required by the foundation proponents as well as the development of a Future Industry Area (FIA) incorporating downstream gas processing industries and other uses. Land with no current development intention in the short to medium term, and therefore set aside for future strategic industrial expansion, is referred to as Stage 2. (Refer to Figure 1)

Stage 1 is further demarcated into substages primarily due to the advanced planning for Chevron’s Wheatstone project. Stage 1A comprises the Wheatstone project, a port and Common User Coastal Area (CUCA), (which will be managed by the Dampier Port Authority), and a Multi User Access and Infrastructure Corridor (MUAIC) for the purpose of shared transport and infrastructure.

Stage 1B comprises the development of the Scarborough LNG and the Macedon Domestic Gas Projects, portions of land associated with the FIA and a second Transient Workforce Accommodation (TWA) precinct. Stage 1B also includes a truncation at the corner of the eastern MUAIC to allow for safe and efficient access along the MUAIC.

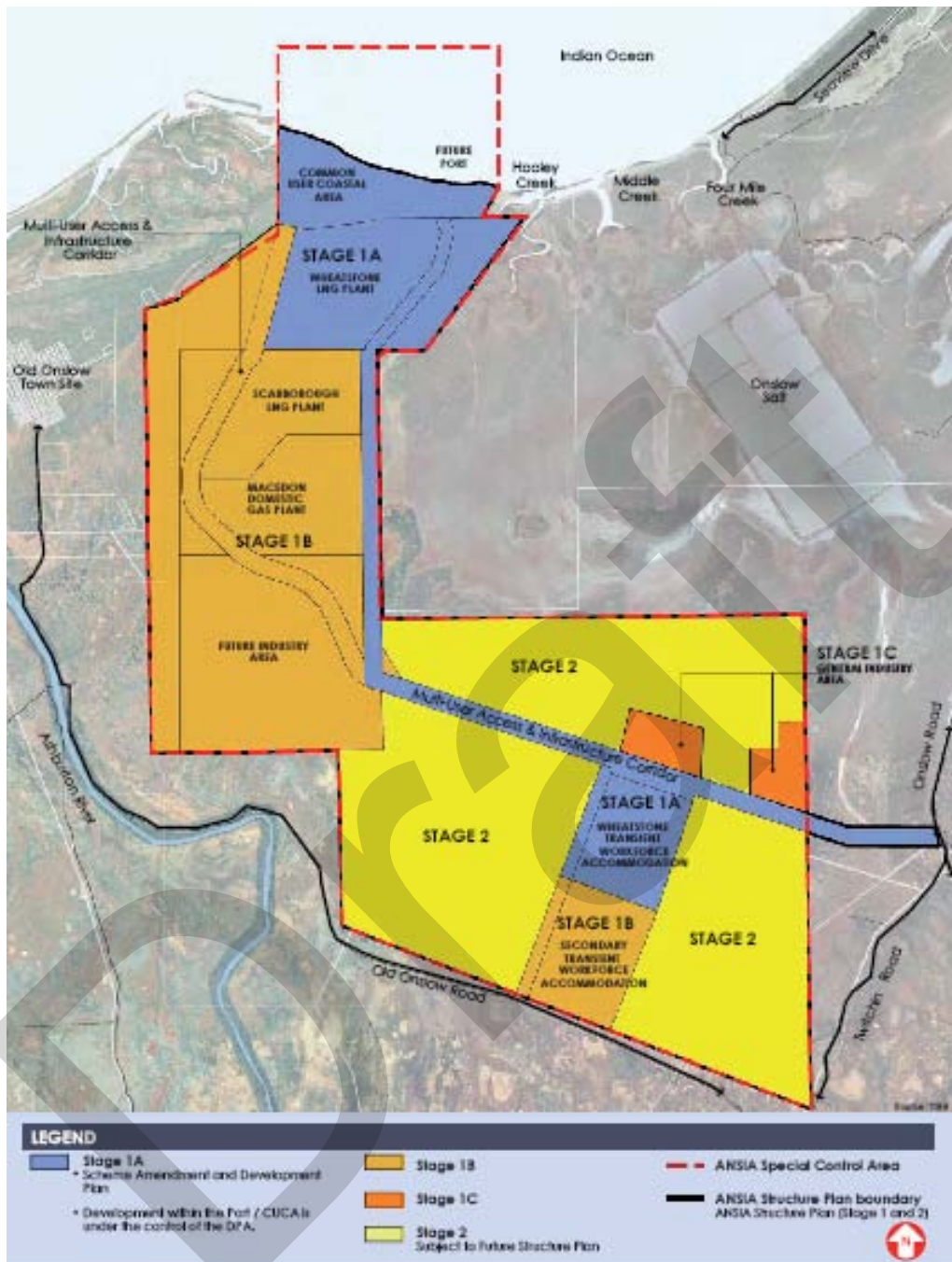


Figure 1

Stage 1C comprises the balance of Stage 1 identified for General Industry development for which further detailed planning can be expected in the future. This Development Plan has been prepared for the portion of the ANSIA referred to as Stages 1B and 1C.

Land with no current development intention in the short to medium term has been set aside for future strategic industrial expansion and is referred to as Stage 2. As a result of the ANSIA development and resultant expansion in Onslow, the town is likely to experience increased demand for housing. Should ExxonMobil/BHP Billiton proceed with their proposed Scarborough LNG plant development and Onslow Salt increase its production, it is estimated that a further 230 dwellings (excluding Wheatstone) will be required after taking into account direct, indirect and consequential employment (LandCorp, DSD, DOP, 2011).

Commencement of operations for the ANSIA is likely to see a further increase in demand for residential dwellings within the town. More recent indications are that these estimates are conservative compared to the Onslow Townsite Strategy (2010). There are currently few houses available for rent in Onslow, and the inability of local housing market to absorb any significant increase in residential workforce means new accommodation will need to be built specifically to meet the needs of development in the ANSIA. There is also a current lack of temporary accommodation within the town.

The land assembly processes may be lengthy and land may not be available in time to meet demand. In addition, land supply in Onslow is constrained by flooding, airport, noise and buffer impacts. Therefore, it is anticipated that with any further population influx into the area, adequate time for planning and development needs to be allocated. Whilst those workers involved in the construction of development within the ANSIA will be housed within TWA, operational staff will be housed in Onslow. Staff specifically required for defined 'shut-down'/expansion purposes once the plants are operational could be housed in the TWA, subject to Shire approval.

The burgeoning resources industry, including the imminent development of the Ashburton North Strategic Industrial Area (ANSIA) is likely to place significant pressures on the town of Onslow and create significant demand for housing in Onslow.

The Onslow Townsite Strategy, which was prepared in 2011 by the Shire of Ashburton and Department of Planning, identifies a potential population of approximately 2,500 people by 2021, fuelled by the growth of the resources sector in the northwest of WA. This places significant demand on the current infrastructure, services and housing in Onslow, which currently caters for just over 500 people. The expansion of Onslow is to be undertaken in a staged manner as the provision of infrastructure, and other constraints are lifted. This process will allow lots to be released as soon as possible to meet initial demand, address the State's commitment to provide an urban operational workforce village for Chevron and improve the land supply in order to address medium-long term land requirements.

The release of land in the short term to meet current demand and the deconstraining of land in the medium to long term needs is paramount. This will help meet demand generated not only by the oil and gas industry, but also to accommodate existing industries and the values of existing residents. In this sense, Onslow represents a microcosm of many of the challenges experienced for growth and development in our resource-rich Pilbara region. However, addressed in the early stages of the growth cycle, there is the opportunity for Onslow to demonstrate where long term land and infrastructure planning can work to mitigate the adverse impacts of short term issues. Alleviation of current land shortages and delivery of critical infrastructure is crucial to the successful growth and revitalisation of Onslow.

There is a range of planning processes operating concurrently to facilitate the delivery of land in Onslow, including numerous scheme amendments, development plans and subdivisions. Population growth estimates show Onslow's current population of 700 people growing to 1,500 people by 2016 and potentially a further increase to 3,300 people by 2022. LandCorp is committed to undertaking a significant planning and land release to allow for the creation of 1,500+ residential lots in Onslow. This will culminate in a town based Structure Plan being in place by the end of 2012.

In parallel, LandCorp is also undertaking a land rationalization exercise throughout the existing townsite to develop and release a number of vacant land parcels that will provide for 30-40 dwellings in 2012.

The recognition of those things of heritage value, be they Aboriginal or European settler history, provides an interesting backdrop to the increasingly technological world that pervades the mining industry. The preservation of information surrounding these places will enable future generations to appreciate the courage of the early pioneers and settlers in facing the hardships that were experienced in settling the north.

SHIRE OF ASHBURTON 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 Awakening of the Sleeping Giant	1980 – 2012 New Horizons
1. Demographic Settlement and Mobility <ul style="list-style-type: none"> Why people settled. Why they moved away The things they left behind 	Early exploration – King, Gregory, Hooley, Murray in search for pastoral lands and port; Pastoralists arrive, leaseholders; No permanent housing; very few settlers 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 building & residents transfer; Land prices inflated; homesteads improve/ expand. from Old Onslow; 1958 water problems solved; Stations amalg; 1943 Wittenoom est; Viable iron deposits discovery.	1960 Iron Ore embargo lifted; Tom Price est; Pannawonica est; Paraburdoo est; Massive invest. explore & extract iron ore; Onslow goes into decline; 1976 Old Onslow ret. to State as Crown Land	Expansion of mining towns; To Price to become open Township – lose company town status; Tourism; Wittenoom residents strongly recommended to leave; Onslow to be used as operational base for ANSIA when construction completed
2. Transport & Communications <ul style="list-style-type: none"> How people & goods moved How people communicated & exchanged information 	Horses used, coastal shipping, light boats for taking wool clip to schooners offshore; Tracks develop from donkey, horse & camel teams; mail to Cossack & then by light boat or overland to Ash; No bridges.	Camel, donkey teams preferred; Telephone; Telegraph service; Airline used for mail; Wharf & jetty at Ash. River mouth; Trams; Regular lighterage service; Stock routes; Bikes, cars, poor roads – slowly improving.	1925 New Jetty; Mech. Transport – cars, trucks; stock teams decline; Roads expand; New tram on Jetty driven by steam; Improved postal service; Bridges; Station owners build roads; Road Board.	1963 Onslow Jetty closed; Jetty burnt; Better road on Nor'West Hwy – bypassed Onslow; Mining towns connected to coast by rail; TV; Improved phones; Monthly newsletters to mining towns.	Onslow used for base for fishing & landing point for seacraft from Barrow Is.; Major improvements to roads & bridges – major roads sealed; Good quality newsletters continue under new names.
3. Occupations <ul style="list-style-type: none"> What people did for sustenance or to add quality to life; unpaid & paid labour 	Pastoralism – sheep; Aborigines employed as stockmen, shearers; Pearling – sometimes involuntary Aboriginal divers.	Services for pastoralism – stores, wool press, light boat, hotels, stores for gold diggers, pearlers; Mechanisation replaces labour. shearers, women domestic duties; Mining for copper, lead, silver;	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 est. in new towns; 1966 Aust. Blue Asbestos mine ceases to mine.	Tourism, ecotourism; Pearling, & pastoralism exist – but changed in format – no luggers, cattle main product. LNG/Strategic Industrial area construction workers and future LNG operations workforce.
4. Community Efforts <ul style="list-style-type: none"> What people did together as a community; the structures they created to serve civic needs 	Conflict between European settlers & Aborigines. Admin from Nickol Bay District & Roebourne; Very arduous living, few social gatherings.	1887 Ash. Road Board; Social gatherings – race week Roebourne; Police station; RSL post-WW1; Church hall; Mech. Inst.; Health serv. – hospital, cemetery; no purpose built school – still priv. teach; Red Cross; Vermin Board.	Controversy. Over Onslow vs. Beadon Pt; Community co-operation over final move; Road Board difficulty with rates; Old building transferred – Mech. Inst., Hosp. New built – Police stat., shark proof swim, St Nicholas Church.	Wittenoom expands then declines: mine ceases in 1966; Tom Price, Parab., Panna. all expand community serv. as pop. increases. Medical help – RFDS; Annual festivals eg. Robe River Rodeo, Nameless; 1972 West. Pilbara Shire formed.	Increasing awareness of Aboriginal issues – land claims; Shire reverts to Ashburton; Wittenoom struggles to survive.
5. Outside Influences <ul style="list-style-type: none"> Events, decisions or changes which affected the community, but were beyond its control 		1884 Influenza Epidemic – many Abor. deaths; 1891 Cyclone, Severe; 1911-1915 drought severe; WW1; Pests – dingoes, rabbits, foxes.	Govt. assist for town move; 1934 cyclone severe; Depression; 1930 PWD est. Clover intro. In south leads to competition in pastoral. 1935-42 drought – govt assist; WW2; Korean War; British Nuclear experiments.	1963 Cyclone – Govt assist; recommendations for building requirements in Cyclone prone areas; State Govt. intervention over Wittenoom future.	1991, 1995 & 1996 Sever cyclones; Mabo high court decision. 2008, ANSIA announcement 2010-2012 commencement of ANSIA through Macedon and Wheatstone; LandCorp's expansion of Onslow.

THEMES, SUBTHEMES & SITE TYPES

These themes, sub themes and site types, drawn up by the Heritage Council of WA, can be used to assist communities to identify those places which they consider may have heritage significance in their district.

1. Demographic settlement & mobility

Why people settled; why they moved away, the things they left behind

SUBTHEME	SITE TYPE
Exploration & surveying	Landing places of early explorers, Exploration routes; Camp sites and graves of explorers.
Aboriginal occupation/ racial contact	Meeting sites, other sites of significance.
Land allocation & subdivision	Areas reflecting early land grants and subdivision patterns.
Workers (Aboriginal, convict, indentured)	Early settlements and stations; Convict hiring stations, prisons, worker housing.
Settlements (including group, soldier, Aboriginal after 1829)	Site associated with govt. or corporate ventures and schemes; Abandoned settlements, their sites and remnants, including gardens, introduced trees and other plants; Lonely graves & cemeteries.
Immigration, emigration & refugees	Sites associated with particular immigrant groups, quarantine/custom stations (human & animal); Migrant camps, detention camps.
Resource exploitation & Depletion	Mine and processing plants.
Depression & boom	Sites of successful & failed enterprises.
Technology & technological change	Places demonstrating important building styles & phases.
Environmental change	Sites associated with drought and rehabilitation.

2. Transport & Communications

How people & goods moved; how people communicated and exchanged information.

SUBTHEME	SITE TYPE
River & sea transport	Wreck sites, rescue sites, shipyards, jetties and wharfs, lighthouses, beacons
Road transport	Roads, bridges; Service stations; Tracks & trails; Inns & coach stops.
Rail & light rail transport	Stations & sidings; Rights of way & cuttings; Fuel & watering points Workshops, bridges, signal boxes.
Droving	Stock & watering holes
Mail services	Post offices, hollow trees & sites associated with mail services, formal & informal.
Newspapers	Printing works, newsstands.
Telecommunications	Cable stations, telegraph stations; Radio, televisions, radar transmitter/receiver facilities; Telephone exchanges, RFDS bases.
Technology & Technological Change	Sites demonstrating innovation, technological excellence or adaptations to local conditions.
Air transport	Airstrips, terminals, hangers.

3. OCCUPATIONS

What people did for sustenance or to add quality to life; paid or unpaid.

SUBTHEME	SITE TYPE
Grazing, pastoralism, dairying	Homesteads, shearing sheds; Stockmens & shearers quarters;

	Outcamps, stockyards, Stock routes and watering holes; Dairies, milk processing plants; Places demonstrating the contributions of Aboriginal people
Rural industries, market gardens & small animal farming	Gardens, packing sheds, cellars & other storage facilities; Trees from old orchards; Barns, wheat bins.
Timber	Forest camps.
Prospecting, mining, quarrying & mineral processing	Mining & quarry sites, clay pits, lime kilns brick kilns
Domestic activities	Places demonstrating the contribution of women & children; Places demonstrating the conditions under which people worked.
Intellectual activities, arts & crafts	Places with local building styles; Places demonstrating important building styles and phases, galleries, studios & workshops.
Commercial & service industries	Banks, markets, shops.
Technology & technological change	Sites demonstrating innovative use of local materials; Places demonstrating, or associated with, important technological developments.
Commercial & service industry	Banks, markets, shops, insurance.
Manufacturing & processing	Factories, abattoirs
Hospitality industry, tourism	Hotels, theme parks, tearooms.

4. COMMUNITY EFFORTS

What people did together as a community; the issues that divided them; the structures they created to serve civic needs.

SUBTHEME	SITE TYPE
Government, local govt. & politics	Town & road board halls; Govt. departments
Education & science	Schools, colleges, universities, research stations

Law & order	Police stations, court houses, prisons & internment camps
Community services & facilities	Fire stations, cemeteries, hospitals & nursing stations, RFDS; Water supply (dams, catchments, pump houses, pipelines) Electricity (generating stations, transformer & switchyards, public lighting); Gas (gasometers, pipelines, treatment plans)
Sport, recreation & entertainment	Swimming pools, sporting grounds; Community halls, hotels, taverns & cinemas; Sporting clubhouses, bowling greens, golf courses, racing tracks.
Religion	Religious establishments, places of worship; Schools & convents
Cultural Activities	Theatres, halls; Art galleries, museums;
Institutions	RSL, Masonic & other group halls; Orphanages, hostels. CWA halls.
Environmental Awareness	Communes, alternative farms

5. OUTSIDE INFLUENCES

Events, decisions or changes which affected the community, but were beyond its control

SUBTHEME	SITE TYPE
Worlds Wars & other wars	Barracks, prison & internment camps; Camp sites, military communications sites, munitions dumps & factories; War memorials, memorial gardens, cemeteries, drill halls.
Refugees	Refugee camps
Depressions & boom	Sites reflecting boom times; Sites reflecting depression times; Sites associated with employment schemes.
Natural disasters	Sites demonstrating or commemorating the effects of cyclones, floods etc.
Water, power & major transport routes	Pipelines, power lines; National roads & rail routes.

6. PEOPLE

Women and men from all walks of life who left their mark on the history of the community.

SUBTHEME	SITE TYPE
Aboriginal people (before & after 1829)	Homes or workplace of notable long term residents; Sites associated with people who became famous (or infamous) beyond the community; Sites associated with infamy.
Early settlers	
Local heroes & battlers	
Innovators	

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PART C – THE INVENTORY

1. PLACE LIST

SHIRE OF ASHBURTON MUNICIPAL HERITAGE INVENTORY				
PLACE LIST				
PLACE NO.	NAME OF PLACE	LOCALITY	ADDRESS	MANAGEMENT CATEGORY
1	Ashburton River Road Bridge	Ashburton	Ashburton River/Minderoo Station	C
2	Beadon Bay Hotel	Onslow	Lot 1 Second Ave	B
3	Koobinya/Nintirri Centres	Tom Price	Stadium Road	B
4	Former Police Residence	Onslow	1-3 First Street	B
5	Former Post Office & Residence	Onslow	19 Second Avenue	B
6	Millstream Homestead	Ashburton	Millstream-Chichester National Park	C
7	Minderoo Homestead	Ashburton	via Old Onslow	C
8	Mt Florance Homestead	Ashburton	Mt Florance Station	C
9	Nanutarra Homestead	Ashburton	Nanutarra Roadhouse	C
10	Emu Creek Homestead (Formerly Nyang)	Ashburton	Nyang Station via Canarvon	C
11	Old Onslow Townsite	Old Onslow	via Onslow	B
12	Old Wittenoom Townsite	Wittenoom	via Wittenoom	D/E
13	Onslow Goods Shed/Museum	Onslow	Second Avenue	C
14	Peedamulla Homestead	Ashburton	Peedamulla Pastoral Station	A
15	Permanent Pools in the Ashburton River	Ashburton	Old Onslow	C
16	Pre-Primary Centre: Wombats	Tom Price	Cnr Tamarind St & Creek Street	B
17	Red Hill Homestead	Ashburton	via Pannawonica	C
18	Residence: 26 Third Avenue	Onslow	26 Third Avenue	C
19	Residence: 18 Third Avenue	Onslow	18 Third Avenue	C

PLACE NO.	NAME OF PLACE	LOCALITY	ADDRESS	MANAGEMENT CATEGORY
20	Residence: 65 Second Avenue	Onslow	65 Second Avenue	C
21	Residence: 10 Lilac St	Tom Price	10 Lilac Street	C
22	St Nicholas Church	Tom Price	19 Third Avenue	B
23	Tambrey Homestead Ruins	Ashburton	Roebourne-Wittenoom Road	A
24	Tom Price Community Centre	Tom Price	Central Road	B
25	Tom Price Primary School	Tom Price	Wattle St & Creek Road	B
26	Tom Price Shopping Arcade	Tom Price	Stadium Road	C
27	Wyloo Homestead	Ashburton	Nanuturra-Paraburdoo Road	C
28	Yanrey Homestead	Ashburton	North-West Coastal Hwy via Canarvon	C
29	Yaraloola Homestead	Ashburton	North-West Coastal Highway via Pannawonica	C
30	Coolawanyah Homestead	Ashburton	Roebourne-Wittenoom Road	C
31	Hamersley Homestead	Ashburton	Tom-Price Railway Road	C
32	Mulga Downs Homestead	Ashburton	Roebourne Wittenoom Road	C
33	Bobby McAullay's Tree	Onslow	Onslow Road	C
34	Wool Wagon Pathway	Ashburton	Various	C
35	Pannawonica Hill	Pannawonica	Latitude 21° 38'39" Longitude 116° 19' 23"	B
36	Tom Price Cemetery	Tom Price	Mt Nameless Road, Tom Price	B
37	Onslow Cemetery	Onslow	Reserve 20632 Onslow Road	B

2. PLACE RECORD FORMS

Each of the following places were originally prepared by O'Brien Planning Consultants in 1999 and has been updated by the Shire of Ashburton in November 2011.

Every attempt has been made to be accurate, however some of the information may be open to historical interpretations.

Draft

**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 1

Ashburton River Road Bridge

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Ashburton River Road Bridge
Other names	Minderoo Bridge
Address	Ashburton River Minderoo Station
Suburb/Town	Onslow
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION						
Owner		Address		Phone/fax	Status	No
Shire of Ashburton		PO Box 567 Tom Price 6751		91884444/91892252		
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.		

PERIOD	Inter-War
Design style	
Construction date	1931, officially opened May 1932
Source/Details	Main Roads WA

USE(S) OF PLACE	
Original	Bridge
Present	Bridge
Other	

HISTORICAL NOTES

The bridge over the Ashburton River (also known as the Minderoo Bridge) was first suggested to the government by the Department of the North West in May 1925. A Mr Forrest suggested the highest and narrowest point along the river. Though no funds were immediately available an estimate of the building cost was put at £5000, This was considered to be far too expensive. At the same time the Commissioner for the North West deemed the proposal as unimportant compared to other projects in the North West at that time.

In 1927 a more detailed inspection was made at a site between Minderoo Station and Camel Pool Well. This bridge was to have a load limit of 15 tons. The cost was going to be approximately £4500 but again no action was taken. In 1926 the newly formed Main Roads Department added the Ashburton River Bridge to their five year program. By July 1927 a steel and concrete bridge was designated for the project. This represented one of the first moves away from traditional timber bridges. In May 1928 test bores for the piers were being sunk in the riverbed but inappropriate equipment and the density of the shingle hampered boring. Tenders were called in June/July 1929. The bridge was completed in early 1931 under the supervision of engineer EW Godfrey. The materials for constructing the bridge were not at hand locally so the piers were assembled and welded in Perth. From Perth they were transported by sea to Onslow and then hauled approximately 45 kilometres by camel train to the bridge site. The original bridge deck was made of jarrah. The cost of the project was £15,360. The bridge was opened with an official ceremony 8 May 1932.

In 1963 the steel on the bridge was reconditioned and in 1965 the deck and handrailing were repaired. In 1992 owing to the deterioration of the timber deck it was removed and replaced with a concrete overlay. At the same time the timber handrail was removed and replaced with a steel handrail. The replacement steel was carefully designed to look like the original timber handrail. According to the Main Roads there is no apparent damage from cyclones or flooding.

DESCRIPTION

The bridge over the Ashburton River is a composite construction made from a combination of steel and concrete. The spans measure 1x 6.115m, 2 x 12.230m and 1x 6.115 m. The bridge is 4.350 metres between kerbs.

CONDITION	Good
INTEGRITY	Still high despite changes to handrails and decking.

ASSOCIATIONS**ASSOCIATION TYPE**

E.W. Godfrey Project Engineer	Project Engineer
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STATEMENT OF SIGNIFICANCE

The Ashburton Road Bridge has aesthetic, historic and social cultural heritage significance. Strongly built to withstand harsh conditions of the North West, the bridge is an important link for road transport in the outback. Despite some changes to the handrail and decking the bridge remains virtually intact since its original construction over 65 years ago. Historically the bridge has some significance to the state, as it was one of the first examples of steel and concrete construction, a move away from the more traditional timber.

HISTORIC THEME/SUB-THEME**CATEGORIES OF SIGNIFICANCE**

Transport and Communication/Road Transport	Aesthetic
	Historic
	Social

MANAGEMENT RECOMMENDATIONS

Management Category: 3

LISTINGS

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SUPPORTING INFORMATION/BIBLIOGRAPHY

Information supplied by Trevor Slattery Main Roads Western Australia.



Two Views of the Ashburton River Bridge (Shire of Ashburton)



**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 2 Beadon Hotel, Onslow

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Beadon Hotel
Other names	
Address	22-26 Second Avenue
Suburb/Town	Onslow
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION						
Owner		Address		Phone/fax	Status	No
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.		
	Lot 1					

PERIOD	Inter-War
Design style	Simple interpretation of Federation filigree design
Construction date	First built in 1926. Destroyed by cyclone in 1934 rebuilt in the same year
Source/Details	Shire of Ashburton

USE(S) OF PLACE	
Original	Hotel
Present	Hotel
Other	

HISTORICAL NOTES

Unlike a number of buildings set up in the new Onslow townsite, the Beadon Hotel (often referred to as the Beadon) was an entirely new structure, Among one of the first installations in the new townsite, the hotel started with a makeshift bar from the old Rob Roy Hotel until the pub was built The proprietors of the Beadon were the Cornish family, Brothers Dick and Harold Cornish employed the architect J H Eales to design the hotel for new Onslow, Eales was well known for his involvement in the Esplanade Hotel in Fremantle, The Beadon Hotel was built with accommodation including twenty singles and seven double bedrooms, Interestingly the verandah was reserved for fifty additional beds to be brought in during race week when the town drew large crowds of people for the meet An important component in the new hotel were the four rain water tanks with a capacity of 20,000 gallons as water supplies in Onslow at times became critical A shortage of water challenged the Public Works Department for a number of years in Onslow, particularly with the introduction of septic tanks, as flush toilets used an enormous amount of water.

The construction of the hotel was quite unique in the new town, It was the only building 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 moment stamped one with his initials. This block became an unofficial foundation stone and is located lawn the front wall of the hotel.

The two-storey hotel was described as one of the finest hotels in the North West Patrons were impressed by the comfortable surroundings and fine furnishings but mostly by the ample supply of cold beer. Refrigerated beer, a rarity in the North West in this period, kept many customers happy, The refrigerator, a Kelvinator, was thought to be only the third of its type in Australia, Harold Cornish and his family ran the hotel until 1932 when it was taken over by F J Laphorn.

The cyclone that swept through Onslow on Wednesday 28 March 1934 devastated the town, The townspeople were left isolated and many buildings were destroyed or severely damaged, Even though the hotel was solidly built and many people sought refuge from the cyclone there, damage still occurred to the top storey of the Beadon Hotel The hotel was rebuilt in the same year.

Changes to the hotel include some internal modifications and repairs from fire damage, Also motel units were built during the 1970s to modernise accommodation facilities.

DESCRIPTION

Architect J H Eales designed the Beadon Hotel The Cornish family was impressed with his work as the architect of the Esplanade Hotel in Fremantle, Similar design patterns, albeit on a smaller scale, are reflected in the design of the Beadon Hotel The corner setting, the two storeys, the wrap around verandah with simple filigree finishes and the roofline are all features reminiscent of the Federation period of architecture c1890- c1915. Limitations set by the distance from building suppliers and climatic conditions influenced the construction materials with the walls being distinctive grey cement blocks. The hotel has a battened down corrugated iron half-hipped roof.

CONDITION	Fair
INTEGRITY	High

ASSOCIATIONS

ASSOCIATION TYPE

Cornish Family	First Owners
R. Rennie	Builder
J.H. Eales	Architect

STATEMENT OF SIGNIFICANCE

The Beadon Hotel has significant aesthetic, historic, social, and rarity cultural heritage value.

As one of the first buildings erected in Onslow the hotel has a long association with the development of the town. It is a fine and rare example of North West architectural design influenced by the Federation era. As the centre of most entertainment and social gatherings the hotel has an important function in the bonding of the towns residents and visitors.

HISTORIC THEME/SUB-THEME**CATEGORIES OF SIGNIFICANCE**

Occupations/ <i>Entertainment Industry</i>	Aesthetic
	Historic
	Social
	Rarity

MANAGEMENT RECOMMENDATIONS

Management Category: B

LISTINGS

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**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 3 Koobinya/Nintirri Centres

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Koobinya Nintirri Centres
Other names	Silver City
Address	Stadium Road
Suburb/Town	Tom Price
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION				
Owner	Address	Phone/fax	Status	No
Hammersley Iron Pty Ltd	PO Box 22 Tom Price WA	(08) 9143 3411		
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.
	985	15096	1708/004	

PERIOD	Late Twentieth Century
Design style	Western Australian Mining Town Vernacular
Construction date	1967
Source/Details	Shire of Ashburton notes/dated plan drawn 1966

USE(S) OF PLACE	
Original	Single Mens Quarters
Present	Day Care/Neighbourhood Centre
Other	

HISTORICAL NOTES

The Nintirri and Koobinya Centres were once the single mens quarters and administration centre for Hamersley Iron. They were constructed in 1966/67. The centres are today (1999) used for childcare and as a community meeting place. When converted for community use the buildings included facilities for child care, a toy library, art and pottery studios, a conference room and a legal aid office. Today (2011) there is also a unit for Pre-Primary education in the Nintirri Centre.

DESCRIPTION

The Koobinya and Nintirri Centres are in two long rectangular buildings aligned parallel to each other. There are no connecting walkways or verandahs, however, the buildings are identical. The front lengths of the buildings have wide steel-framed verandahs and entrances marked by triangular gables. The side verandahs also feature triangular gables. The buildings are constructed from conugated iron with no guttering. Internally the buildings are in fairly original condition except for changes made to furnishings and decoration when renovated for community use.

CONDITION	Very Good
INTEGRITY	High

ASSOCIATIONS

ASSOCIATION TYPE

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STATEMENT OF SIGNIFICANCE

The Koobinya/Nintirri Centres have aesthetic, historic and social cultural heritage significance. The excellently maintained and well proportioned buildings are good representatives of the recycling of buildings that occurs often in the North West particularly in the evolution of mining towns. The Centres are representative of the early development of the town as they were formerly the single men's quarters. Tom Price had a very high proportion of single men when the mine was first opened. Today (1999) the buildings have an important social function as they are the centre for community childcare and education.

HISTORIC THEME/SUB-THEME**CATEGORIES OF SIGNIFICANCE**

Occupation/ <i>Mining</i>	Aesthetic
Community Efforts/ <i>Child Care & Education</i>	Social
	Historic

MANAGEMENT RECOMMENDATIONS

Management Category: B

LISTINGS**SUPPORTING INFORMATION/BIBLIOGRAPHY**

Shire of Ashburton notes

**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 4 Former Police Residence - Onslow

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Former Police Residence
Other names	
Address	Lot 944
Suburb/Town	Onslow
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION				
Owner	Address	Phone/fax	Status	No
Shire of Ashburton				
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.
	Lot 944			

PERIOD	Inter-War
Design style	North West Bungalow Vernacular
Construction date	1927
Source/Details	Shire of Ashburton Notes

USE(S) OF PLACE	
Original	Police Residence
Present	Dwelling
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 1927 soon after the town was gazetted. The residence was built by the PWD and originally had an identical floorplan to a number of other public buildings in Onslow. Today (2011) the dwelling is rented by the Shire of Ashburton for accommodation.

DESCRIPTION

The timber-framed bungalow has survived many serious cyclones since being built in 1927. Its design has contributed to its survival. The hipped corrugated iron roof is battened down and the shutters allow cool air to pass through the dwelling. The house is set back from the road behind a simple iron fence and is shaded by a large poinciana tree. The building appears to have a number of changes including the enclosure of its surrounding verandahs.

CONDITION	Good
INTEGRITY	High

ASSOCIATIONS

ASSOCIATION TYPE

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STATEMENT OF SIGNIFICANCE

The former police residence has aesthetic, historic, social and representative cultural heritage significance. The house is a relic of Onslow's early settlement and forms an important part of the streetscape of Second Avenue. It is good representative of the type of housing for civil servants built when Onslow was formed at its new site at Beadon Point.

HISTORIC THEME/SUB-THEME**CATEGORIES OF SIGNIFICANCE**

Demographic Settlement/ <i>Settlements</i>	Aesthetic
	Historic
	Social

MANAGEMENT RECOMMENDATIONS

Management Category: B

LISTINGS

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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.

**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 5 Former Post Office and Residence

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Former Post Office and Residence
Other names	
Address	19 Second Avenue
Suburb/Town	Onslow
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION				
Owner	Address	Phone/fax	Status	No
R & L Shannon	19 Second Avenue			
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.
	Lot 2			

PERIOD	Inter-War
Design style	North West Bungalow Vernacular
Construction date	1925
Source/Details	Shire of Ashburton Notes

USE(S) OF PLACE	
Original	Post Office
Present	Office and Residence
Other	

HISTORICAL NOTES

The Onslow Post Office and residence were built c1925 soon after the settlement on the new site of Onslow began, PWD builders who carried out a two-year construction plan in the new town, completed the work. The two police residences and the Post Office residence were all built from the same plans, In 1994 the Post Office was moved to its present position in Postie's General Store, For a while the original Post Office was occupied by an Onslow Employment group but after their withdrawal the office remained empty.

DESCRIPTION

The former Post Office and residence are bungalows. The old Post Office set on a corner block in the shadow of a large communication tower, the residence is next door. The buildings are raised on stumps and have metal cladding and hipped corrugated iron roofs. Across the front of the former Post Office is a verandah with simple metal balustrading. The dwelling has crossed balustrading reminiscent of the original design as seen in historical photos of the two buildings. External changes have been made including different building fabric and alterations to the original verandahs. Today (2011) the former Post Office is used as a dwelling and office.

CONDITION	Good
INTEGRITY	Fair

ASSOCIATIONS**ASSOCIATION TYPE**

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STATEMENT OF SIGNIFICANCE

The former Post Office and residence have aesthetic, historic and representative cultural heritage significance. As two of the relics of the early settlement, the Post Office and residence add to the streetscape of Second Avenue where there are other historic buildings including the significant Onslow Goods Shed. Built in 1927 the office and dwelling have survived a number of cyclones and remain a representative of early North West construction.

HISTORIC THEME/SUB-THEME**CATEGORIES OF SIGNIFICANCE**

Transport & Communication/ <i>Mail Services</i>	Aesthetic
	Social
	Historic
	Representative

MANAGEMENT RECOMMENDATIONS

Management Category: B

LISTINGS

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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.

**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 6 Millstream Homestead

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Millstream Homestead
Other names	CALM Visitors Centre
Address	Millstream-Chichester National Park
Suburb/Town	

Local Government Authority	Shire of Ashburton
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OWNERSHIP & LAND DESCRIPTION					
Owner	Address		Phone/fax	Status	No
CALM	Locked Bag 104 Bentley Delivery Centre WA 6983		(08) 9334 0333		
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.	

PERIOD	Inter War
Design style	Bungalow with Colonial Influences
Construction date	1919
Source/Details	Notes from CALM Ranger Geoff Kregor

USE(S) OF PLACE	
Original	Homestead
Present	CALM Visitors Centre
Other	Tavern

HISTORICAL NOTES

FT Gregory first discovered Millstream during an expedition in 1861. In his notes Gregory described the stream as having enough water to supply a large mill. In 1865 William Taylor took up a lease and proceeded to run sheep in the district. Soon after in 1866, McRae and McKenzie took over the leases, which they ran successfully until 1879. In that year the lease was sold for £16500 to the partnership of Padbury and Loton, Managed by Chas Elliot, the station continued to run sheep for over 30 years when the property was sold to the Cookson brothers.

From 1912 until 1950 the English brothers owned Millstream but the station was operated under the supervision of managers. Claude Irvine managed Millstream Station from 1912 to 1923 (except for a period when he joined the Lighthorse Infantry during World War I), Under his watchful eye the Millstream homestead was constructed in 1919, In 1923 Irvine invited his grandson Les Gordon to take over the position of Manager.

Les and Nellie Gordon, with their three children, settled into life at Millstream and over the years developed a large vegetable garden, The garden expanded to include tobacco and grapes, In 1950 the Gordons purchased Millstream Station from the Cookson Brothers, Unfortunately

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 the Kennedy's in 1964 (and moved to Kelleberrin and Northhampton respectively).

From 1964 the Kennedy's operated Millstream until the Public Works Department bought the lease, Between 1975 and 1986 the homestead was operated as a tavern, In this period the roof of the homestead was completely restored, Timber trusses were replaced by steel and a modern suspended ceiling was installed. Under the management of the Tavern operator many people were attracted to the tavern, These included 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 1986 the Dept of CALM took over the lease of Millstream Homestead, At first CALM advertised for new people to take over the homestead as tearooms but nobody felt this was a viable business. In 1989 CALM refurbished and renovated the facilities of the homestead, Original doors were put back in place and the homestead was opened as a Visitor's Centre, The Centre provides historical information from the region and provides numerous artefacts and information areas.

DESCRIPTION

Millstream Homestead exists in the Millstream-Chichester National Park. Nearby is the Fortescue River, which has associated campsites along it. The building consists of the central homestead building, with an existing kitchen building. The building is made out of with corrugated iron roofing. The surrounding verandah is consistent with homesteads in the area. The metal trusses replaced timber trusses in the 1970's – 1980's.

The area surrounding the building consists of grassed areas, and groves of palm trees, both introduced species and native species.

CONDITION	Good
INTEGRITY	High

ASSOCIATIONS

ASSOCIATION TYPE

Claude Irvine	Manager
Gordon Family	Manager & Owners 1923 -1964

STATEMENT OF SIGNIFICANCE

Millstream Homestead has aesthetic, historic, social, scientific and representative cultural heritage significance. The homestead is a good representative example of a pastoral station building constructed early in the twentieth century, on a pastoral lease typical of those first established in the 1800s. Despite some structural changes the homestead has significant heritage integrity. Long associations with one family reflect a strong relationship between man and the land. The introduction of exotic flora species shows the need to carefully manage the property so that native trees survive. Social value is found in the large number of people who visit the centre to appreciate both the built heritage of the homestead as well as the beauty of the natural landscape.

HISTORIC THEME/SUB-THEME

CATEGORIES OF SIGNIFICANCE

<i>Occupations/Pastoralism & Grazing</i>	Aesthetic
	Historic
	Representative
	Social
	Scientific

MANAGEMENT RECOMMENDATIONS

Management Category: C

LISTINGS

SUPPORTING INFORMATION/BIBLIOGRAPHY

Geoff Kruger Ranger in Charge of Dampier Archipelago. Interviewed by Cathy Day (OPBC) 18 January 1999. Geoff was ranger in charge of Millstream-Chichester national park from 1989-1996. These historical notes are a result of his personal interest and research of Millstream Station.



**Two views of the kitchen building at Millstream Homestead
(Shire of Ashburton 2011)**





Two views of the Homestead (Shire of Ashburton, 2011)



**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 7 Minderoo Homestead

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Minderoo Homestead
Other names	
Address	c/- Post Office
Suburb/Town	Onslow
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION						
Owner		Address		Phone/fax	Status	No
D K Forrest P/L		c/o L Blyth, Suite 1/703 Murray St, West Perth 6005				
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.		
3114/661	152AS					

PERIOD	Federation c1890- c1915
Design style	Federation Bungalow with Colonial Influences
Construction date	1878
Source/Details	Records held by State Archives

USE(S) OF PLACE	
Original	Homestead
Present	Homestead
Other	

HISTORICAL NOTES

The area that is now part of Minderoo Station was used as sheep grazing land for a number of years before Minderoo was properly established. During the 1860s a well-known sheep grazier, E Hooley, constructed a shearing shed on the Ashburton River near the site of today's Minderoo Homestead. However, Hooley left this area for other pastures and not much development in the vicinity of Minderoo occurred until after 1878. After a survey of the Ashburton region in 1878 John and Alexander Forrest and Septimus Burt leased a large property in the area the Aboriginal people called Minderoo.

The first stock taken to Minderoo, after the lease was granted to the Forrest family, was driven overland from York. Sheep with their herder's arrived in 1878. Mrs Forrest, the wife of the youngest Forrest brother, David, arrived at Minderoo in 1881. Accommodation was a prefabricated house designed and made in Perth. David Forrest and his wife went on to be quite influential in the district particularly in encouraging development at Onslow. Minderoo Station also became a centre for social occasions such as dances and for the races starting in 1892. People attended the meets by travelling great distances for the occasion.

Technological developments in shearing were displayed at Minderoo in the new shearing shed built in 1909. The shed housed machine driven shears and was itself a different design and construction type from the standard shearing shed. However, despite a good capital base Minderoo still suffered heavily in times of flood, cyclone or drought. In the Great Drought of 1911, which lasted between four and six years in the district, much stock was lost even though attempts were made to import chaff for stock feed. Continuing the lead in technological development, Minderoo had the first telephone (outside the town area) and one of the first cars. The telephone was installed in August 1922 and RM Forrest, who had taken over Minderoo station in 1917 from his father, received delivery of a brand new Buick in 1923. Improved communication for those at Minderoo also occurred with the construction of the bridge over the Ashburton River in 1931. The Ashburton River Road Bridge is commonly known as the Minderoo Bridge.

In 1998 after four generations and 120 years on the property the Forrests sold Minderoo Station. Don Forrest and his family had managed the station since 1951. When they left, the 225,000 hectare station was sold with stock of 30,000 sheep and 1,200 cattle. The Forrest family ultimately reclaimed the family heritage in 2009, buying it back for a reported \$12 million. Currently, the station has about 10,000 head of cattle.

DESCRIPTION

Minderoo Homestead is located in the centre of the property on the east side of the Ashburton River. It is protected from flooding by a ring of low sand hills. The main house of the homestead is a simple interpretation of a Federation Bungalow with corrugated iron cladding and wide verandahs all the way around the building. The half-gabled hipped roof is corrugated iron. The verandah under the main body of the roof, is supported by unadorned square posts and has a concrete floor. The house is surrounded by manicured lawn. Easy access to the verandah from the house is possible by numerous doors, many windows provide light. Close to the homestead, on a sandhill, is an early-consecrated graveyard. The oldest building on the property is 112 years old and was faithfully maintained with gardens laid out by the Forrest family.

The Homestead was been substantially upgraded in 2010/11.

CONDITION	Good
INTEGRITY	High

ASSOCIATIONS**ASSOCIATION TYPE**

Forrest Family	Original Owners
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STATEMENT OF SIGNIFICANCE

Minderoo Homestead has aesthetic, historic, social, scientific and representative cultural heritage significance. The homestead is a fine representative of the station way of life in the North West. The Forrest family's long association with the community in Onslow and their influence on development in the area is shown in the history of Minderoo Station. The built environment of the homestead has the potential to reveal important evidence of technological and historical change in station and grazing practices since the end of the nineteenth century.

HISTORIC THEME/SUB-THEME**CATEGORIES OF SIGNIFICANCE**

Demographic Settlement/ <i>Land Allocation</i>	Aesthetic
Occupations/ <i>Grazing & Patoralism</i>	Historic
Community Efforts/ <i>Sport, Recreation, Entertainment</i>	Social
	Scientific
	Representative

MANAGEMENT RECOMMENDATIONS

Management Category: B

LISTINGS

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SUPPORTING INFORMATION/BIBLIOGRAPHY

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



Two views of the Minderoo Homestead (Shire of Ashburton, 2011)



**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 8 Mt Florence Homestead

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Mt Florence Homestead
Other names	
Address	c/- Mt Florence Station
Suburb/Town	
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION						
Owner		Address		Phone/fax	Status	No
T. Richardson		Mt Florence Station				
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.		
	Lease 3114/465					

PERIOD	Federation c1890-c1915
Design style	North West Station Vernacular
Construction date	First Part 1890's
Source/Details	National Trust Assessment 1984

USE(S) OF PLACE	
Original	Homestead
Present	Homestead
Other	

HISTORICAL NOTES

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DESCRIPTION

The Mt Florence Homestead consists of a group of buildings arranged around a forecourt. The kitchen/dining block consists of a large kitchen, dining room with a bedroom at one end. The building is timber framed with vertical corrugated iron cladding. The roof is vaulted and there is a lean-to verandah on the north east side facing the forecourt. The living room block is on a lower level and separate from the kitchen but has a similar construction style. The verandah is enclosed on one corner. The verandah floor is mostly paved with large flag stones.

The bedroom block, which was the earliest of the group of buildings built c1890s, was demolished a few years ago as it was badly damaged by white ants. It had a timber floor commencing close to ground level on the uphill side, supported on stumps approximately 1200mm high on the downhill side. The structure was also timber framed and corrugated iron clad. There was a small central core under the main roof which was hipped to a pyramid shape and wide verandahs all around. The verandah on the uphill side has been enclosed.

Approximately one kilometre to the east of the homestead is the grave of a young visitor who was killed on the property in the 1920s.

CONDITION	
INTEGRITY	

ASSOCIATIONS**ASSOCIATION TYPE**

Percy & J Robinson	Early Settlers
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STATEMENT OF SIGNIFICANCE

Mt Florence Homestead has aesthetic, historic and representative cultural heritage significance. The Mt Florence homestead consists of a significant group of buildings set in an attractive garden setting. The buildings are typical of the North West homestead type in that living and sleeping areas are separated and each building relies on verandahs for circulation and space. If anything the Mt Florence Homestead is more fragmented than most in the Pilbara. Built in the 1890s the homestead has an important place in the history of the development of pastoralism in the Ashburton region. The oldest block, built in the 1890s, was demolished a few years ago owing to extensive white ant damage.

HISTORIC THEME/SUB-THEME**CATEGORIES OF SIGNIFICANCE**

Occupations/ <i>Pastoralism & Grazing</i>	Historic
	Aesthetic
	Representative

MANAGEMENT RECOMMENDATIONS

Management Category: C

Prior to any further demolition or redevelopment, a Heritage Impact Assessment should be undertaken.

LISTINGS

SUPPORTING INFORMATION/BIBLIOGRAPHY

National Trust report prepared for the National Trust

Traces of the Past. The National Trust Register of the Built Heritage of Western Australia 1997.



**A view of Mt Florance Homestead, and existing outbuildings
(Shire of Ashburton, 2011)**



**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 9 Nanturra Homestead

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Nanutarra Homestead
Other names	
Address	Nanutarra Station
Suburb/Town	via Canarvon

Local Government Authority	Shire of Ashburton
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OWNERSHIP & LAND DESCRIPTION						
Owner		Address		Phone/fax	Status	No
R Bogle		Nanutarra Station				
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.		

PERIOD	Victorian c1840-c1890
Design style	North West Vernacular with Australian Colonial
Construction date	1884
Source/Details	Information supplied by owner

USE(S) OF PLACE	
Original	Homestead
Present	Homestead
Other	

HISTORICAL NOTES

Nanutarra like many of the stations in the North West was used as grazing land for a number of years before any settlement and development took place. In 1882 a roll call of the pastoralists in the Ashburton region included H. Higham who had been on Nanutarra for two years by this time. Higham had to cope with a number of hardships in his early days in developing Nanutarra. Flooding after a cyclone in 1883 caused stock losses and isolation, and dwindling supplies often depressed the pastoralist. Nevertheless, he built a home in 1884 designed by Raglan Jarvis of Fremantle. The first phone service to be installed' out of Onslow was at Minderoo in 1922. It was put in place at Nanutarra soon after. Transportation and communication was also improved with the purchase of a truck in 1923, one of the earliest in the district, though it was a number of years before the camel and horse teams were made obsolete altogether.

By 1918-19 Nanutarra Station had expanded to 502,670 acres one of the top ten biggest stations in the Ashburton region. Nanutarra was still owned by the H Higham in 1934 when the devastating cyclone came through and destroyed much of Onslow. Higham was part of a deputation of Ashburton residents who petitioned the government for help in the wake of the storm.

DESCRIPTION

Nanutarra Homestead is a complex of buildings constructed from a variety of materials. The main dwelling has mud brick walls, a corrugated iron roof and a verandah supported by unadorned posts surrounds the whole building. The house comprises two buildings of a simple rectangular design linked by a breezeway. Both buildings have a hipped roof and brick chimneys. The house is a good example of the Australian Colonial design of this era. Other buildings within the complex include outhouses with corrugated iron cladding and a spinifex coolhouse.

CONDITION	Good
INTEGRITY	High

ASSOCIATIONS

ASSOCIATION TYPE

Harry Higham	First Settler on Nanturra
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STATEMENT OF SIGNIFICANCE

Nanutarra Homestead has aesthetic, historic and representative cultural heritage value. The homestead is a fine representative of pastoral station buildings. The homestead complex of buildings are in good condition and have a high integrity as few external changes have been made since construction in 1884. The homestead is representative of the way of life of pastoralists in the Pilbara region for the last one hundred years. Sadly, it is currently vacant and falling into disrepair.

HISTORIC THEME/SUB-THEME

CATEGORIES OF SIGNIFICANCE

Occupations/Pastoralism & Grazing	Aesthetic
	Historic
	Representative

MANAGEMENT RECOMMENDATIONS

Management Category: B

LISTINGS

SUPPORTING INFORMATION/BIBLIOGRAPHY

Webb, M.A. Edge of Empire. ArtLook Books 1983.

Draft



Two views of the Nanutarra Homestead (Shire of Ashburton, 2011)





The old spinifex cool room (Shire of Ashburton, 2011)



The old water tank (Shire of Ashburton, 2011)

**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 10

Emu Creek Homestead (Formerly Nyang)

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Emu Creek Homestead
Other names	Wogoola Station, Nyang Homestead
Address	Emu Creek Station, North West Coastal Hwy
Suburb/Town	via Carnarvon
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION					
Owner	Address		Phone/fax	Status	No
M Thompson & E Macleay	Nyang Station				
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.	
	Pastoral Lease 3114/616 & 371 Lyndon Loc				

PERIOD	Federation c1890-c1915
Design style	North West Vernacular with Australian Colonial
Construction date	
Source/Details	History of Wogoola Station – now Nyang

USE(S) OF PLACE	
Original	Homestead
Present	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 an engineer on the steamship Rob Roy that traded along the WA coast between Albany, Geraldton and Cossack.

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 is not known but it was probably quite soon after the lease was taken up. The original homestead was four rooms surrounded by a wide verandah.

The walls were pressed tin and the roof corrugated iron with cyclone battens. 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.

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 the property now called The White House Reception Centre in Cannington. When Old Onslow closed down, Clark organised part of the buildings of the Rob Roy Hotel to be relocated to Wogoola. These were placed on the western end of the Wogoola Homestead and can still be seen today (1999).

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 so received ~ number of visitors who also acted as an informal mail delivery service as well. 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 Onnie 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. Other commitments include recording the weather as Nyang is an outpost of the Bureau of Meteorology. The D'Arcys sold Nyang Station in 1980. Since then there has been a number of different owners.

Information from the 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.

The above historical account was taken from a history of Wogoola Station - Now Nyang, written by Margaret Clark in 1991 for tile centenary of the establishment of Wogoola Station.

DESCRIPTION

Nyang Homestead is situated on the east bank of the Yannarie River. Emu Creek is approximately 200 metres north. The homestead is a series of buildings that has grown over time with successive owners. It has a variety of building materials including mud brick and ironclad walls. The low-pitched, hipped roof is corrugated iron with some battens for cyclone protection. The house is surrounded on most sides by a wide verandah with a concrete floor and simple unadorned verandah posts. Part of the verandah has been enclosed to extend the living area of the house. Another old building on the station is the shearing shed, a timber framed corrugated iron clad structure.

CONDITION	Very Good
INTEGRITY	Fairly High

ASSOCIATIONS

ASSOCIATION TYPE

James Clark & Alexander Cameron	Original Partners of Wogoola Station
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STATEMENT OF SIGNIFICANCE

Nyang Station (formerly Wogoola) has aesthetic, historic and representative cultural heritage significance. The station, though changed over time, is still a good representative of the early development of pastoralism in the Ashburton region. The homestead reflects Australian Colonial design and the changes made by necessity, such as new families arriving or because of damage from severe cyclonic conditions. Historically the station is of great interest having strong associations with some of the well-known families, who were quite influential in the development of the district.

HISTORIC THEME/SUB-THEME

CATEGORIES OF SIGNIFICANCE

Occupations/ <i>Grazing & Pastoralism</i>	Aesthetic
	Historic

	Representative
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MANAGEMENT RECOMMENDATIONS

Management Category: B

LISTINGS

SUPPORTING INFORMATION/BIBLIOGRAPHY

Wogoola Station – Now Nyang. A short history by Margaret Clark. Written for the Centenary of Wogoola Station 1991

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

Draft



Existing shearing shed (above) and view from the rear of the homestead (below)
(Shire of Ashburton)



**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 10 Old Onslow Townsite

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Old Onslow Townsite
Other names	
Address	
Suburb/Town	via Onslow
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION						
Owner		Address		Phone/fax	Status	No
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.		

PERIOD	
Design style	
Construction date	Town Gazetted 1885
Source/Details	Webb, M & A. Edge of Empire

USE(S) OF PLACE	
Original	Town Site
Present	Ruins
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 town site 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 town site. Onslow was named in honour of the Chief Magistrate, Sir Alexander Campbell Onslow (J 842-1908) 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 town site itself was also not ideal being situated near claypans that often flooded. However, 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 the future of the river port. 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. This was opened with much fanfare in 1925. 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 town site until 1976 when the town land was revested 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.

A very clear and interesting account of the development of the old and new Onslow townships can be found in the history of the Ashburton district, *Edge of Empire* written by Martyn and Audrey Webb

DESCRIPTION

The archaeological sites of *Old Onslow Townsite*, including the river and sea jetties, the Ashburton and Rob Roy Hotels, the magistrate's house, the Post and Telegraph Station, the Police Station Complex, the cemetery, the tramline and bridges, the telegraph lines and pearl middens, have the potential to reveal information about the history of the development and the abandonment of the town.

The most prominent ruins in the old Onslow town site are the stone remains of the gaol, the courthouse, the hospital, the police station and police quarters. A concrete roof that appears to be set in the ground is the roof of an underground water tank once used by the police.

None of the buildings remain intact and have suffered badly from vandalism and exposure to harsh climatic conditions. The stone walls were constructed from local stone blocks with concrete quoins and tuck-pointing. None of the large doors or substantial windows remains. Few trees have survived in the vicinity of the ruins, which are surrounded by scrub.

CONDITION	Very Poor
INTEGRITY	Uncompromised due to little modern building intervention, however, no substantial buildings remain.

ASSOCIATIONS

ASSOCIATION TYPE

Sir Alexander Onslow	Onslow named in his honour
James Clark & John McKenzie	First real developers of old Onslow

STATEMENT OF SIGNIFICANCE

The old Onslow town site has aesthetic, historic, social, scientific and rarity cultural heritage significance. Though the town site is today a collection of ruins, it represents an important historical period of development for the Ashburton district. Owing to its relative isolation from civilisation the old town has an interesting, almost tangible historical presence similar to ghost towns in the Western Australian goldfields. It has much potential as a tourist and pre federation archaeological site giving it scientific heritage value. Old Onslow is a rare example of ruins in the Ashburton district that represent the difficulties of early development in the North West.

HISTORIC THEME/SUB-THEME

CATEGORIES OF SIGNIFICANCE

Demographic Settlements/ <i>Settlements</i>	Aesthetic
Transport & Communications/ <i>River & Sea Transport</i>	Historic
	Social
	Scientific
	Representative

MANAGEMENT RECOMMENDATIONS

Management Category: B

LISTINGS

SUPPORTING INFORMATION/BIBLIOGRAPHY

Webb M&A. Edge of Empire. Artlook Books 1983.



Draft



**Remains of the Old Onslow Police Station, Courthouse & Gaol
(Shire of Ashburton, 2011)**





**Remains of the Old Onslow Telegraph Station
(Shire of Ashburton, 2011)**



**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 12 Old Wittenoom Townsite

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Old Wittenoom Townsite
Other names	Wittenoom
Address	
Suburb/Town	

Local Government Authority	Shire of Ashburton
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USE(S) OF PLACE	
Original	Asbestos Mining Town
Present	
Other	

HISTORICAL NOTES

The Wittenoom Townsite, located 288km inland by road from Roeboume, was once a thriving mining town. The town was established in the 1940s by Australian Blue Asbestos Limited, for its workers.

It is now thought, and in the process of being confirmed, that Wittenoom Gorge was originally named by the 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. In appreciation Frank gave George a 25% share in the property and 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.

Though the West Australian Mines Department had known of the asbestos in the district since its first discovery in 1908, 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. Miners lived in tents. In 1938 Lang Hancock was involved in mining the first leases taken up in the Wittenoom Gorge. 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 1947, building of the town had commenced at the mouth of the gorge, which also gave the town Wittenoom its name.

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. In December 2006, the Government of Western Australia announced that the town's official status would be removed, and 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 and the Shire of Ashburton is able to close roads that lead to contaminated areas.

Currently, (2011) only 4 residents remain and receive no government services. Residents operate a camping ground, guesthouse and gem shop.

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 today (1999) actively discourage visitors, by warning them of the potential danger posed by asbestos remnants in the district.

HISTORIC THEME/SUB-THEME**CATEGORIES OF SIGNIFICANCE**

Demographic Settlement/ <i>Resource Exploration & Depletion</i>	Historic
Occupations/ <i>Mining</i>	

MANAGEMENT RECOMMENDATIONS

Management Category: D/E

The future management of Old Wittenoom is the subject of ongoing debate and discussions between residents and various Government Departments and is yet to be finalized.

LISTINGS

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SUPPORTING INFORMATION/BIBLIOGRAPHY

Edwards, Hugh Gold Dust and Iron Mountains 1993 WA

Walkabout Australian Travel Guide

<http://walkabout.fairfax.com.au/theage/fairfax/locations/WA Wittenoom.sht>.

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

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."

**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 13 Onslow Goods Shed/Museum

PHOTOGRAPH OF THE PLACE

Draft

LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Old Goods Shed/Museum
Other names	
Address	Second Avenue
Suburb/Town	Onslow
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION				
Owner	Address	Phone/fax	Status	No
Shire of Ashburton	PO Box 567 Tom Price WA 6751			
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.
41929	937			

PERIOD	Federation
Design style	North West Industrial
Construction date	1904, relocated and reconstructed in 1925
Source/Details	National Trust

USE(S) OF PLACE	
Original	Goods Shed
Present	Museum
Other	

HISTORICAL NOTES

In 1904 the Goods Shed in Old Onslow was burnt down. The replacement structure was built in the main part of the old town site and was connected to the sea jetty by tramway. The new shed was described as a jarrah framed concrete structure with concrete piles, it also included a Bond Store. A separate office was added to the end of the building, along with a look out tower, in 1910. In 1925 when the new town site was developed at Beadon Point, 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 remodelled and the west side rebuilt and reclad, albeit with 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 (2012) the 'Goods Shed is vested in the Shire of Ashburton and operates as a Museum, Arts and Crafts shop and is the headquarters for the Onslow Tourist Bureau

DESCRIPTION

Description taken from National Trust of Australia (WA) report prepared in 1994.

The Goods Shed, approximately 32 m by 13m in size is a jarrah frame, corrugated iron clad building with the roof slope forming a ridge over the line of central posts. On the western side are three metres by four metres steel-framed doors. All cladding on the Goods Shed and adjacent office is painted off white, whilst the guttering, downpipes, exterior door frames and

office verandah posts are painted pale blue.

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 shed is in very good condition and is used by the Tourist Bureau. The original section of the office is lined with tongue and groove timber, whilst the 1953 section of the office is lined with asbestos. A timber deck verandah is located on the eastern side.

To the south east of the building is a concrete platform 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. The former wool platform, which is constructed from earth and formed concrete, is deteriorating.

The area to the north east of the Goods Shed is the rail yard. Located here are other items of rolling stock, including 'H' wagons and a crane. Several of the Old Onslow two-foot gauge wagons are also found here. (The tramway in 'new' Onslow was three foot six inches wide.)

CONDITION	Good
INTEGRITY	Fair

ASSOCIATIONS

ASSOCIATION TYPE

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STATEMENT OF SIGNIFICANCE

The goods shed has aesthetic, historic, social, scientific and rarity cultural heritage significance. The size, age of the building and the goods platform all contribute to the streetscape and are an important component of the overall townscape. The tramway and Goods Shed 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 that is no longer practised.

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. Still providing an important function as a base to the local

museum and Tourist Bureau, the Goods Shed is held in high esteem by the community. The building is a rare surviving example of the Goods Sheds, which were often the only buildings constructed in association with the jetties of the North West.

HISTORIC THEME/SUB-THEME**CATEGORIES OF SIGNIFICANCE**

Transport & Communication/ <i>Sea Transport</i>	Aesthetic
Community Efforts/ <i>Cultural Activities</i>	Historic
	Social
	Scientific
	Rarity

MANAGEMENT RECOMMENDATIONS

Management Category: C

LISTINGS

National Trust of Australia (WA) 1996

SUPPORTING INFORMATION/BIBLIOGRAPHY

Webb M&A Edge of Empires. Artlook Books 1983.

National Trust of Australia (WA) Assessment Report 1994.

**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 14 Peedamulla Homestead

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	4656
Other Reference Number	
Name of Place	Peedamulla Homestead
Other names	
Address	c/- Peedamulla Pastoral Station
Suburb/Town	
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION				
Owner	Address	Phone/fax	Status	No
Yundara Aboriginal Co-operative	Onslow	(08) 9184 5130		
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.
3114/905	149AS	Onslow		

PERIOD	Federation
Design style	North west Homestead Vernacular
Construction date	c1915
Source/Details	Heritage Council of WA Assessment

USE(S) OF PLACE	
Original	Homestead
Present	Mostly Ruins - unoccupied
Other	

HISTORICAL NOTES

These historical notes have been taken from the Heritage Council of Western Australia Assessment 1997.

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'. Peedamulla homestead is situated approximately 50 kilometres south east of Onslow .

In 1878, brothers Edmund and Archibald Burt (grandsons of Sir Paul Burt, Chief Justice from 1861-1879) arrived from the West Indies. They took over the Peedamulla leases in the early 1880s. Like other station owners in the Ashburton region the Burts relied on Aboriginal labour for domestic work as well as fencing, shearing, mustering and boundary riding. Many of the Aboriginal people were born on or near the station.

In 1885, the original townsite of Onslow was gazetted as a member of the Ashburton Road Board. Archibald Burt was closely associated with the development of the new townsite. In 1895 Archibald left the property to go into Government service as the Mining Register. He retained his share in the station. He later had a successful career in law. Edmund continued to live at and manage Peedamulla Station.

Edmund Burt married in 1916 and it is probable that the c1915 homestead was constructed to improve living conditions on the station in anticipation of his marriage. On 20 March 1918 the Burt's took over additional leases which added 257,850 hectares to their property. From 1920 until his death in 1927 Edmund Burt was Chairman of the Ashburton Roads Board for six years. During this time the new Onslow at Beadon Point was proposed and developed. Peedamulla Station was located on the original North West coastal highway that detoured into the town of

Onslow. Travellers frequently stopped at the homestead as they passed through the area. In more recent years the highway was rerouted to an alignment which runs seven kilometres to the east of Peedamulla Homestead.

Edmund Burt died following a fall from a window of the Weld Club in Perth in 1927. Peedamulla Station was incorporated in 1928 and 40,000 shares were issued at one pound each. In 1932 however, the ownership of the station was transferred to Cornelius McManus and W Montgomery. (The company was not made officially defunct until 1974). In the 1934 cyclone substantial losses were inflicted on Peedamulla Station. 40 windmills were destroyed. This destruction plus a drought in the following years resulted in many stock losses.

In 1937 Alexander Hardie and his family bought Peedamulla Station for 19,522 pounds. Management of the station was taken over by Byron Hardie (son of Alexander) and then subsequently by G Herbert in 1942. G Herbert eventually leased a part of Peedamulla Station and formed Cane River Station. Peedamulla continued in the Hardie family after the death of Alexander in 1954. The 1950s was a very profitable period owing to the wool boom. In 1961 the Peedamulla leasehold was reduced to 156,000 hectares owing to the resumption of land for the Onslow Town water supply.

In 1961 and then again in 1963 cyclones damaged the homestead, shearing sheds and resulted in a number of stock losses. These factors plus low wool prices in the early 1970s forced the Hardie's to sell Peedamulla to Neville and Moira MacDonald for the sum of \$70,000. Three years later the MacDonald's sold the station to the Commonwealth Government for the use of the Aboriginal people of the Onslow region. The station at the time had a stock holding of 28,000 sheep.

In 1981 managers were placed on the station and living in the homestead. However, in 1984 a cyclone unroofed the homestead and transportable accommodation was brought in for living quarters. By 1997 the homestead had fallen into a state of disrepair and was vacant much of the time. Today (2012) the homestead is severely damaged and although the walls are intact the roof has not been replaced. The Yundara Aboriginal Co-Operative based in Onslow operates Peedamulla the station.

DESCRIPTION

Peedamulla Homestead is a group of single storey stone and iron buildings comprising a house, adjacent kitchen and outbuildings including a stone water tank.

The homestead is set in a landscape of few trees and bare claypan. The main residence was built c1915 using local stone with rendered quoins around the door and windows. The square plan of the house is not typical of Northwest vernacular houses, which are usually rectangular. However, it does have surrounding verandahs, thick stone walls, a corrugated iron roof and a separate kitchen typical of a station residence. The house and kitchen buildings are being occupied at times by itinerant workers who camp there whilst working on the station.

The c1915 residence is situated to the south of two old stone buildings and water tank thought to have been built in 1885 and 1900. The c1885 building has bush timber lintels and frames in the windows and doors. The existing gable roof does not appear to be the original roof. This building is derelict and empty. The c1900 building with a low pitched-hipped corrugated iron roof was, in 1997, being used as a mechanical workshop. Top hinge corrugated iron shutters cover the window openings.

The water tank is a circular stone construction. The internal stone is rendered on the interior. The external wall is faced stonework laid in a regular bonding pattern with no apparent mortar.

CONDITION	Poor
INTEGRITY	Uncompromised by many changes despite very poor conditions

ASSOCIATIONS

ASSOCIATION TYPE

Burt Family	Owners
Hardie Family	Owners

STATEMENT OF SIGNIFICANCE

Peedamulla Homestead has aesthetic, historic, social and representative cultural heritage value. The homestead, despite its condition, is a good example of NorthWest architecture with stone walls, surrounding verandahs and separate kitchen. The surrounding outbuildings contribute to the aesthetic qualities of the place as a group of related structures. Historically the homestead has been associated with the development of the pastoral industry since the 1880s. The place was built by the Burt brothers who were prominent in local affairs and served many years on the Ashburton Roads Board. Peedamulla has close associations with many Aboriginal people who worked and lived on the property. It was also a regular stopping place for many visitors to the district.

HISTORIC THEME/SUB-THEME**CATEGORIES OF SIGNIFICANCE**

Occupations/ <i>Pastoralism & Grazing</i>	Aesthetic
	Historic
	Social
	Representative

MANAGEMENT RECOMMENDATIONS

Management Category: A

LISTINGS

State Register of Heritage Places

SUPPORTING INFORMATION/BIBLIOGRAPHY

Heritage Council of Western Australia Assessment 1997

**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 15 Permanent Pools in the Ashburton River

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Permanent Pools in the Ashburton River
Other names	Three Mile Pool, Five Mile Pool, Ten Mile Pool.
Address	Ashburton River throughout Minderoo Station
Suburb/Town	
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION						
Owner		Address		Phone/fax	Status	No
D.K Forrest		c/o L Blyth, Suite 1/703 Murray St West Perth 6005				
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.		

USE(S) OF PLACE	
Original	Washing Pool for wool
Present	Recreation
Other	

HISTORICAL NOTES

The permanent pools in the Ashburton play an important part in the history of an area known for its lack of water in the dry season. The pools' names of Three Mile, Five Mile and Ten Mile 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 built by Mervyn Forrest in the 1930s was made of brush and was not salt proof. Some 40 years later Don Forrest 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. The Ten Mile Pool is also known as Camel Pool. This was the campsite used by the teamsters as their first stop after leaving Old Onslow. The teamsters chose the site for its excellent water and grazing capacity.

Though located on private land, on Minderoo Station, the 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 Ten Mile Pool was apparently the source of water for a peanut farm and vegetable garden (now both defunct), but the Five Mile is considered the most popular by local people. The Five Mile Pool is an oasis for picnics and swimming.

DESCRIPTION

The permanent pools along the Ashburton are large and never dry out. Access to the pools varies as sometimes the banks are very steep while at other points the banks slope gently down to the waters edge. Gum trees growing along the river's edge provide shade for locals and tourists who visit the.

ASSOCIATIONS**ASSOCIATION TYPE**

Forrest Family	Original and long term owners (until 1998) of Mlnderoo
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STATEMENT OF SIGNIFICANCE

The Three, Five and Ten Mile Pools are permanent pools in the Ashburton River. They have aesthetic, historic and social heritage significance. 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. History shows the pools were important to the early pioneer settlers for wool washing and stock grazing as well as recreation. The fresh water was protected by the building of the levy at the Three Mile Pool.

HISTORIC THEME/SUB-THEME**CATEGORIES OF SIGNIFICANCE**

Demographic Settlement/ <i>Resource Exploitation</i>	Aesthetic
Community Efforts/ <i>Sports & Recreation</i>	Historic
Occupations/ <i>Industries</i>	Social

MANAGEMENT RECOMMENDATIONS

Management Category: C

LISTINGS**SUPPORTING INFORMATION/BIBLIOGRAPHY**

Oral information given by Laura Shannon, long term resident, to Cathy Day (OBPC) 13 January 1999.

Oral information given by Trevor Wright, Shire of Ashburton, to Cathy Day 13 January 1999



**Three Mile Pool (above) and Five Mile Pool (below)
(Shire of Ashburton, 2011)**



**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 16 Pre-Primary Centre: Wombats

PHOTOGRAPH OF THE PLACE

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LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Pre-Primary Centre
Other names	Central Pre-Primary, Catholic Church, Australian Inland Mission, Anglican Church
Address	Cnr Tamarind St & Creek St
Suburb/Town	Tom Price
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION				
Owner	Address	Phone/fax	Status	No
Education Dept. of WA	151 Royal St East Perth	(08) 9264 4111		
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.
400660	857	67532	1704/940	

PERIOD	Late Twentieth Century
Design style	Functional Education
Construction date	C1968
Source/Details	Shire of Ashburton Notes

USE(S) OF PLACE	
Original	Church, kindergarten, playgroup
Present	Pre-Primary
Other	

HISTORICAL NOTES

Wombats Pre-Primary is a part of the Tom Price Primary School. It is one of two Pre-Primary Units in Tom Price. It is located in a building that was once used as a Church, kindergarten and playgroup. 11le Australian Inland Mission opened the Kindergarten on 2 August 1968. A Visitor's Book which is stored at the Pre-Primary records the first visitors as Freddie McKay and his wife Margaret. The Visitors 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 Fridays. This was organised by Mary Skidmore during the 1970s.

Today (2012) the Pre-Primary Unit, Wombats, caters for students in a four day program.

DESCRIPTION

Wombats Pre-Primary centre is a single storey, rectangular building constructed with pale brick veneer and a shallow pitched roof. 11le most notable feature of the building is the large number of aluminium framed windows that are floor to ceiling in height on two sides of the Pre-Primary. The Wattle Street end of the building has a floor to ceiling stained glass feature window. Wombats is situated on a large block of land and is surrounded by lawn. One of Tom Price's largest Eucalypt trees provides shade in the playground. Like the primary school the Pre-Primary is fully air conditioned.

CONDITION	Good
INTEGRITY	High

ASSOCIATIONS

ASSOCIATION TYPE

Mila Sirr	Present Pre-Primary Teacher
Mary Skidmore	Playgroup Organiser

STATEMENT OF SIGNIFICANCE

The Wombats Pre-Primary centre has aesthetic, historic and social heritage significance. Although the building is similar to many other kindergartens in WA constructed in the 1960s, the building has a low scale that allows it to fit well into the surrounding landscape.

The centre has been an important part of the community development in both religious and education needs since it first opened in 1968.

HISTORIC THEME/SUB-THEME**CATEGORIES OF SIGNIFICANCE**

Community Efforts/ <i>Religion & Education</i>	Aesthetic
	Historic
	Social

MANAGEMENT RECOMMENDATIONS

Management Category: B

LISTINGS**SUPPORTING INFORMATION/BIBLIOGRAPHY**

Oral Information given by Mila Sirr (Wombat Pre-Primary teacher) and Gary Quinn (Principal of Tom Price Primary School). Interviewed by Cathy Day (OBPC) on 3 February 1999.

**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 17 Red Hill Homestead

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Red Hill Homestead
Other names	
Address	
Suburb/Town	via Pannawonica
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION						
Owner		Address		Phone/fax	Status	No
J.D. & L.M. Corker		via Pannawonica		(08) 9184 5736		
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.		

PERIOD	Federation
Design style	Bungalow with Australian Colonial influences
Construction date	Stone section 1880's, weatherboard section c1909
Source/Details	Shire of Ashburton Notes

USE(S) OF PLACE	
Original	Homestead
Present	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 Fortes. 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 firm of Messrs Barrett-Lennard Bros purchased Red Hill in 1902.

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 B31Tett-Lennards. The station was sold to Tom McGuire and Stephen Tonkin just after World War I. 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 Northwest 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 who still- manage the property in 1999 purchased Red Hill Station. Today (2011), the station runs only cattle, the last sheep being handled c1983. The station is 188,000 hectares and is situated 140 kilometres from Onslow and 60 kilometres from Pannawonica.

DESCRIPTION

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.

CONDITION	Good
INTEGRITY	Though changes have been made over time the house appears to be of fairly high integrity

ASSOCIATIONS

ASSOCIATION TYPE

Dalgetys	Original leaseholders
Barrett-Lennard Family	Owners
Tom McGuire & Stephen Tonkin	Owners
Ted Crawford	Owner

STATEMENT OF SIGNIFICANCE

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.

HISTORIC THEME/SUB-THEME**CATEGORIES OF SIGNIFICANCE**

Occupations/ <i>Grazing & Pastoralism</i>	Aesthetic
	Historic
	Representative

MANAGEMENT RECOMMENDATIONS

Management Category: C

LISTINGS

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SUPPORTING INFORMATION/BIBLIOGRAPHY

Webb M&A Edge of Empire. Artlook Publishers 1983

Shire of Ashburton Notes

Short interview with L Corker by Cathy Day (OBPC) 28 January 1999



Two views of the Red Hill Homestead (Shire of Ashburton 2011).



**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: Residence: 26 Third Avenue

PHOTOGRAPH OF THE PLACE

Draft

LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Residence: 26 Third Avenue
Other names	
Address	26 Third Avenue
Suburb/Town	Onslow
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION				
Owner	Address	Phone/fax	Status	No
Robert Lutz	PO Box 23 Darkin, WA 6392			
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.
	362			

PERIOD	
Design style	
Construction date	1930
Source/Details	Laura Shannon, long term resident of Onslow

USE(S) OF PLACE	
Original	Residence
Present	Residence
Other	

HISTORICAL NOTES

There is a local story that this was once 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.

Today (2012) the house is still used as a residence.

DESCRIPTION

The residence at 26 Third Avenue is a long, rectangular, weather board, 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.

CONDITION	Appears good from external inspection
INTEGRITY	High

ASSOCIATIONS

ASSOCIATION TYPE

Joseph Kempton	Original owner of the residence
Eric Bailey	Train Driver who lived in the house

STATEMENT OF SIGNIFICANCE

This 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.

HISTORIC THEME/SUB-THEME**CATEGORIES OF SIGNIFICANCE**

Demographic Settlement	Aesthetic
	Historic
	Representative

MANAGEMENT RECOMMENDATIONS

Management Category: C

LISTINGS

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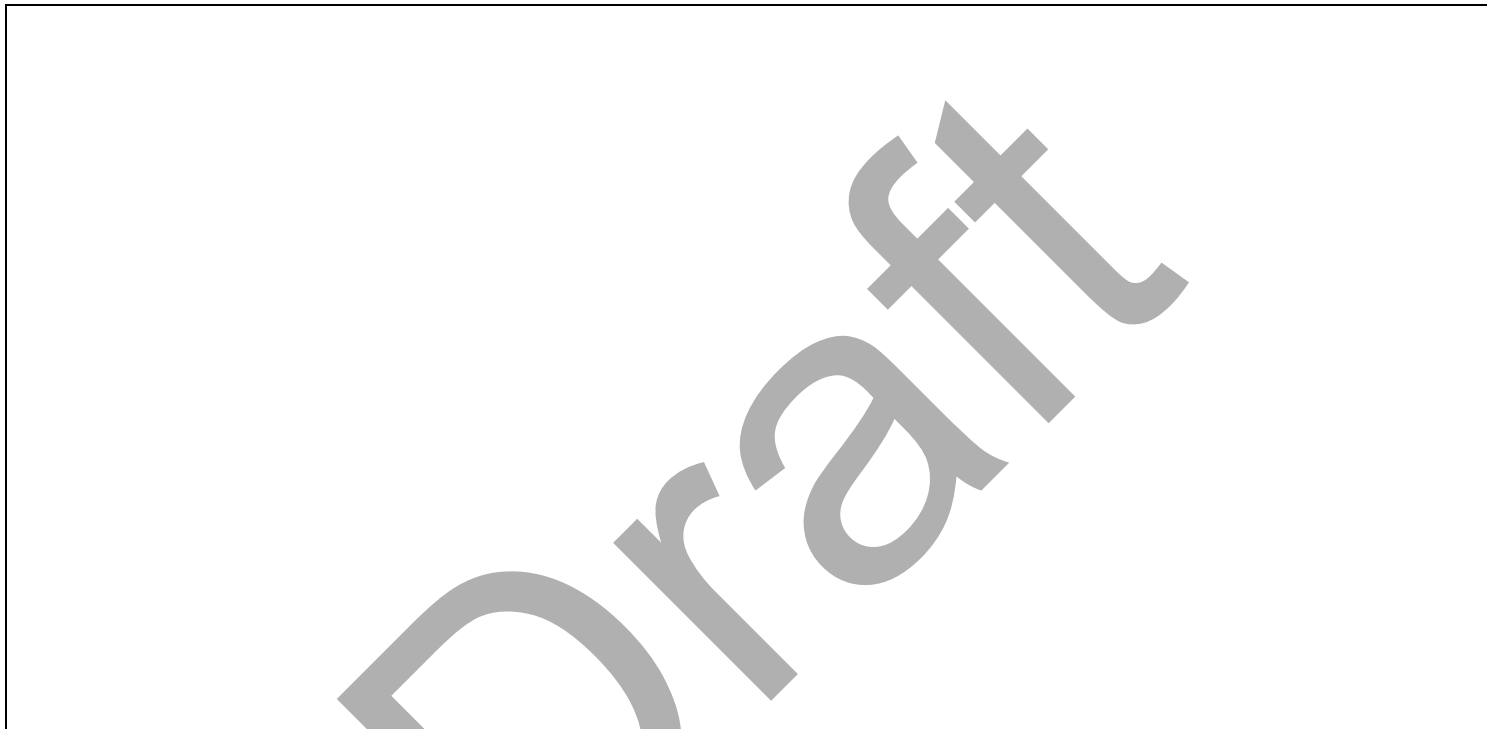
SUPPORTING INFORMATION/BIBLIOGRAPHY

Oral Information by Laura Shannon, long term resident of Onslow, given to Cathy Day on 13 January 1999.

**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 19 Sweeting Residence

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Sweeting Residence
Other names	
Address	18 Third Avenue
Suburb/Town	Onslow
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION				
Owner	Address	Phone/fax	Status	No
M. Sweeting	18 Third Avenue	(08) 9184 6174		

Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.
	Lot 326			

PERIOD	Inter-War
Design style	North West Vernacular
Construction date	c1926 on this site
Source/Details	Laura Shannon, long term Onslow resident

USE(S) OF PLACE	
Original	Residence
Present	Residence
Other	

HISTORICAL NOTES

This residence is one of the few remaining buildings brought over from Old Onslow. It was re-established in the new townsite c1926. It originally had only two rooms but has since had a number of changes.

DESCRIPTION

The residence today (2012) is still a small cottage despite changes to its original form. It is two rooms wide with a small verandah shading the front of the house. The building has a timber frame, iron cladding and a flat corrugated iron roof. Lattice work has been attached to the front of the verandah.

CONDITION	Good
INTEGRITY	Scale unchanged, but new building fabric/innovation have been made.

ASSOCIATIONS

ASSOCIATION TYPE

Robin Murray	Previous Owner
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STATEMENT OF SIGNIFICANCE

The residence on Lot 326 Third Avenue has historic cultural heritage significance. It is a remnant of the Old Onslow townsite that has survived numerous storms.

The dwelling represents the failures of Old Onslow and the confidence people had in the new Onslow townsite at Beadon Point.

HISTORIC THEME/SUB-THEME

CATEGORIES OF SIGNIFICANCE

Demographic Settlement/*Land Allocation & Environmental Change*

Historic

MANAGEMENT RECOMMENDATIONS

Management Category: C

LISTINGS

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
PLACE RECORD FORM**

LGA Place No: 20 Turner Residence

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Turner Residence
Other names	
Address	65 Second Avenue
Suburb/Town	Onslow
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION				
Owner	Address	Phone/fax	Status	No
F. Turner	65 Second Ave, Onslow	(08) 9184 6066		
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.
	Lot 258			

PERIOD	Inter-War
Design style	North West Vernacular
Construction date	c1935
Source/Details	Shire of Ashburton Notes

USE(S) OF PLACE	
Original	Residence
Present	Residence
Other	

HISTORICAL NOTES

No historical information has been found regarding this dwelling. According to the Shire of Ashburton notes, the building was constructed in 1935.

DESCRIPTION

This dwelling has a timber frame with corrugated iron cladding and a gabled roof. The original cottage was very small and has been subsequently enlarged by a number of lean-to additions. A small verandah shades the front of the cottage.

CONDITION	Unknown
INTEGRITY	Compromised by additions

ASSOCIATIONS

ASSOCIATION TYPE

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STATEMENT OF SIGNIFICANCE

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.

HISTORIC THEME/SUB-THEME

CATEGORIES OF SIGNIFICANCE

Demographic Settlement/ <i>Land Allocation & Subdivision</i>	Historic
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MANAGEMENT RECOMMENDATIONS

Management Category: C

LISTINGS

SUPPORTING INFORMATION/BIBLIOGRAPHY

Shire of Ashburton Notes

Draft

**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: Residence: 10 Lilac Street Tom Price

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Residence: 10 Lilac St
Other names	
Address	10 Lilac St
Suburb/Town	Tom Price
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION				
Owner	Address	Phone/fax	Status	No
G. Scarlett	10 Lilac St, Tom Price WA	(08) 9189 2037		
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.
	10	15338	1725,078	

PERIOD	Late Century c1960
Design style	Mining Town Vernacular
Construction date	1967
Source/Details	Shire of Ashburton Notes & Dated Plans

USE(S) OF PLACE	
Original	Residence
Present	Residence
Other	

HISTORICAL NOTES

This residence is one of the earliest houses constructed for Hamersley Iron in Tom Price, Built in 1967 the house was first occupied by the manager of Hamersley Iron.

DESCRIPTION

The residence at 10 Lilac St is typical of the housing constructed in Tom Price in the late 1960s. The single storey home has walls of brick veneer with a hipped concrete tile roof. The house has a double garage and established gardens with plant specimens including bougainvillea, frangipani, exotic palms and roses. The pathways throughout the garden are paved with stone. The house has changed little since its original construction.

CONDITION	Very Good
INTEGRITY	High

ASSOCIATIONS

ASSOCIATION TYPE

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STATEMENT OF SIGNIFICANCE

This house has aesthetic, historic and representative cultural heritage significance. The house and garden depict the suburbanisation of the harsh Pilbara country. As one of the earliest houses constructed for Hamersley Iron, the residence has strong associations with the history of the development of Tom Price. It is a fine example of the homes built for the mining towns that mushroomed during the 1960s with the exponential growth of the iron ore industry,

HISTORIC THEME/SUB-THEME**CATEGORIES OF SIGNIFICANCE**

Demographic Settlement/ <i>Resource Exploitation</i>	Aesthetic
	Historic
	Representative

MANAGEMENT RECOMMENDATIONS

Management Category: C

LISTINGS

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SUPPORTING INFORMATION/BIBLIOGRAPHY

Shire of Ashburton Notes

Draft

**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 22 St Nicholas Church, Onslow

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	St Nicholas Church
Other names	
Address	19 Third Avenue
Suburb/Town	Onslow
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION				
Owner	Address	Phone/fax	Status	No
Anglican Church of Australia Diocese of Western Australia	Catherdral Avenue Geraldton WA 6530			
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.
	Lot 264			

PERIOD	Inter-War
Design style	Gothic Carpenter with Colonial Influences
Construction date	1927
Source/Details	Webb M & A Edge of Empire 1983

USE(S) OF PLACE	
Original	Church
Present	Church
Other	

HISTORICAL NOTES

The first St Nicholas Church in Ashburton was in Old Onslow, This was a large church hall built in 1904, In 1909 it was destroyed by a cyclone, The Anglican worshippers from this year held their church services in private homes until the Mechanics Institute Hall was opened in 1912. When Onslow was relocated to the new town site at Beadon Point, a building fund committee worked to raise funds for constructing a new Anglican Church.

Comprising of six active women, the committee raised over 600 pounds in two years towards the building costs. After some correspondence about the siting of the church and many discussions about the land allocated, the new church was erected c1927 by builder Mr Collins. Also dedicated to St Nicholas, 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

St Nicholas Church has been described as 'pretty', 'charming' and 'distinctive'. Settled amongst a group of gum trees the weatherboard church has a steeply pitched corrugated iron roof and is raised on concrete blocks. The most distinctive feature of the church is its verandah, which surrounds the building. The entry is through simple wooden doors located under a small gable, which emulates the pitch of the main gabled roof. A post and rail steel fence encloses the property with decorative gates across the path.

CONDITION	Very Good
INTEGRITY	High

ASSOCIATIONS**ASSOCIATION TYPE**

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STATEMENT OF SIGNIFICANCE

St Nicholas Church has significant aesthetic, historic, social and rarity cultural heritage value. Valued by local residents and visitors alike, the pretty church has important streetscape value. The history of the church goes back to the founding of the original St Nicholas Parish in Old Onslow. Built soon after the relocation of the town to Beadon Point the Church has survived many cyclones and has maintained its built heritage integrity. For over 70 years the church has been the home of Anglican worship for Onslow residents and is a fine and rare example of a building of such calibre in the North West.

HISTORIC THEME/SUB-THEME**CATEGORIES OF SIGNIFICANCE**

Community Efforts/ <i>Religious Institutions</i>	Aesthetic
	Historic
	Rarity
	Social

MANAGEMENT RECOMMENDATIONS

Management Category: B

LISTINGS

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SUPPORTING INFORMATION/BIBLIOGRAPHY

Webb M & A Edge of Empire Artlook Publishers 1983

Shire of Ashburton Notes

**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 23 Tambrey Homestead Ruins

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	1743
Other Reference Number	
Name of Place	Tambrey Homestead Ruins
Other names	Coolawanyah Station
Address	Roebourne-Wittenoom Road
Suburb/Town	
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION						
Owner		Address		Phone/fax	Status	No
Coolawanyah Pastoral Co Ltd		PO Box 606 Tom Price 6751				
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.		

PERIOD	Federation
Design style	North West Station Vernacular
Construction date	1893
Source/Details	Heritage Council of WA Assessment

USE(S) OF PLACE	
Original	Residence
Present	Ruins
Other	

HISTORICAL NOTES

The following historical notes were taken directly from the Heritage Council Of WA Assessment of Tambrey Homestead 1997.

Tambrey Station Homestead Ruins is the remains of a single-storey mud brick and iron dwelling and associated outbuildings, located on the main road to Wittenoom Gorge, 190 kilometres south east of Roeboume by road.

It was incorporated into Coolawanyah Station in 1950, by which time the place had been vacated. Eleven stations consisting of 446,856 hectares were leased by the pioneering Withnell family in the late 1800s. Emma and John Withnell who had been in the Pilbara since c1865, had a daughter Emily who married John Goldsmith Meares in 1886. Subsequently, their daughter Ellen married Roy Parsons who leased Coolawanyah Station which now incorporates Tambrey Station. In 1997 the Parsons family still owned and managed the station.

Tambrey Station was formerly part of another lease of Inthernura Station which was held by Viveash. Tambrey dates from the mid 1880s when Henry Meares held the lease. In 1892 William Cusack went to Tambrey to manage the station for Meares. He had previously worked as a jackaroo and blacksmith on Andover and Inthernura Stations.

In 1893, during the period when Cusack was manager of Tambrey, the homestead was built. In 1902 Cusack went into partnership with Henry Meares in the leasehold of Tambrey Station. Meares was identified with Tambrey for over thirty years. He was a prominent local identity who served on various Road Boards and other community organisations involved in the progress of the NorthWest. One of Meares and Cusack's employees Charles Ferguson gained such experience of the station that he bought an interest in the property and then took over management in the early 1900s. Ferguson also contributed to local organisations and served a period as Chairman of the Tableland Road Board. He was made Commissioner of the Peace in 1910.

In 1915 Tambrey comprised 161,874 hectares with a capacity of 20,000 sheep. During the years of World War One both Henry Meares and William Cusack died, leaving Tambrey Station to the complete management of Charles Ferguson. In 1920 Jones, McMullan and Roy Parsons took up Coolawanyah Station which adjoined Tambrey Station. Coolawanyah is the only known example of a Soldier Settlement station in the district. Parsons later bought out both Jones and McMullan.

In 1922 Thomas Cusack (son of William) took over the management of Tambrey Station. At this time it appears alterations to the homestead took place. Tom and Olive Cusack were both active community people who held the positions of Chairman and Secretary of the Roeboume Road Board. Many Road Board meetings were held at Tambrey.

The Cusacks had three children. At the back of the sleeping quarters there was a big bough shed which held all the children's beds. In front of the house was a small lawn with Poinciana tree and a lone orange tree. Besides a bountiful vegetable garden Olive Cusack had a tennis court built with the assistance of Aboriginal labour. The surface of the court was constructed from crushed anthills. Tennis parties at Tambrey attracted many people. Competitions were held over weekend.

STATEMENT OF SIGNIFICANCE

The Tambrey Station homestead ruins have historic and scientific cultural heritage significance. The ruins have associations with the development of the pastoral industry in the Pilbara region since 1893 and with many early pastoralists particularly H Meares, S Viveash, Wand R Cusack and Rand L Parsons. All these pioneers played an important role in the development of pastoralism and a few were significant to local government development.

The mud brick construction and building techniques displayed in the arches over the windows and doors are distinctive for their workmanship and design in an isolated region in the 1890s. The complex of structures contributes to an understanding of a way of life associated with pastoralism. The homestead was a good example of North West vernacular architecture.

HISTORIC THEME/SUB-THEME**CATEGORIES OF SIGNIFICANCE**

Occupations/ <i>Pastoralism & Grazing</i>	Historic
	Scientific

MANAGEMENT RECOMMENDATIONS

Management Category: A

LISTINGS

Register of the National Estate

National Trust

State Register of Heritage Places

SUPPORTING INFORMATION/BIBLIOGRAPHY

Heritage Council of WA Assessment Report 1998



Two views of the Tambrey Homestead (Shire of Ashburton 2011)





**A from the rear of the homestead (above) and related outbuildings (below)
(Shire of Ashburton, 2011)**



**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 24 Tom Price Community Centre

PHOTOGRAPH OF THE PLACE

Draft

LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Tom Price Community Centre
Other names	
Address	Central Road
Suburb/Town	Tom Price
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION				
Owner	Address	Phone/fax	Status	No
Shire of Ashburton	PO Box 567 Tom Price WA	(08) 9189 1029		
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.
42327	856	67532	1704/939	

PERIOD	Late Century
Design style	North West Mining Town Vernacular
Construction date	c1968
Source/Details	Dated Plans

USE(S) OF PLACE	
Original	Community Hall
Present	Library, Tourist Information Centre and Community Hall
Other	Aerobics & Darts

HISTORICAL NOTES

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. Today (2011) the community centre has expanded to include the Library, Tourist Bureau and Shire offices (Community Services) as well as continuing in the role as a community hall. The community hall is used by the public for union meetings, play groups, aerobics, darts and by theatre groups.

DESCRIPTION

The community centre is prominently located on the corner of Tamarind St and Central Road. The front of the single storey building houses the Library and the Tourist Bureau. Rectangular in shape, the brick building also has a flat, spandec metal roof. It also features wide, steel-framed, shady verandahs and is located amidst landscaped gardens.

CONDITION	Very Good
INTEGRITY	Very High

ASSOCIATIONS

ASSOCIATION TYPE

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STATEMENT OF SIGNIFICANCE

The Tom Price Community centre has aesthetic, historic and social cultural heritage significance. 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.

HISTORIC THEME/SUB-THEME

CATEGORIES OF SIGNIFICANCE

Community Efforts/ <i>Community Services, Sport, Recreation & Entertainment</i>	Aesthetic
	Historic
	Social

MANAGEMENT RECOMMENDATIONS

Management Category: B

LISTINGS

SUPPORTING INFORMATION/BIBLIOGRAPHY

Shire of Ashburton Notes

**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 25 Tom Price Primary School

PHOTOGRAPH OF THE PLACE

Draft

LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Tom Price Primary School
Other names	
Address	Wattle St & Creek Rd
Suburb/Town	Tom Price
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION				
Owner	Address	Phone/fax	Status	No
Education Dept. of WA	151 Royal St, East Perth	(08) 9264 4111		
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.
400660	857	67532	1704/940	

PERIOD	Late Century
Design style	North West Mining Town Vernacular
Construction date	1966
Source/Details	Construction Plans

USE(S) OF PLACE	
Original	School
Present	School
Other	

HISTORICAL NOTES

The following historical notes have been taken directly from the Parent Information Booklet. This is issued to all families and sent to prospective parents, many who apply from the Eastern States and overseas. Tom Price has a high itinerant population.

Tom Price Primary School was established in 1967 with 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. In 1971 another school site was established (the present high school) as the school population had risen to 670 students in 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 6's 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 7's.

Tom Price has attached to it two Pre-Primary centres catering for approximately 50 students. In 1998 Tom Price Primary School commenced four-year-old education based at the Nintirri Centre. Today (2011) Tom Price Primary caters for around 400 students.

Specialist teaching spaces exist for Art/Craft, Library, Science and Technology and Music. A bank of laptop computers is available for classroom usage and an Internet connection is based in the library. A new assembly area and canteen were constructed in 1996.

DESCRIPTION

Tom Price Primary School has a construction style that is quite common in the North West. All classrooms are located on the second storey to allow for the circulation of cooling breezes.

All rooms are air conditioned to help students cope with the extreme temperatures experienced in the Pilbara. Tom Price High School and Dampier Primary are built on similar designs to Tom Price Primary.

The building fabric includes walls of brick and formed concrete with large glassed window areas. The roof is all most flat and constructed from corrugated iron of metal deck. There is an extensive playground with modern play equipment catering for all age children.

A unique feature of the school is the large storm water drain that runs through the centre of the campus. Dry for the vast portion of the year it occasionally flows during the wet season when large quantities of rain fall in the area. A bridge spans the drain and parents, staff and students are expected to use the bridge at all times!

CONDITION	Good
INTEGRITY	High

ASSOCIATIONS

ASSOCIATION TYPE

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STATEMENT OF SIGNIFICANCE

Tom Price Primary School has aesthetic, historic, social and representative cultural heritage significance. For over thirty years the school has provided an important education service to the many people who reside in the town. The school and its attractive grounds are a fine example of public building in a mining town of the Pilbara and represent the growth of iron ore mining towns that mushroomed in the late 1960s.

HISTORIC THEME/SUB-THEME

CATEGORIES OF SIGNIFICANCE

Community Efforts/ <i>Education</i>	Aesthetic
	Historic
	Social
	Representative

MANAGEMENT RECOMMENDATIONS

Management Category: B

LISTINGS

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SUPPORTING INFORMATION/BIBLIOGRAPHY

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

Draft

**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 26 Tom Price Shopping Arcade

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Tom Price Shopping Arcade
Other names	Single Men's Mess, Town Services Electrical & Painters Workshop
Address	Stadium Road
Suburb/Town	Tom Price
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION				
Owner	Address	Phone/fax	Status	No
Penhall Investments Pty Ltd	352 Cambridge St Wembley WA 6014	(08) 9387 7977		
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.
	975	Plan 18202	2000/616	

PERIOD	Late Century
Design style	North West Mining Town Vernacular
Construction date	1967
Source/Details	Dated Plans 1966

USE(S) OF PLACE	
Original	Single Men's Mess
Present	Shopping Arcade
Other	Town Services Electrical Workshop & Painters Workshop

HISTORICAL NOTES

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. The mess closed c1973/1974. The mess was then converted to Town Services Electrical and Painters Workshops in 1976. In 1990 the old mess had further work done, allowing them to be reopened as the shopping arcade. Currently (2012) the centre houses Blockbuster Video, various offices, Nameless Cafe and Cacy's Convenience Store. Extensions to the centre have been approved by both the Shire (2011) and State Administrative Tribunal (2012)

DESCRIPTION

The Shopping Arcade has the simple lines and utilitarian building material typical of the mining towns of the North West. Solidly constructed of concrete besser blocks and steel frame, the two separate buildings were connected by an arcade featuring glass shop fronts and skylights. Gables like those featured at Nintirri and Koobinya are found at both ends of the buildings and as an entrance way to the arcade. The Stadium Road frontage has shady overhangs possibly later additions.

CONDITION	Good
INTEGRITY	Despite changes in use the building retains original scale and most original building fabric

ASSOCIATIONS

ASSOCIATION TYPE

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STATEMENT OF SIGNIFICANCE

The Tom Price Shopping Arcade (and former single men's mess) has aesthetic and historic cultural heritage significance. The single men's mess was one of the earliest buildings constructed on the Tom Price town site. With its new use as a shopping centre the building represents a good example of the recycling of buildings for commercial use. Along with the Koobinya-Nintirri Centre the former mess adds to the townscape of Tom Price.

HISTORIC THEME/SUB-THEME**CATEGORIES OF SIGNIFICANCE**

Occupations/ <i>Mining, Commercial & Industry</i>	Aesthetic
	Historic

MANAGEMENT RECOMMENDATIONS

Management Category: C

LISTINGS**SUPPORTING INFORMATION/BIBLIOGRAPHY**

Shire of Ashburton Notes.

**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 27 Wyloo Homestead

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Wyloo Homestead
Other names	Peake Homestead
Address	Wyloo Station via Nanutarra-Munjina Road
Suburb/Town	
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION						
Owner		Address		Phone/fax	Status	No
Wyloo Pastoral Co. Pty Ltd		PMB 3 Carnarvon		(08) 9943 0585		
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.		

PERIOD	Victorian c1840 - c1890
Design style	Colonial
Construction date	c1888
Source/Details	Information supplied by occupier

USE(S) OF PLACE	
Original	Homestead
Present	Homestead
Other	

HISTORICAL NOTES

Wyloo Station is an example of the a large station that were created by the amalgamation of smaller concerns. In 1928 Wyloo Pastoral Company combined three stations - Peake, Hardey Junction and Mount Stuart. The Wyloo Homestead was formerly the Peake Homestead. The amalgamation was put in place by pastoralists RM and J Forrest and Ray Cruikshank.

Peake Station was first established by J and M McGrath in 1888. The homestead was constructed near the Metawandy Creek. The property was still in McGrath ownership in 1910 and was inherited by Michael McGrath who continued to operate the station, along with stations Koordarrie and Mt Amy. Teams of horses, donkeys or camels transported the wool clip from Peake station until the drought in 1914.

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. 111is, however, failed and the Board meetings continued to be held at Onslow.

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

DESCRIPTION

The original dwelling of the Wyloo Homestead still exists and is set at tile foot of Mt McGrath, 20m 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 and tile corrugated iron hipped roof 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 tile 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.

CONDITION	Very Good/Good
INTEGRITY	High (roof replaced)

ASSOCIATIONS

ASSOCIATION TYPE

Michael McGrath	Owner/Builder
J. McGrath	Pioneer Settler

STATEMENT OF SIGNIFICANCE

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 of the strength and resilience of the pioneers and their home building knowledge.

HISTORIC THEME/SUB-THEME

CATEGORIES OF SIGNIFICANCE

Occupations/ <i>Grazing & Pastoralism</i>	Historic
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	Aesthetic
	Representative

MANAGEMENT RECOMMENDATIONS

Management Category: C

LISTINGS

SUPPORTING INFORMATION/BIBLIOGRAPHY

Webb M&A. Edge of Empire 1983. Publisher Artlook Books.

Draft



**View of the original homestead (above) and the later homestead (below)
(Shire of Ashburton, 2011)**



**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 28 Yanrey Homestead

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Yanrey Homestead
Other names	
Address	Yanrey Pastoral Station
Suburb/Town	via Canarvon
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION						
Owner		Address		Phone/fax	Status	No
Yanrey Pastoral Co. Pty Ltd		via Canarvon WA 6701		(08) 9943 0532		
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.		
3114/477	187LY	Yanrey				

PERIOD	Federation 1890-1915
Design style	Federation with strong colonial influences
Construction date	1901 Original. 1915 east side added.
Source/Details	Shire of Ashburton Notes

USE(S) OF PLACE	
Original	Homestead
Present	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. Under de Pledge's management the station expanded. Yanrey grew to be the third largest station in the Ashburton Road Board District with an acreage of 876,892. T 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.

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 but with the aid of telephones, communication improved. 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, it took quite a while for the service to be reinstated. However, damage that occurred to the roads leading to Yanrey and other stations in the same cyclone, took even longer to be repaired as the Roads Board concentrated on the town and jetty restoration.

1920 was an important year for the NorthWest when Major Nonnan Brearley flew into the Ashburton in a bid to start a commercial airline. On his first visit he landed at Yanrey and picked up Mrs. de Pledge and another passenger Henry Parsley. They became the first airborne passengers to land at Onslow. Another flight experience involving Yanrey was the stationing of an air force unit 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, 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. These were particularly needed after floods in the 1980s.

DESCRIPTION

This substantial home was built over two time periods. The first part was erected in 1901 and the second part(the east wing) was added in 1915. The house is constructed of corrugated iron walls on a timber frame. Internal features include patterned iron decoration and timber floors. The rectangular building which reflects its two stage construction, has twin hipped roofs with a surrounding verandah under a separate roof. Shrubbery circling the house shades the walls. Large expanses of manicured lawn used for tennis and croquet surround the house.

CONDITION	Good
INTEGRITY	High

ASSOCIATIONS

ASSOCIATION TYPE

Jack & David Stewart	Original lease holders
Thomas F. de Pledge	Builder
Alston Family	Current (1999) owners – descendants of de Pledge.

STATEMENT OF SIGNIFICANCE

Yanrey Homestead has aesthetic, historic and representative cultural heritage value. The homestead has a practical and aesthetic design for the North West.

Its association with the development of pastoralism in Ashburton is strong and the station is a fine example of the early pioneer days. The station has had a long association with one family, the Alstons, who are descendents of early settler and homestead founder, Thomas de Pledge.

HISTORIC THEME/SUB-THEME

CATEGORIES OF SIGNIFICANCE

Occupations/ <i>Grazing & Pastoralism</i>	Aesthetic
	Historic
	Representative

MANAGEMENT RECOMMENDATIONS

Management Category: C

LISTINGS

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SUPPORTING INFORMATION/BIBLIOGRAPHY

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

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

**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 29 Yarraloola Homestead

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Yarraloola Homestead
Other names	
Address	Yarraloola Pastoral Station PO Box 145
Suburb/Town	Pannawonica
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION				
Owner	Address	Phone/fax	Status	No
Tim Patterson	Po Box 145 Pannawonica WA 6716	(08) 9184 5140		
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.
3114/1127	161AS	Yarraloola		

PERIOD	Inter-War
Design style	Bungalow with Colonial Influences
Construction date	1919
Source/Details	Shire of Ashburton notes

USE(S) OF PLACE	
Original	Homestead
Present	Homestead
Other	

HISTORICAL NOTES

H & W Woolhouse first took up the lease for Yarraloola in 1878. GP Paterson and AR Richardson purchased it in 1898. These two people had just sold out of Yeeda Station in the Kimberley. Yarraloola Station, situated close to the coast, had a coastal landing north of Robe River for the export of the wool clip.

Keith Paterson built the 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. During the 1934 cyclone, in which much of Onslow was destroyed, Yarraloola was isolated from the town as all telephone communications were cut off. Roads were also severely damaged during the storm.

Ashley Paterson of Yarraloola talks of the way of life in Ashburton and on Yarraloola in Chapter 17, Edge of Empire.

Today (2012), 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

Gardens, lawns and large, mature trees surround the Yarraloola homestead. The house, erected on concrete foundations, is a rectangular building with a half-gabled hipped, corrugated iron 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. 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.

CONDITION	Good
INTEGRITY	High

ASSOCIATIONS

ASSOCIATION TYPE

H & W Woolhouse	Original leasees
Patterson Family	Owners since 1898

STATEMENT OF SIGNIFICANCE

Yarraloola Homestead has aesthetic, historic and representative cultural heritage significance. The homestead, first built in 1919, has been tile home of the Paterson family for over 78 years. It is a fine example representing the way of life on a pastoral station in the North West.

HISTORIC THEME/SUB-THEME

CATEGORIES OF SIGNIFICANCE

Occupation/ <i>Grazing & Pastoralism</i>	Aesthetic
	Historic
	Representative

MANAGEMENT RECOMMENDATIONS

Management Category: C

LISTINGS

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SUPPORTING INFORMATION/BIBLIOGRAPHY

Webb M&A Edge of Empire. Artlook Publishers Western Australia 1983

Draft

**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 30 Coolawanyah Homestead

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Coolawanyah Homestead
Other names	
Address	Roebourne – Wittenoom Rd
Suburb/Town	
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION						
Owner		Address		Phone/fax	Status	No
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.		

PERIOD	
Design style	
Construction date	
Source/Details	

USE(S) OF PLACE	
Original	
Present	
Other	

HISTORICAL NOTES

In 1920, Coolawanyah was taken up by Roy Parsons, Jones & McMullan took up the station. This was the only know example of Soldier Settlement in the district. Roy Parsons later bought out Jones and McMullan, becoming the sole leaseholder of the station.

Coolawanyah Station comprised only 48, 652 ha and had originally been an outcamp of Hammersley & Croyden Station. As the property developed and the Parsons family grew, the place became too small and more land was sought. Roy Parson's son, Les took over the staion and bought out Tambrey and Hooley stations, which he ran separately until c.1970, where he merged Tambrey and Coolawanyah, but ran Hooley separately until selling it.

Today (2011) Kim Withnell, his wife Cindy and their three children run Coolawanyah Station, a vast 300,000-hectare holding, running 4000 cattle south-east of Roebourne on the road to the iron-ore deposits around Tom Price.

DESCRIPTION

Gardens, lawns and large, mature trees surround the Coolawanyah homestead. The house, erected on concrete foundations, is a rectangular building with a half-gabled hipped, corrugated iron roof. Surrounded by a wide verandah with concrete floors, the house has similar proportions and scale to a number of other early settler homesteads.

CONDITION	Good
INTEGRITY	High

ASSOCIATIONS

ASSOCIATION TYPE

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STATEMENT OF SIGNIFICANCE

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HISTORIC THEME/SUB-THEME

CATEGORIES OF SIGNIFICANCE

Occupations/ <i>Pastoralism & Grazing</i>	Aesthetic
	Historic
	Social
	Representative

MANAGEMENT RECOMMENDATIONS

Management Category: C

LISTINGS

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SUPPORTING INFORMATION/BIBLIOGRAPHY

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**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 31 Hamersley Homestead

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	

Other names	
Address	
Suburb/Town	
Local Government Authority	

OWNERSHIP & LAND DESCRIPTION						
Owner		Address		Phone/fax	Status	No
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.		

PERIOD	
Design style	
Construction date	
Source/Details	

USE(S) OF PLACE	
Original	
Present	
Other	

HISTORICAL NOTES

Hamersley or Hamersley Station is a pastoral lease and cattle station located between Tom Price and Pannawonica in the Pilbara region of Western Australia.

The iron ore mining group, Rio Tinto, manages the station along with several others. The station is owned by Hamersley Iron. The company holds the lease not only for grazing purposes but also to control access for exploration, development of infrastructure and future mining.

The station was once the home of Iron Ore magnate Lang Hancock.

DESCRIPTION

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CONDITION	
INTEGRITY	

ASSOCIATIONS

ASSOCIATION TYPE

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STATEMENT OF SIGNIFICANCE

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HISTORIC THEME/SUB-THEME

CATEGORIES OF SIGNIFICANCE

MANAGEMENT RECOMMENDATIONS

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LISTINGS

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SUPPORTING INFORMATION/BIBLIOGRAPHY















SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM

LGA Place No: 32 Mulga Downs Homestead & Shearing Shed

PHOTOGRAPH OF THE PLACE



LOCATION

HCWA Reference Number

Other Reference Number

Name of Place	Mulga Downs Homestead & Shearing SHed
Other names	
Address	via Wittenoom
Suburb/Town	
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION						
Owner		Address		Phone/fax	Status	No
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.		

PERIOD	
Design style	
Construction date	
Source/Details	

USE(S) OF PLACE	
Original	
Present	
Other	

HISTORICAL NOTES

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DESCRIPTION

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CONDITION	
INTEGRITY	

ASSOCIATIONS	ASSOCIATION TYPE

STATEMENT OF SIGNIFICANCE

--

HISTORIC THEME/SUB-THEME	CATEGORIES OF SIGNIFICANCE

MANAGEMENT RECOMMENDATIONS

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LISTINGS

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SUPPORTING INFORMATION/BIBLIOGRAPHY

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SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM

LGA Place No: 33 Bobby's Tree

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Bobby's Tree
Other names	
Address	Onslow Road
Suburb/Town	Onslow
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION					
Owner	Address		Phone/fax	Status	No
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.	

PERIOD	
Design style	
Construction date	
Source/Details	

USE(S) OF PLACE	
Original	
Present	
Other	

HISTORICAL NOTES

Sixty kilometres from Onslow, on the Onslow Access Road, a lone snappy gum tree was regularly watered by one of Shire's grader operators whenever his work took him past this point ensuring its development into a healthy, mature tree.

DESCRIPTION

Sixty kilometres from Onslow, on the Onslow Access Road, at the base of the lone snappy gum a plaque at the base of the tree has the following inscription:

"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."

CONDITION	Good
INTEGRITY	High

ASSOCIATIONS

ASSOCIATION TYPE

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STATEMENT OF SIGNIFICANCE

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HISTORIC THEME/SUB-THEME

CATEGORIES OF SIGNIFICANCE

Demographic Settlement/ <i>Settlements</i>	Aesthetic
	Historic
	Social

MANAGEMENT RECOMMENDATIONS

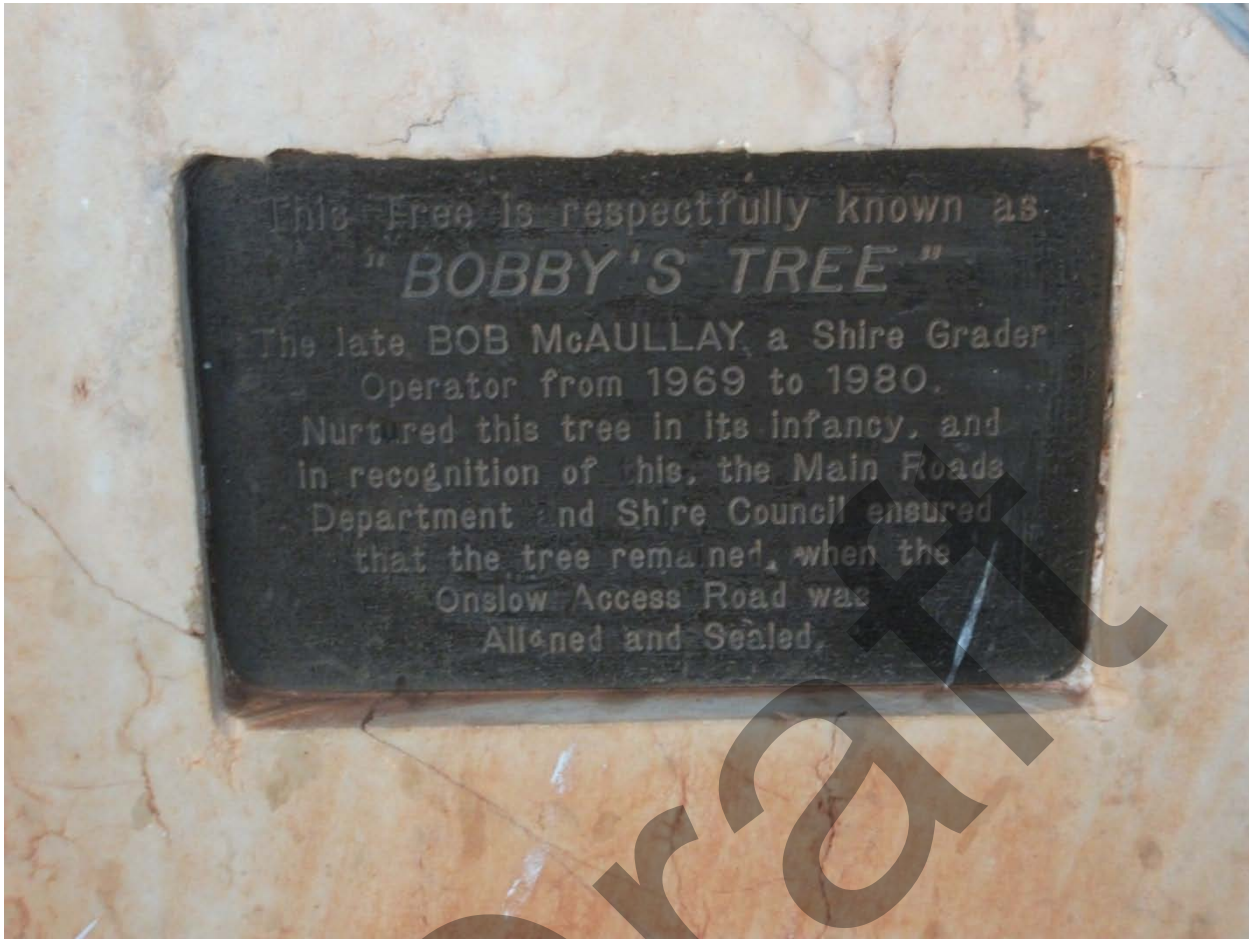
Management Category: C

LISTINGS

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SUPPORTING INFORMATION/BIBLIOGRAPHY

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This Tree is respectfully known as
"BOBBY'S TREE"
The late 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.

Draft



**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

**LGA Place No: 34 Wool Wagon Pathway (Nyang Wool Shed), Emu
Creek Station**

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Wool Wagon Pathway (Nyang Wool Shed), Emu Creek Station

Other names	
Address	
Suburb/Town	
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION					
Owner	Address		Phone/fax	Status	No
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.	

PERIOD	
Design style	
Construction date	
Source/Details	

USE(S) OF PLACE	
Original	
Present	
Other	

HISTORICAL NOTES

Emu Creek Station (formally Nyang station) is centrally located between Carnarvon and Karratha in the Pilbara of north-west Western Australia, we are a family-run cattle station of over 309,000 acres (125,000 ha).

Nyang Wool Shed was built in 1912.

DESCRIPTION

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CONDITION	
INTEGRITY	

ASSOCIATIONS	ASSOCIATION TYPE

STATEMENT OF SIGNIFICANCE

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HISTORIC THEME/SUB-THEME	CATEGORIES OF SIGNIFICANCE

MANAGEMENT RECOMMENDATIONS

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LISTINGS

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SUPPORTING INFORMATION/BIBLIOGRAPHY

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LIFE IN THE SHED

There can be few parts of Australian history and culture so entwined with riot, romance and rip-roaring stories as the shearing shed. From the bare and basic to the brilliant and bizarre, these structures – and the men and women who have worked in them – are part of our personality as a nation.



Blainey 2002, after shearing
Courtesy Blainey Library (0123533)

Lauded in countless songs and poems, shearing sheds have spawned enough stories to fill a library of books. One such yarn has it that during the shearing of the rams one shearer had just finished the long blow down the back and pulled the ram upright when it threw back its head, catching the shearer in a very tender spot. The man fell to the floor in agony and the ram bawled for freedom. It was two days before it could be mustered again and the shearer was not paid for that sheep until the job was finished!

Shearing sheds served other useful purposes too. Legend has it that a particular land-owner kept a pet carpet snake in the shed. When travelling salesmen called they were slyly taken to a spot beneath the rafters on which the snake was lying. At an appropriate moment in the conversation the shed-owner looked up at the snake – and got a good laugh at the salesman's reaction, which commonly ended with a tell-tale damp spot appearing in his pants.

Just getting to the shed was difficult in the old days. One shearer recalls sharing a bike with three others, one riding a couple miles then dropping it by the roadside for another to pick up and so on. Hearing of work some 150 km out of town the foursome set off in this fashion, taking three days to get to the shed – only to be told that they were two days late!

Like all other station shearing sheds the one here at Nyang has surely spawned its share of fast and fancy yarns. Built in 1912 by the Hooley brothers the Nyang shed is a fine example of quality construction techniques. Standing on 100 black heart stumps, it has Oregon rafters and beveled jarrah main posts. With 12 stands in a line it has continued to serve its original purpose in fine fashion for close to a hundred years. If only it could talk, what stories it might tell.

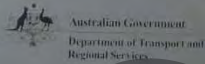
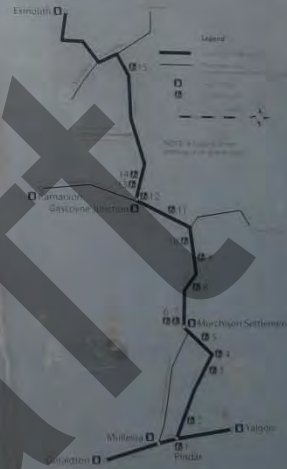


"Maud Bill" and his donkey start out west at the Nyang shed. 1930.
Courtesy Margaret Clark

THE WOOL WAGON PATHWAY

Recalling a time when Australia really did ride on the sheep's back, the Wool Wagon Pathway explores the legendary pastoral country of the Murchison and Gascoyne regions. Follow in the footsteps of the shepherds, shepherds and squatters who sign their flocks up the great rivers in search of water, pasture and space to settle. Learn about the vast shearing sheds, the shearers who worked in them and the teamsters who hauled the wool over hundreds of kilometres to ports or railheads.

For trail brochures and detailed pathway information contact local government offices or visitor centres.



Gascoyne Murchison Strategy



treadlightly!

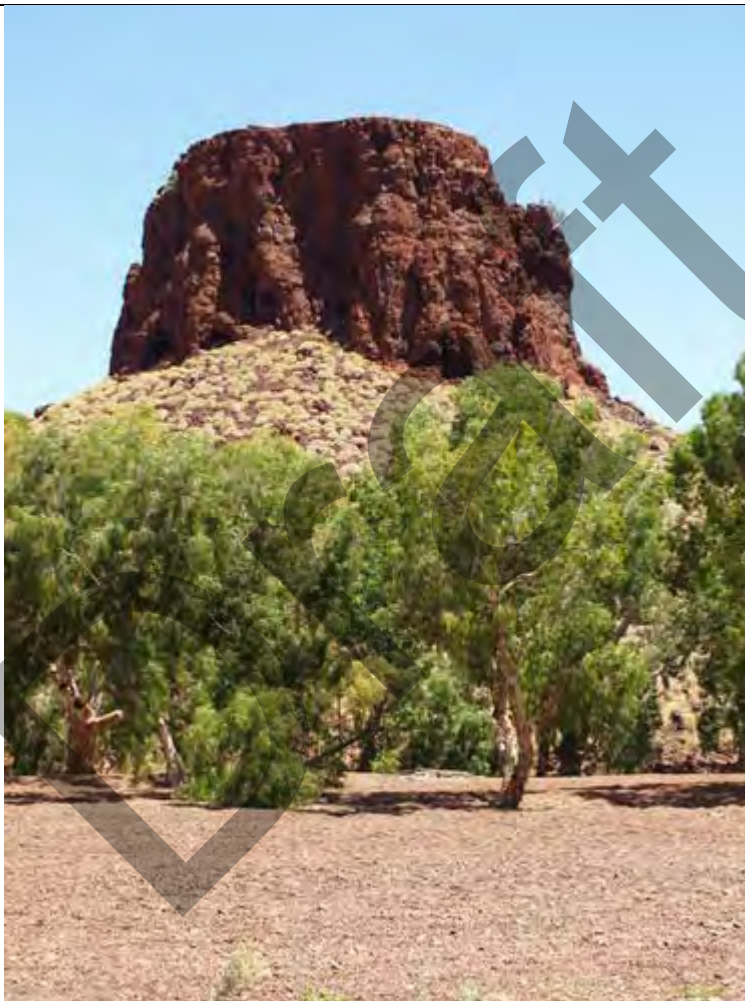




**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 35 Pannowonica Hill

PHOTOGRAPH OF THE PLACE



LOCATION	
HCWA Reference Number	
Other Reference Number	
Name of Place	Pannawonica Hill
Other names	
Address	Pannawonica

Suburb/Town	
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION					
Owner	Address		Phone/fax	Status	No
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.	

PERIOD
Design style
Construction date
Source/Details

USE(S) OF PLACE
Original
Present
Other

HISTORICAL NOTES

According to the Website, "wanowandthen.com", Aboriginal legend suggest that thousands of years ago Pannawonica was part of an island called Collanbogan located offshore near Mardie Station. Two tribes, the Anailya "mob" and the Boogada "mob", fought over this beautiful island and the mainlanders, the Boogada, conspired to steal it for themselves. It was during a time when there were many ghosts around that the Boogada tribe made their crossing to ask the Anailya if they may have Pannawonica. The islanders were, however, unwilling to part with their pride and joy. So the other tribe waited until their enemy went fishing and crept out to Collanbogan and stole the hill away. No one is sure how they carried the mountain from the island to its present resting place, but according to legend its track left a scar across the landscape known today as the Pannawonica track. Somewhere along its length a gap was made when the tribe forced it through the hillside.

Once the hill had been stolen it was finally delivered to its resting place high above the Robe River and was used over the years to shelter and protect the tribe who had made it their own. The Boogada found themselves occasionally defending the hill and when the enemy was sighted they made their way to the top.

DESCRIPTION

Pannawonica is a mining town developed by Robe River Iron. Its sister town of Wickham lies on the coast near Karratha. Iron ore is mined near Pannawonica and transported to the Cape Lambert loading facility via a private railway.

Built to house the workforce and families of the nearby Robe River Iron mines, all company homes are air-conditioned and residents enjoy a relaxed casual lifestyle. The town has a well equipped Primary School as well as a Day Care Centre and Playgroup. The Silver Chain Medical Centre has a visiting doctor and supports a holistic approach to the health of the community.

CONDITION	
INTEGRITY	

ASSOCIATIONS**ASSOCIATION TYPE**

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STATEMENT OF SIGNIFICANCE

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HISTORIC THEME/SUB-THEME**CATEGORIES OF SIGNIFICANCE**

MANAGEMENT RECOMMENDATIONS

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LISTINGS

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SUPPORTING INFORMATION/BIBLIOGRAPHY

<http://www.wanowandthen.com/panawonica.html>

**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 36 Tom Price Cemetery

PHOTOGRAPH OF THE PLACE

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LOCATION

HCWA Reference Number	
Other Reference Number	
Name of Place	Tom Price Cemetery
Other names	
Address	
Suburb/Town	Tom Price
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION

Owner	Address	Phone/fax	Status	No
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.

PERIOD

Design style	
Construction date	
Source/Details	

USE(S) OF PLACE

Original	
Present	
Other	

HISTORICAL NOTES

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DESCRIPTION

--

CONDITION	
INTEGRITY	

ASSOCIATIONS

ASSOCIATION TYPE

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STATEMENT OF SIGNIFICANCE

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HISTORIC THEME/SUB-THEME

CATEGORIES OF SIGNIFICANCE

MANAGEMENT RECOMMENDATIONS

LISTINGS

SUPPORTING INFORMATION/BIBLIOGRAPHY

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**SHIRE OF ASHBURTON
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 37 Onslow Cemetery

PHOTOGRAPH OF THE PLACE

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LOCATION

HCWA Reference Number	
Other Reference Number	
Name of Place	Onslow Cemetery
Other names	
Address	
Suburb/Town	Onslow
Local Government Authority	Shire of Ashburton

OWNERSHIP & LAND DESCRIPTION

Owner	Address	Phone/fax	Status	No
Reserve No.	Lot/Location	Plan/Diagram	Vol/Folio	No.

PERIOD

Design style	
Construction date	
Source/Details	

USE(S) OF PLACE

Original	
Present	
Other	

HISTORICAL NOTES

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DESCRIPTION

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CONDITION	
INTEGRITY	

ASSOCIATIONS

ASSOCIATION TYPE

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STATEMENT OF SIGNIFICANCE

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HISTORIC THEME/SUB-THEME

CATEGORIES OF SIGNIFICANCE

MANAGEMENT RECOMMENDATIONS

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LISTINGS

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SUPPORTING INFORMATION/BIBLIOGRAPHY

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