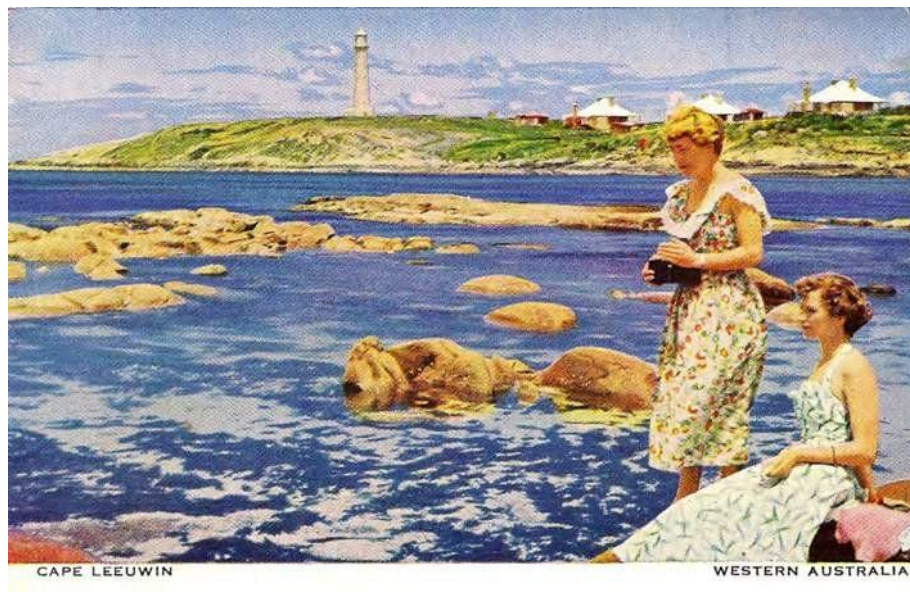


SHIRE OF AUGUSTA-MARGARET RIVER HERITAGE SURVEY



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Updated by the Shire of Augusta Margaret River 2022/23

Cover art:

Image of Cape Leeuwin, c.1950, from a postcard set titled "*Beautiful Western Australia*" - *Colour Photographs by Capt. Frank Hurley* (Printed and Published by John Sands Pty Ltd, Sydney).

From the personal collection of Miss Beryl Green, Forresteron, South Australia (original postcard set now held by the State Library of Western Australia)

Contents

1	INTRODUCTION.....	6
1.1	Places of Cultural Heritage Significance	6
1.2	Local Heritage Surveys.....	6
1.3	The Study Area	7
1.4	Methodology.....	7
1.5	Acknowledgements	9
2	THEMATIC HISTORY.....	10
2.1	Introduction	10
2.2	Aboriginal Nations.....	12
2.3	Historic Themes.....	14
2.3.1	Where the Coast Meets the Sea (1622 - Present).....	14
2.3.2	Colonial Settlement (c.1830-1849).....	19
2.3.3	Timber Industry (c.1840 - Present)	23
2.3.4	Second Wave of Rural Settlement (1850 - c.1922)	29
2.3.5	Tourism (c.1890s - Present)	34
2.3.6	Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922 - 1960)	40
2.3.7	Post-War Services and Diversification (c.1945 - Present)	48
2.4	Bibliography	54
3	CLASSIFICATION OF SIGNIFICANCE	57
4	SCHEDULE OF PLACES.....	58
4.1	List of Places Included in the 2012 - 2021 Heritage Survey- Sorted by Locality and Name.....	58
4.1.1	Augusta-Margaret River Region.....	58
4.1.2	Alexandra Bridge	59
4.1.3	Augusta	59
4.1.4	Boranup.....	60

4.1.5	Burnside	61
4.1.6	Cape Leeuwin	61
4.1.7	Cowaramup	61
4.1.8	Darradup	61
4.1.9	Deepdene	62
4.1.10	Gracetown	62
4.1.11	Hamelin Bay	62
4.1.12	Karridale	62
4.1.13	Kudardup	62
4.1.14	Margaret River (Locality) (Outside of town boundaries)	63
4.1.15	Margaret River (Town) (Within town boundaries)	63
4.1.16	Molloy Island	64
4.1.17	Osmington	64
4.1.18	Prevelly	65
4.1.19	Redgate	65
4.1.20	Rosa Brook	65
4.1.21	Rosa Glen	65
4.1.22	Witchcliffe	65
4.2	List of Places assessed as not meeting the Criteria for Individual Entry in the 2012 & 2021 Survey - Sorted by Locality and Name.....	66
5	PLACE RECORDS.....	70
5.1	Augusta-Margaret River Region	70
5.2	Alexandra Bridge	99
5.3	Augusta	106
5.4	Boranup	193
5.5	Burnside	201
5.6	Cape Leeuwin	206
5.7	Cowaramup	222
5.8	Darradup	242

5.9	Deepdene.....	245
5.10	Gracetown.....	251
5.11	Hamelin Bay	264
5.12	Karridale.....	286
5.13	Kudardup.....	297
5.14	Margaret River Locality (Outside town boundaries).....	301
5.15	Margaret River (Town).....	343
5.16	Molloy Island.....	425
5.17	Osmington.....	430
5.18	Prevelly	448
5.19	Redgate	457
5.20	Rosa Brook	462
5.21	Rosa Glen	470
5.22	Witchcliffe	480
6	APPENDIX A: PLACE RECORDS FOR THOSE PLACES ASSESSED AS NOT MEETING THE CRITERIA FOR ENTRY IN THE 2012 INVENTORY.....	501
7	APPENDIX B - INDEX OF PLACES: SORTED BY NAME AND ALTERNATIVE NAMES – INCLUDING PAGE REFERENCES.....	529

1 INTRODUCTION

1.1 Places of Cultural Heritage Significance

Heritage places are important to the community for the way in which they illustrate local history and contribute to a sense of local identity.

For the purpose of this report, ‘Places of Cultural Heritage Significance’ include buildings, structures, historic landscapes, cemeteries and archaeological or historic sites that can individually or collectively tell us about the history of the local area and, in some cases, about the broader Australian community.

The *Heritage Act 2018 (the Act)* requires each local government to identify places of cultural heritage significance in a local heritage survey (LHS), previously known as the heritage inventory.

In Western Australia the identification and protection of Aboriginal and natural heritage are addressed under different legislation. This inventory has therefore not included places/sites of Aboriginal or natural significance unless they are also considered to be of historic cultural heritage significance.

1.2 Local Heritage Surveys

The heritage survey is a database that records documentary and physical evidence, provides a statement of significance and considers the level of significance for each place that has been identified as being of cultural heritage significance for the local community. It also includes a thematic history that provides a historic framework for identifying and assessing local heritage places and values (see Section 2).

This heritage survey simply provides recognition of a place’s importance for the local community. The heritage values of these places do not have any legal protection unless they are also listed in the Shire’s Heritage List under the Local Planning Scheme, and/or have been separately entered in the State Register of Heritage Places.

As such, heritage surveys are common practice in WA and throughout Australia, as a means of recording local heritage places and providing a foundation for sound local heritage planning.¹

The purposes of the survey includes:¹

- identifying and recording places that are, or may become, of cultural heritage significance in its district; and
- assisting the local government in making and implementing decisions that are in harmony with cultural heritage values; and
- providing a cultural and historical record of its district; and
- providing an accessible public record of places of cultural heritage significance to its district; and
- assisting the local government in preparing a heritage list or list of heritage areas under a local planning scheme.”

Places that are of cultural heritage significance for the Shire of Augusta-Margaret River were

¹ *Guidelines for Local Heritage Surveys July 2019.*

first identified in the *Shire of Augusta-Margaret River Municipal Inventory (1996)*. Some additional nominations and suggested amendments were compiled in 2001, but the first comprehensive review of the Inventory was undertaken in 1996. A subsequent update and review of the Inventory was undertaken in 2020 – 2021 to update the Inventory to current standards whilst seeking new nominations from the community.

Inventory reviews are intended to:¹

- a. Administrative updates – minor corrections and addition of file notes or other information for future consideration.
- b. Place-specific reviews – addition or more substantial amendment of a heritage assessment of an individual place.
- c. General review – open process inviting community participation to produce a new version or edition of the LHS.

1.3 The Study Area

The heritage survey considers the whole of the Shire of Augusta-Margaret River.

The Shire is located in the south-west corner of Western Australia, stretching from the boundary with the Shire of Busselton in the north (roughly in alignment with Boundary Road, Cowaramup) to Cape Leeuwin and the Southern Ocean in the south, and from the Indian Ocean in the west to the boundary with the Shire of Nannup in the east. (See Figure 1)

A population of approximately 13,000 live in an area of 2,243 square kilometres, nearly half of which is state forest or national park.

The major towns are Margaret River and Augusta, with smaller towns at Cowaramup, Gracetown, Prevelly and Witchcliffe.

Localities include: Alexandra Bridge, Boranup, Bramley, Cape Leeuwin, Courtenay, Deepdene, East Augusta, Forest Grove, Gnarabup, Hamelin Bay, Karridale, Kudardup, Molloy Island, Nillup, Osmington, Redgate, Rosa Brook, Rosa Glen, Scott River and Warner Glen.

The region is known for its rich agricultural soils, hardwood forests and wineries. The major industries include viticulture and wine production, dairy and beef cattle, sheep, horticulture, fishing, surfing and tourism.

1.4 Methodology

The aim of this report was to review and update the original *Augusta-Margaret River Municipal Inventory*, prepared in 1996 by Bruce Claughton (heritage consultant) in association with Margot Edwards (historian), Helen Burgess (assistant consultant) and Marc Halsall (planning officer).

Since 1996 the methodology for preparing local government heritage inventories has been reviewed to provide for consistency and best practice in local heritage surveys across Western Australia.²

² *Local Government Heritage Working Party Findings – Common Standards & Discussion Papers for the Minister for Heritage and the Minister for Planning and Infrastructure* (April 2005)

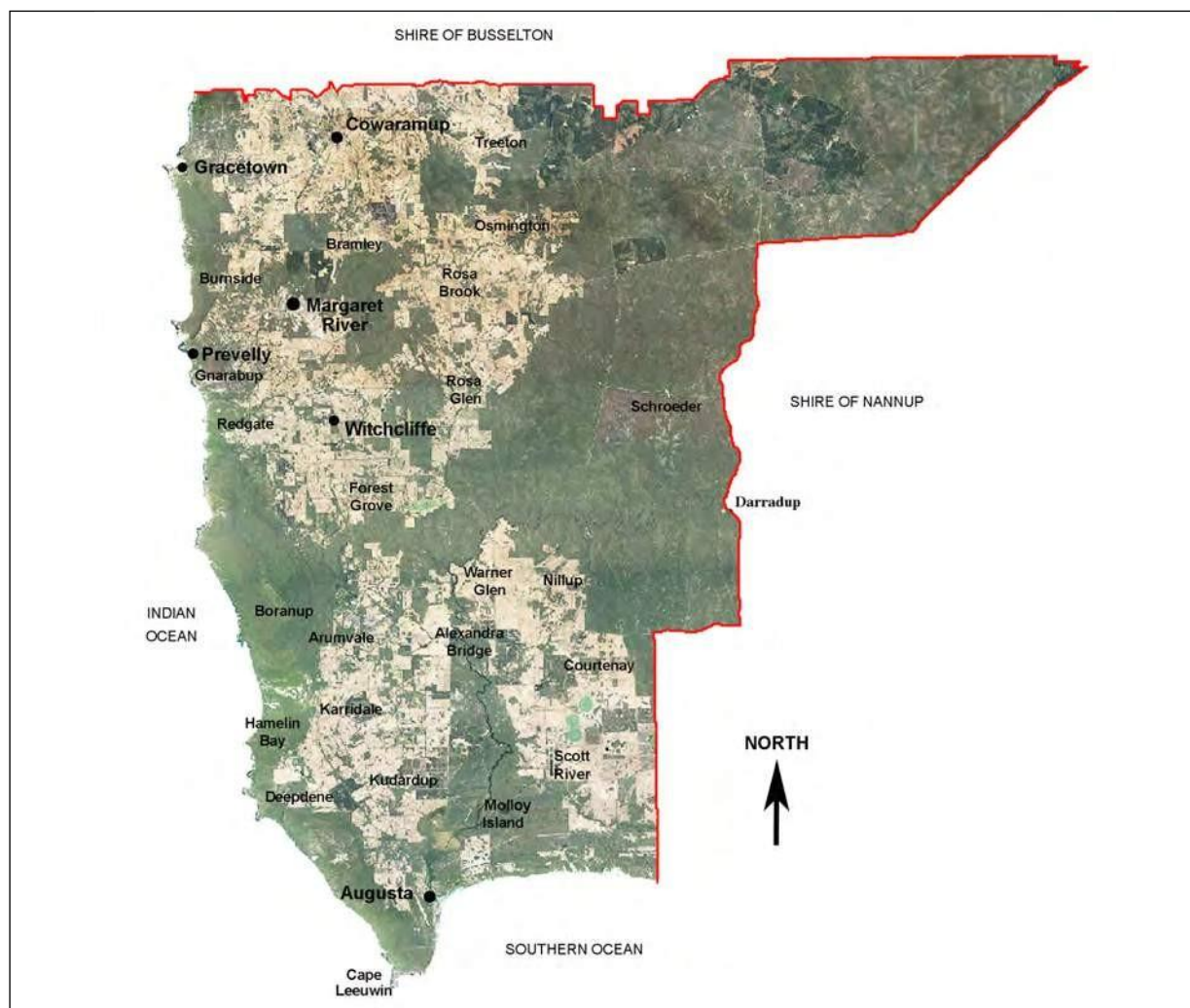


FIGURE 1: Towns and Localities in the Shire of Augusta-Margaret River
(base map provided by the Shire of Augusta-Margaret River)

Locality Names (showing the abbreviations used for the place record numbers)

Alexandra Bridge (AB)	Forest Grove (FG)	Prevelly (PR)
Arumvale (AR)	Gnarabup (GN)	Redgate (RE)
Augusta (AU)	Gracetown (GR)	Rosa Brook (RO)
Boranup (BO)	Hamelin Bay (HB)	Rosa Glen (RG)
Bramley (BR)	Karridale (KA)	Schroeder (SC)
Burnside (BU)	Kudardup (KU)	Scott River (SR)
Cape Leeuwin (CL)	Margaret River (township)(MR(T))	Treeton (TR)
Courtenay (CY)	Margaret River (locality)(MR(L))	Warner Glen (WG)
Cowaramup (CO)	Molloy Island (MY)	Witchcliffe (WI)
Darradup (DA)	Nillup (NI)	
Deepdene (DE)	Osmington (OS)	

In 2007 the current methodology and guidelines were presented in the following publications:

- *Basic Principles for Local Government Inventories*, Heritage Council of Western Australia, 2007.
- *Criteria for Assessment of Local Heritage Places and Areas*, Heritage Council of Western Australia, 2007.

The current report has thoroughly reviewed the 1996 Municipal Inventory against the above guidelines and considered changes to the previously identified heritage places, as well as assessing new nominations.

In undertaking this work the thematic history (Section 2) was substantially based on the 1996 text, but has been updated, expanded and reorganised into new thematic headings.

The place records (Section 5) have been reformatted and an updated physical description included. The documentary evidence presented in the 1996 place records has generally been retained, with some updates where owners and community members brought new information to the attention of the consultants, or where specific additional research was considered necessary. The statement of significance and graded level of significance for each place (the latter formerly presented as management categories) were fully reviewed in accordance with current standards (see Section 3).

1.5 Acknowledgements

Acknowledgement and thanks to the following organisations and individuals who have made a special contribution to the preparation of the Augusta-Margaret River Heritage Inventory:

- Shire of Augusta-Margaret River: Lucy Gouws, Planning Officer
Iliya Hastings, Manager of Planning
Helen Beswick, Building Coordinator
- Augusta Historical Society: Don Hosken (President), Peta Davis (Secretary), and members
- Margaret River & Districts Historical Society: Lynn Jones (President), Jan Matthews (Secretary), and members
- All those owners who provided access to private properties to allow on-site inspections, where required.

2 THEMATIC HISTORY

2.1 Introduction

A Thematic History of the Shire of Augusta-Margaret River has been prepared as an aid to identifying places and areas of cultural heritage significance.

The objectives of a thematic history are to:

- Identify and explain the themes or ‘story lines’ that are crucial to understanding the area’s historic environment, as it exists today.
- Provide a context for the comparative assessment of heritage places in the locality.
- Provide preliminary information as to local places of potential significance (which may subsequently be documented separately, in individual place record forms).³

The Thematic History explores the history of the area under the following themes:

1. **Where the Coast Meets the Sea (1622-Present)**
 - European Coastal Exploration
 - Coastal Corridors
 - Maritime Disasters
 - Maritime Resources
 - Other Events Associated with Sea and Coastline
2. **Colonial Settlement (c.1830-1849)**
 - The Establishment of Augusta
 - Contact with the Wardandi People
 - The Failure of the First Settlement in the South-West
3. **Timber Industry (c.1840-Present)**
 - False Starts in the Local Timber Industry (c.1840-1878)
 - Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914)
 - Revival of the Timber Industry after World One (1921-present)
4. **Second Wave of Rural Settlement (c.1850-1922)**
 - Settlement around the Margaret River
 - Resettlement of Augusta and Nearby Areas
 - Transport, Services and Fledgling Town Centres
 - The Impact of World War One
 - Contact with the Wardandi people
5. **Tourism (c.1890s-Present)**
 - The Beginnings of Local Tourism
 - The Establishment of Tourist Accommodation
 - Post War Tourism
 - Wine, Food, Natural Environment and Cultural Heritage Tourism
 - Surfing

³ Basic Principles for Local Government Inventories, Heritage Council of Western Australia, 2007.

6. **Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)**
 - Group Settlement Scheme
 - Establishment and Consolidation of Town and Village Centres
 - Development of the Dairy Industry and Evolution of the Earlier Pastoral Stations
 - Improved Transport Corridors
 - The Impact of World War Two
 - War Service Land Settlement Scheme and Post War Migration
7. **Post-War Services and Diversification (c.1945-Present)**
 - The Closure of the Railway and Improvements to Other Transport Routes
 - New Community Services and Facilities (c.1945-1970)
 - Agriculture and Dairying – Modernisation and Diversification
 - Population Growth and Associated Development (c.1970-present)
 - Mining Proposals and Activity
 - Floods and Fire

Sources

Unless otherwise stated, the following history has been based on the *Shire Augusta-Margaret River Municipal Inventory of Heritage Places*, 1996. Its main sources were:

- Blond, Philip E M, *A Short History of the Cowaramup District: 1900-1988*, Published by P E M Blond, 1989.
- Cresswell, Gail J, *The Light of Leeuwin: the Augusta/Margaret River Shire History*, Augusta/Margaret River Shire History Group, 1989.
- Lines, William, *An All Consuming Passion: Origins, Modernity and the Australian Life of Georgiana Molloy*, Allen & Unwin, NSW, 1994.

Additional information has been drawn from:

- Shire of Augusta Margaret River Public Library Local History Collection.
- Information from members of the Margaret River and Districts Historical Society and the Augusta Historical Society.
- Various other secondary sources, as listed in the Bibliography (Section 2.4).

2.2 Aboriginal Nations

The Wardandi people (People of Warden, the Ocean Spirit), are the traditional custodians of the Augusta Margaret River region, and one of the fourteen Noongar tribes that live in the South-West. Their land extends from the coast at Stratham (between Busselton and Bunbury) to the sea at Augusta. The Wardandi people have an affinity with the sea and multitude of local caves. They believe that it is through the caves that the afterlife is reached and where the sea spirit Wardandi is found.

Archaeological evidence from sites in the area confirms Noongar existence for over 45,000 years and is the subjects of many of the Dreaming stories that are told by the elders today. Prior to European occupation, the Noongar people lived in balance with the natural environment. Their social structure was focused on the family with Noongar family groups occupying distinct areas of Noongar Country. It is known that Noongars travelled within their country to trade with other families. What is now the Albany Highway was once a Noongar track between families in Perth and Albany. Other trade routes existed in the south west and representatives could often travel for hundreds of kilometres on foot between each family group.⁴ Similarly, the Bibbulman Track once was a Dreaming Track as well as a trade route.⁵

For the Noongar People in the Perth area the main source of food came from the sea, the Swan River and the extensive system of freshwater lakes that once lay between the coast and the Darling Escarpment. Further south and east the Noongar people lived off the resources of the Karri and Jarrah forests. In the southern coastal area around Albany the Noongar people built fish traps and hunted turtle. To the north and east Noongar people lived in the semi-arid regions of what is now the wheat belt.

The Wardandi did not travel far, as food and water sources were abundant and reliable. They ate wallaby, kangaroo, possum, shellfish, snakes, lizards, emu eggs and fish. They used skin cloaks and different artefacts for hunting and gathering, which made them significantly different from other indigenous groups who lived in drier or desert areas.

Places of Aboriginal Heritage Significance

Places that hold great meaning and significance to Indigenous people include:

- Places where Aboriginal people have camped, lived and moved through country.
- Places associated with Dreaming stories depicting the laws of the land and how people should behave.
- Places that are associated with their spirituality.
- Places where other cultures came into contact with Indigenous people; and places that are significant for more contemporary uses.

The Shire of Augusta-Margaret River Heritage Inventory has been prepared in accordance with Section 45 of the *Heritage of Western Australia Act 1990*, and is specifically concerned with the identification of places that are significant as part of the area's historic heritage.

⁴ South West Aboriginal Land and Sea Council at <http://www.noongar.org.au/noongar-people-history.php>

⁵ Department of Education WA/Aboriginal Education at <http://www.det.wa.edu.au/aboriginaleducation/>

In Western Australia the identification and protection of Aboriginal sites are addressed under different legislation. This inventory has therefore not addressed places/sites of Aboriginal significance, unless they have been separately assessed as also having historic cultural heritage values (noting that some places may have a combination of indigenous, natural and historic values). For example, some places of Aboriginal significance, such as the caves, have also been recognised as having historic heritage significance for other values.

The identification and management of Aboriginal heritage places is addressed under the *Aboriginal Heritage Act 1972*, and the Register of Aboriginal sites is held and maintained at the Department of Indigenous Affairs (www.dia.wa.gov.au). There are currently 33 registered sites in the Augusta-Margaret River Shire, including artefacts/scatters, rock paintings, skeletal material/burial sites, mythological, historical and ceremonial sites.

This is not a comprehensive Register and other local sites of Aboriginal heritage significance may be currently known or identified in the future. The *Aboriginal Heritage Act 1972* protects all Aboriginal sites in Western Australia, whether they are known to the Department of Indigenous Affairs or not.

2.3 Historic Themes

2.3.1 Where the Coast Meets the Sea (1622 - Present)

Sub-Themes

- European Coastal Exploration
- Coastal Corridors
- Maritime Disasters
- Maritime Resources
- Other Events Associated with Sea and Coastline

Explorers charted the south west coast and had some interaction with WA's Aboriginal tribes from as early as 1622. Following colonial settlement, the coast became an important transport corridor, continuing in this role until the improvement of roads, and the establishment of public rail corridors, in the early twentieth century. However, with an exposed coastline and limited safe harbours this also resulted in several tragedies as ships sunk in storms. The sea also provided resources through commercial and recreational fishing and, in later years, added to the attraction of the region for tourists.

European Coastal Exploration

The first recorded European sighting of the south-west coast of Western Australia was by the captain and crew of *The Leeuwin* in 1622, which mapped the coastline to King George III Sound and most likely landed in the Augusta area. They named the south-western tip "t Landt van de Leeuwin" meaning 'the land of the lioness.' During the following two centuries, many sightings and attempts to land were made. A French ship, the *Gros Ventre*, under the command St Allouarn, approached the Western Australian coast a little to the east of Cape Leeuwin on 16 March 1772. By fortune St. Allouarn had struck the coast at the only safe anchorage in the region. The *Gros Ventre* anchored in Flinders Bay about three miles from the shore, before sailing north to Shark Bay.⁶

In September 1790 English born George Vancouver on a voyage to explore New Holland, sighted land near Cape Leeuwin and, sailing south-east, named Capes Chatham and Howe. Two days later the ships entered a spacious harbour which he named King George the Third's Sound. Vancouver also discovered and named Oyster Bay and other features, claiming them for Great Britain. He reported on the terrain, animal life and the Aboriginal people.⁷

In 1801, a French scientific expedition in *Le Geographe* under Captain Nicholas Baudin and *Le Naturaliste* under Captain Hamelin sailed from Isle de France (Mauritius), naming many places along the coast before sighting Cape Leeuwin on 27 May and anchoring at Geographe Bay three days later. They made extensive studies of the area and the Aboriginal people before continuing the length of the west coast of Australia.⁸ Also in 1801 the British explorer Mathew Flinders

⁶ Discovery and Exploration of Australia at <http://www.australiaforeveryone.com.au/discovery/index.htm>

⁷ Australian Dictionary of Biography at <http://adb.anu.edu.au/biography/vancouver-george-2755>

⁸ Australian Dictionary of Biography at <http://adb.anu.edu.au/biography/audin-nicolas-thomas-1753>

was instructed to survey unknown sections of New Holland. Aboard *HMS Investigator* Flinders charted the area in December 1801, and renamed the headland Cape Leeuwin with respect to the Dutch (Place # CL-04). Flinders made accurate charts of the south-west coast during his 1801-1803 circumnavigation of Australia (he passed Cape Leeuwin again in 1803) and nominated Cape Leeuwin as the south-western, most projecting part of Australia. Flinders also made precise records of aboriginal language, implements, modes of burial and rock paintings.⁹

In April 1802, Baudin's expedition aboard *Geographe* encountered Flinders' *Investigator*, in Encounter Bay in what is now South Australia.

Coastal Corridors

During the early days of settlement, maritime transport was critical in establishing and servicing Augusta, and in the 1830s this new settlement was one of the first regional ports:¹⁰

Several minor settlements have been formed, since the Establishment of Western Australia. I believe there was a party sent to Geographe Bay, immediately South of the Swan, but the anchorage was so completely exposed to Westerly winds, during the Winter season, that the place has been since abandoned. Another spot has been chosen, named Port Augusta.

As settlement progressed and new industries were established during the later nineteenth century, maritime corridors remained an important means of importing supplies and exporting goods – in particular timber. In the 1880s jetties at Augusta and Hamelin Bay were linked to private rail systems to service the export of timber from the mills of M.C. Davies, and were a major hub of activity for many years.

In the late nineteenth century, maritime navigation around the south-west corner of the continent was greatly improved with the erection of the Cape Leeuwin Lighthouse and Quarters (Place # CL-01). The local building company of Davies and Wishart tendered successfully to build the lighthouse and ancillary buildings. The limestone for the lighthouse was quarried from within half a mile of the site at Quarry Bay. The foundation stone was laid by Sir John Forrest on 13 December 1895, and the new lighthouse was dedicated to the mariners of the world on 10 December, 1896.



*Opening of the Cape Leeuwin Lighthouse in 1896.
Sir John Forrest centre, in pale suit. Source:
MRDHS Item 187.*

The Waterwheel nearby powered the original water supply¹¹ (Place # CL-02).

⁹ Australian Dictionary of Biography at <http://adb.anu.edu.au/biography/flinders-matthew-2050>.

¹⁰ *The Perth Gazette and Western Australian Journal*, 19 January 1833, p 11.

¹¹ HCWA Assessment Documentation *Cape Leeuwin Waterwheel* (00106).

During twentieth century Augusta continued to serve as a minor port but, following a major storm in July 1900 and changes in the local timber industry, Hamelin Bay was abandoned and the remains of the jetty settlement were left to rot away:¹²

The decaying jetty is cumbered with rusting anchors and cables, rotting ropes and broken wreckage. Fragments of hull and spar lie embedded on the beach, and the skeletons of wrecks, whose ribs are still held together by stubborn keels, show ghastly clear through the crystal waters a cable length from shore. It was a wild nor'-wester that, years ago, burst on that lovely bay, driving the great ocean rollers in thunderous crash and sheets of spray, and swept every vessel in port ashore.

The rusting rails and trailing telephone wire on the jetty decking, the rotting lighters on the beach, all show what once has been. Looking landward, where the forest clad ranges dip down to the sea and a little lagoon above high water-mark, the roofs of huts and houses peep through the dense undergrowth and scrub which curtain their paneless windows, choke their tumble-down chimneys, and obliterate their one-time garden patches. All are eloquent of abandonment and desertion. But it was not the great storm that killed Hamelin; it was the cutting out of the timber. There are no inhabitants to speak of now, but the beautiful little bay will surely have a thriving future as a seaside and forest resort.

Maritime Disasters

The July 1900 storm at Hamelin Bay, which wrecked three barques and cost at least five lives (Place # HB-05), was only one of number of maritime disasters along South-West coastline. Probably the most famous of these occurred on 12 December 1876, when the *Georgette*, the State's first coastal mail steamer carrying passengers, varied cargo and ballast, beached and sank (Place # RE-01). The *Georgette* had floundered further north and lifeboats had been lowered; one overturned and seven lives were lost, but James and William Dempster and seamen John Dewar and James Noonan managed to bring the other to shore at Injidup through treacherous seas.

In the meantime, the *Georgette* had drifted south to Redgate (formerly Calgardup) where the remaining passengers and crew were brought to shore through dangerous seas by 16-year-old Grace Bussell and Sam Isaacs, who rode their horses into the surf and saved the lives of all on board. The fifty survivors were put up at Wallcliffe House, and accommodated until they could be moved which caused certain disruption to the running of the farm. Named 'Australia's Grace darling' by the press, Grace instantly became famous and was awarded a silver medal for bravery:



Illustration of Grace Bussell in the 'Georgette' rescue. The Sydney Morning Herald, Wednesday 9 October 1946, p 3.

¹² *Western Mail*, 21 December 1917, p 12.

ROYAL HUMANE SOCIETY- At a meeting of this Society... Miss Grace Vernon Bussell, a young lady 16 years of age was awarded the silver medal for saving, with the aid of her black servant, Samuel Isaacs, the lives of several persons who were in danger of drowning, in the following circumstances:- On the 1st of December of last year the screw steamer 'Georgette' sprung a leak at sea in a gale off Cape Leeuwin, during a voyage from Fremantle to Port Adelaide, and was stranded at a place called Kaldagup, about eight miles south of Wallcliffe house, the residence of Mr. A. P. Bussell. Hearing of the occurrence, Miss Bussell, attended by her servant, rode on horseback down a steep cliff to the scene of the disaster, and discovered the boat capsized in two fathoms and a half of water and the passengers clinging to her. Miss Bussell at once rode her horse into the sea, and after the greatest difficulty at length succeeded in reaching the boat, accompanied by Isaacs, and with some of the women and children holding on to her and her horse, she made for the shore, and succeeded in placing them in safety, Isaacs subsequently returning to the boat and saving a man who had been left behind. The danger of the task was enhanced by the high surf which the horses had to contend against. Isaacs has been voted the Society's bronze medallion.¹³

Although press coverage at the time brought much praise to Grace Bussell, it is now generally accepted that Sam Isaacs played a major part in the rescue. Ellen Bussell died in 1877, at age 43, and it is believed at the time that the extra load added by the sudden arrival of the passengers of the *Georgette* at Wallcliffe hastened her death.

Maritime Resources

Maritime resources had been a traditional food source for the Noongar people. The colonial settlers and seasonal whalers soon took up opportunities to exploit this resource. Whalers had been visiting the area since the early 1800s and works for whaling operations were established in Flinders Bay by 1839. It is recorded that in the winters of 1839 and 1840, two American vessels each season had caught 30 and 31 whales respectively inside Flinders Bay. (Place # AU-21)

Major maritime industries were never established in the region (partly due to the distance from Perth and the lack of major safe anchorages), but commercial fisheries have operated along the coastline.

One example of a small maritime industry was the commercial fishing of salmon around Hamelin Bay from the late 1940s, when professional fishermen camped at the bay during the spawning run in March/April, cleaning the fish on the beach and then trucking them to canning factories in Perth. While this was a seasonal activity, considerable attempts were made by fishermen Dan and 'Ossie' King to create a viable industry. In the year prior to the 1949 season they upgraded tracks to Boranup Bay and installed "a power driven wooden elevator, 150 ft long from the top of a sandhill to the beach [which was to be] used for lifting the salmon after they are prepared for transport, up to the trucks backed alongside the elevator."¹⁴

While not a major local industry, the opportunities for estuarine, beach and ocean fishing were often reported on over the years, and both recreational and commercial fishing have continued through to the present day.

¹³ *The Western Australian Times* 4 Jan 1878 p 2.

¹⁴ *The West Australian*, 15 February 1949, p.12

Locally based commercial fishing has been primarily based at Augusta and in the 1980s the public recreational jetty could no longer serve the recreational boating needs of the region, particularly due to the heavy use of the jetty by commercial fishing vessels. A commercial fishing jetty was subsequently constructed in 1984, at a cost of approximately \$290,000.¹⁵

Other Events Associated with the Sea and Coastline

- Over many years of light winters the mouth of the Blackwood River silted up with a sandbar where Hardy Inlet joins the sea. It had formed a long arm parallel to the sea front and the waters from the river percolated beneath the sandbar into Flinders Bay. In 1945 a ditch was put through this dune by voluntary efforts to let the river cut a channel for small boat navigation to and from the sea and inlet. In 1954 this was again necessary to release impounded water. Major dredging works were undertaken in 2010 and 2011, but these have not achieved the aim of improving water exchange and flushing the inlet.
- In 1986, a whale rescue at Augusta received worldwide recognition as the most successful on record. (Place # AU-25) Another whale rescue occurred in 1987 and a dolphin rescue in 1989.
- In 1996 a tragedy in the form of a cliff collapse killed nine people and injured one at Gracetown.

Places that provide evidence of this theme			
AU-21	The Whaling (site and cairn)	Augusta	• Maritime Resources
AU-25	Whale Rescue, 1986 (site and plaque)	Augusta	• Other Events Associated with Sea and Coastline
CL-01	Cape Leeuwin Lighthouse and Quarters	Leeuwin	• Coastal Corridors
CL-02	Cape Leeuwin Waterwheel	Leeuwin	• Coastal Corridors
CL-03	HMAS <i>Nizam</i> Memorial	Leeuwin	• Maritime Disasters
CL-04	Mathew Flinders Cairn	Leeuwin	• Coastal Corridors
GR-03	Gracetown Memorial	Gracetown	• Other Events Associated with Sea and Coastline
HB-01	Hamelin Bay Gravesite	Hamelin Bay	• Maritime Disasters
HB-02	Hamelin Bay Jetty and Settlement (former)	Hamelin Bay	• Coastal Corridors • Maritime Disasters • Maritime Resources
HB-05	<i>Lovespring</i> Anchor (memorial) and wreck sites in Hamelin Bay	Hamelin Bay	• Maritime Disasters
RE-01	<i>Georgette</i> Memorial and Wreck Site	Redgate	• Maritime Disasters

¹⁵ Augusta Maritime Facility, www.transport.wa.gov.au/imagery/19297.asp.

2.3.2 Colonial Settlement (c.1830-1849)

Sub-Themes

- The Establishment of Augusta
- Contact with the Wardandi People
- The Failure of the First Settlement in the South-West

Augusta, the third Colonial settlement in the State, was settled in 1830, but failed within 20 years due to inexperience, isolation, the difficulty in harvesting the local hardwood timber, and lack of government assistance. By 1849 all the new settlers had left and the area remained relatively dormant for nearly 20 years.

Relations with the Wardandi were initially friendly, but skirmishes did occur due to cultural clashes and the exploitation of traditional resources by the new settlers.

Itinerant visitation by whaling ships also lead to the establishment of whaling works during these early settlement years.

The Establishment of Augusta

In 1825, when Sir Ralph Darling was appointed Governor of New South Wales, his commission was supposed to extend over all of Australia that the British claimed as their own. When, in 1826, a rumour prevailed that the French were about to occupy the south west of the continent, Darling sent a detachment of soldiers to found a settlement at King George's Sound. The place was nothing more than a small military station.¹⁶

In 1827 Captain James Stirling explored the Swan River and submitted enthusiastic reports to the British Empire on the richness of the countryside. Two years later Stirling returned aboard the *Parmelia* landing at Garden Island with the new colony's first settlers. On 18 June 1829 a party went ashore to Rous Head and the Swan River Colony was proclaimed.

Initially, Stirling proclaimed two townships: Fremantle as the port town at the mouth of the river, and Perth, the capital midway between the port and the fertile Swan valley. The Swan River Colony was slow to develop mainly due to the inhospitable nature of the land and the fact that very few of the settlers had a history or background in agriculture. The formidable climate and conditions were a harsh reality.¹⁷

New settlers who had arrived in Fremantle on the *Warrior* on 12 March 1830 were hoping to take up land near the Swan River Colony but Stirling, knowing that all of the fertile land had already been taken up, persuaded the settlers to move south, to an area near Cape Leeuwin. Stirling accompanied the new settlers aboard the *Emily Taylor* under the command of Captain James McDermott and arrived in an area near the mouth of the Blackwood River on 2 May 1830 (Place # AU-19).

¹⁶ http://www.historyofaustraliaonline.com/King_George_s_Sound.html

¹⁷ Ewers J K, *The Western Gateway: A History of Fremantle*, Fremantle City Council, 1971, p 4; Bourke M J, *On the Swan: A History of the Swan District Western Australia*, UWA Press, 1987, pp 11-33; Statham P, 'Swan River Colony 1829-1850' in Stannage (ed), *A New History of Western Australia*, UWA Press, 1981, pp 185-186.

The ship carried families and servants in three established groups – the four Bussell brothers and the Molloy and Turner establishments (altogether numbering some 45 people) - plus settlers John Dawson and John Herring, Assistant Surveyor John Kellam and a detachment of four soldiers from *H.M.S. Sulphur* under the charge of Admiralty mate, Richard Dawson.

Based on an assumption that this was good land because it supported enormous trees Stirling decided upon the mouth of the river for the site of the new settlement and the settlers unloaded their belongings and set up tents on the beach. Instructing Surveyor Kellam to issue land in the townsite, which he had named Augusta for Princess Augusta Sophia, the second daughter of King George III and Queen Charlotte, Stirling returned to the Swan River Colony.

In 1831 the town of Augusta was surveyed by Alfred Hillman. By then, the Bussells, Turners and the Molloys had built houses and were well established (Place #s AU-09; AU-14; and AU-23).

Life in the tiny new settlement was fraught with difficulty. Augusta's settlement was isolated, and supplies from Perth came infrequently. During the earliest days of Colonial settlement, yearly visits by whaling vessels added colour to the lives of the early settlers when the whalers (predominantly American), came ashore at Augusta, and subsequently other ports, to collect fresh water and trade with the settlers (Place # AU-21). The settlers would exchange potatoes, meat, vegetables and wood for much needed oil (for lighting), molasses, rum and tobacco.



Augusta. Hardy's Inlet; First Settlement May 1830 by Thomas Turner.

Source: http://en.wikipedia.org/wiki/File:Painting_of_Augusta_by_Thomas_Turner,_1830s.jpg

Contact with the Wardandi people

The Wardandi people would have been totally unaware of the disruption that was to occur to their tribal life and land when the *Emily Taylor* landed. British colonisation and the expansion of settlement across the State progressively disrupted Noongar life, culture and customs, and would eventually destroy their traditional way of life. Initially relationships with the local

Aboriginal population were generally friendly, with only occasional confrontations in Augusta in the early years.¹⁸

Settlers like John Bussell realised that colonial settlement could gain from traditional knowledge:

*Nyungar tracks directed the Bussell's explorations; Nyungar campsites, wells and water holes provided the sites for their homesteads; Nyungar yam grounds became their gardens and arable fields; and Nyungar hunting grounds inspired the Bussells with visions of future sheep pastures and meanwhile supplied them with the game necessary to supplement their meagre rations.*¹⁹

However there was no real appreciation of the culture they were exploiting and problems inevitably arose when European settlement impacted on the traditional movement and collection of food. As part of the fledgling relationship, colonists made presents of food and clothing and skirmishes arose when the Aborigines sought to take items that had not been offered. The Europeans also introduced a number of diseases that decimated Noongar families.

The Failure of the First Settlements

The 'battle with the bush' ended with many of the original settlers at Augusta giving up, and moving north to the Vasse area in the mid-late 1830s.

The main exodus began with the relocation of the Bussell family north to the Vasse in 1835, where they established their new headquarters at 'Cattle Chosen', a location where John Bussell had previously found relatively clear pasture land by following local Aboriginal tracks. The Vasse land had been regularly burnt by the Aborigines and proved far more favourable to the goals of the new settlers than the heavily forested land further south. Captain Molloy and his wife Georgiana, who became best known for her extensive collection, cataloguing and sketching of south-west botanical specimens, had left Augusta by 1839.

James Woodward Turner (alone of the original settlers) continued to battle on in the floundering settlement, with only his large family and a few workers who had arrived since 1830. In July 1841, the Government troops withdrew, but James Turner still persisted. He built his own boat *The Alpha*, which after one trading trip to Mauritius continued to run between Fremantle, the Vasse, Augusta and Adelaide, until she sank off the South Australian coast in 1847.

Difficulty with cutting down the huge trees and transporting the heavy jarrah logs (which did not float) to the river mouth meant that hopes for success in the timber industry was denied Turner, and he finally left Augusta in 1849.

The settlement then languished until a new wave of settlers arrived in the 1860s.

¹⁸ Hasluck, Alexandra, *Georgian Molloy, Portrait with a Background*, Fremantle Arts Centre Press, 2002

¹⁹ Lines, William, *An All Consuming Passion: Origins, Modernity and the Australian Life of Georgiana Molloy*, Allen & Unwin, NSW, 1994 p 194.

Places that provide evidence of this theme			
AB-02	The Adelphi (Site and Memorial)	Alexandra Bridge	<ul style="list-style-type: none"> The Establishment of Augusta and Nearby Areas
AU-09	Dachet (site and plaque)	Augusta	<ul style="list-style-type: none"> The Establishment of Augusta and Nearby Areas
AU-14	Molloys' House (site and plaque)	Augusta	<ul style="list-style-type: none"> The Establishment of Augusta and Nearby Areas
AU-15	Old Cemetery and Pioneer Memorial	Augusta	<ul style="list-style-type: none"> The Establishment of Augusta and Nearby Areas
AU-19	The Landing Place (site and cairn)	Augusta	<ul style="list-style-type: none"> The Establishment of Augusta and Nearby Areas
AU-20	The Oven	Augusta	<ul style="list-style-type: none"> The Establishment of Augusta and Nearby Areas
AU-22	Tom Turner's Cottage and Turner's Spring (site)	Augusta	<ul style="list-style-type: none"> The Establishment of Augusta and Nearby Areas
AU-23	Turner's Cellar	Augusta	<ul style="list-style-type: none"> The Establishment of Augusta and Nearby Areas
AU-24	Turner's Fig Tree	Augusta	<ul style="list-style-type: none"> The Establishment of Augusta and Nearby Areas
MY-01	Molloy's Hut (site and cairn)	Molloy Island	<ul style="list-style-type: none"> The Establishment of Augusta and Nearby Areas

2.3.3 Timber Industry (c.1840 - Present)

Sub-Themes

- False Starts in the Local Timber Industry (c.1840-1878)
- Large Scale Operations by Well-Financed Entrepreneurs (c.1878-1914)
- Revival of the Timber Industry after World War One (1921-present)

After at least three false starts to the local timber industry, Maurice Coleman Davies successfully established sawmills at Kudardup, Karridale, Boranup and Jarrahdene from the 1880s and almost single-handedly created a market and efficient industry for Karri and Jarrah hardwoods. Jarrah was the predominant native timber utilised in the Western Australian timber industry through the nineteenth and twentieth centuries. Davies built many miles of railway line to transport his timber, as well as mills, ports and jetties. The necessary workers and others then attracted to the area saw the population grow. The industry had declined and largely closed down by 1914, but was revived at a smaller scale after World War One. Both milling and plantation forestry remain as minor local industries today.

False Starts in the Local Timber Industry (c.1840-1878)

From the earliest period of European settlement at the Swan River Colony, timber was cut for building. The advantages of Jarrah were first noted in 1832 when the severely damaged hull of *HMS Success* was repaired using Swan River mahogany (Jarrah) and successfully sailed back to England. In 1833, J. H. Monger opened a wood yard at Mount Eliza offering timber for sale. In 1836, samples of Jarrah were sent to London, where they were received with enthusiasm, and export of timber from the Colony commenced in the same year.²⁰ This inspired attempts by Augusta pioneer, John Turner, to harvest jarrah in the 1840s. However he failed, mainly due to the difficulty of cutting down the huge trees and transporting the heavy logs to the mouth of the Blackwood River, and Turner had left Augusta by 1849.

In 1851 ten convicts and several guards arrived at the Blackwood River in a second attempt to cut the local timber (Jarrah & Karri) for export. The banks of the Blackwood River were used to house the convicts and guards, and timbers were pitsawn before they were loaded onto rafts and floated down to the mouth of the river. Although the *John Panter* took a full load of timber from Flinders Bay in early 1852, there was no profit made because of the extensive time taken to cut the wood. The convict party was recalled and the venture was abandoned.²¹

The timber industry's potential began to be realised in the 1870s, when the WA Government granted long term leases and special timber licences to stimulate the industry, but this still did not guarantee success. The efforts of William Eldridge, who held timber concessions in the Augusta area from 1875, were one of the failures at that time. Eldridge ran a pit-sawing operation and had to depend on running his bullock-drawn jinkers into the ocean to load. Although Eldridge invested a good deal of money and effort into his operations, created roads and

²⁰ Evans, H. D. *Pioneering in the Karri Country*, Pemberton Parents & Citizens Association, 1956 p 8, 14.

²¹ West Australian Vista at <http://www.westaustrianvista.com/history-of-augusta.html>

established buildings and a business, fluctuating prices, bad luck and difficulty with transporting logs led to the demise of his enterprise.

Large Scale Operations by Well-Financed Entrepreneurs (c.1878-1914)

In 1875, Maurice Coleman Davies, a contractor in Adelaide, visited Western Australia to inspect the timber industry. He bought shares in the Jarrahdale and Rockingham Timber Co., before establishing two small timber mills at Worsley, near Collie. He recognised that the essential needs for a successful operation were for the timber mill to be located near a good harbour, and provision of a railway line to service the mill. This would have influenced his choice of purchasing a lease to cut timber at Kudardup (spelt 'Coodardup' at this time, changing after 1922), which was well situated in relation to Flinders and Hamelin Bays for the shipping of the cut timber.²²

M.C. Davies bought the lapsed Eldridge lease in 1878, the same year that Western Australian woods attracted world attention when displayed at the Paris Exhibition. Davies was to become the driving force behind the timber industry in the South West, promoting Western Australian timber in Australia and internationally.²³

By 1880 Davies had started laying the wooden tramline from Kudardup to Augusta (Place # AU/MR-03). His first mill at Kudardup was operating by 1881, halfway between the two ports of Flinders Bay – used in winter, and Hamelin Bay – used in summer.²⁴ In September 1881, it was reported that a 3'6" gauge railway was being laid to Hamelin Bay, to connect the coast with the locality of Boranup (in the area later known as Karridale). In 1881-2, work was commenced on a jetty at Flinders Bay, also connected by rail to Boranup, and a jetty was built at Hamelin Bay, providing Davies' operations with functional alternative ports for shipment of timber.



Locomotive 'Kate' hauling logs in the Boranup area, 1898. Source: MRDHS Item 443.



Timber yard at Hamelin Harbour during, M.C. Davies' time. Source: MRDHS Item 428.



A team of horses bred in Karridale haul logs at M.C. Davies' Timber company, late 1800s. Source: MRDHS Item 893.

²² HCWA Assessment Documentation *Davies Park and Foundry Chimney* (00124).

²³ HCWA Assessment Documentation *Davies Park and Foundry Chimney* (00124).

²⁴ *The West Australian*, 22 November 1881 p 6.

Tram lines were built along the length of both jetties, enabling timber to be unloaded by crane directly onto the waiting ships (Place #s AU-12 & HB-02). The mill employed one hundred workers and operated around the clock with circular, vertical and crosscut saws.²⁵

The Kudardup mill was moved to Karridale in early 1882 and increased to double the capacity (Place # KA-01). On 1 October 1882 Davies was granted an additional concession of 46,000 acres, for 42 years at an annual rental of £150. He was also granted the right to select eight 50 acre blocks at 10s. per acre, and 20 acres at Hamelin Bay. In 1883, Davies purchased further land grants in the district. In 1886 Boranup Mill (Place # BO-01) was built, as well as a railway siding, described at the time as ‘one of the best built stations in the Colony, having the appearance of strength and airiness’.²⁶ Boranup Mill was larger than Karridale and employed some 300 men with the associated cottages, shops, produce gardens and community facilities, making up a small township. In 1891 the Boranup Mill burnt down but was immediately rebuilt. Four years later, the Jarrahdene Mill (Place # BO-02) opened north of Boranup.

Newspapers reported of the busy port at Flinders Bay in 1885:

*The timber trade here just now is being pushed ahead vigorously, and three vessels are now in port loading, viz., the Florence Treat, with jetty piles for Port Darwin ; the Eliza Booth, a German barque, loading with timber for South Australia ; and the barque Ribston, loading sleepers for Bombay. The two former vessels will sail in a day or two. Much progress is being shown in the construction of the jetty which, when completed, will allow the largest vessels to lie alongside to load. The tramway from the Port to Mr. M. C Davies' timber station is rapidly being laid with steel rails, and, when completed, will greatly facilitate the working of the timber trade.*²⁷

In 1894 the M.C. Davies Co Ltd business name was established to incorporate Davies’ six sons into the business. His sons became highly involved in all aspects of the industry and by the early 1900s were representing the company on all the continents of the world. Demand for timber grew steadily in the second part of 1890s. M.C. Davies became the biggest timber producer in the colony, producing over 30% of all Australian timber exports, making timber Western Australia's second largest export, behind wool. Davies built over 100km of railway networks, linking his mills to the Flinders Bay and Hamelin Bay ports. From these ports the Karri and Jarrah timbers were shipped around the world. The London streets of Pall Mall, Piccadilly and Regent were paved with M.C. Davies karri blocks from Boranup Forrest.

As Davies’ timber empire grew, so did to the timber towns, particularly Karridale. Working conditions were good in comparison to those often endured by timber workers in rough bush camps. Houses were provided (free of rental until 1908 when rental of threepence per month was introduced by the company), wages were stable and paid on an incentive system, fresh food was readily available and a wide variety of goods were offered for sale in the company’s stores. Schooling was provided at the mills. By the turn of the century Karridale was the centre of the thriving timber industry, serviced by a Telegraph Office, Post Office, hospital, library, hall and Anglican Church (1898). As the last three years of the 1900s were boom years, it can be

²⁵ *The West Australian* 22 November 1881 p 6; HCWA Assessment Documentation *Davies Park and Foundry Chimney* (00124).

²⁶ *The Inquirer & Commercial News* 30 December 1885 p 5.

²⁷ *The Inquirer & Commercial News* 9 September 1885, p 3.

speculated that the timber population in the Augusta-Margaret River area could have reached 1000 people.

In 1898 the Alexandra Bridge, (Place # AB-01) was built by Wishart and Davies across the Blackwood River. This allowed for the expansion of the timber industry further to the east as competition increased in the WA timber industry with the increase of English capital.

In 1902, M.C. Davies Karri and Jarrah Company Ltd along with Imperial Jarrah Wood Corporation and six other timber companies in operation in Western Australia amalgamated. Karridale became part of the combined company, Millars' Karri and Jarrah Co. (1902) Ltd.²⁸

From 1900 to 1914 approximately 17 million railway sleepers were cut from forests in the Augusta-Margaret River region.²⁹ The value of timber exports had increased steadily through the nineteenth century, peaking in 1912.³⁰

In 1907 timber industry workers went on strike for 14 weeks, requesting a reduction in working hours from 9 to 8 per day, and increased pay, which they achieved. However, the era of prosperity and vitality in Karridale was coming to an end with market changes and reduced viability of the local timber practices. The Karridale mill closed in c1905. The Boranup Mill closed in 1910. In 1913 Millars' timber concession was not renewed by the State Government and the railway and Jarrahdene Mill closed. The State Government took over Millars Timber and Trading Co in 1916, but local milling activity remained largely dormant during the war years.³¹

In 1961 the old timber milling settlements of Karridale and surrounding districts, including the Boranup Mill, were virtually wiped out in a major bushfire. The Karridale Mill site is marked by a plaque and a burnt out brick chimney still standing from the sawmill. Another surviving building from the original Karridale era is M.C. Davies' 'Big House', which had been fortuitously relocated to Margaret River circa 1952 (Place # MR(T)-06).

Revival of the Timber Industry after World One (1921-present)

In 1923-24, the local timber industry was revived when John Stewart and John Flinders Pilgrim, operating as WA Jarrah Forests Ltd, won tenders to supply sleepers to South Africa and timber for Group Settlement Scheme houses. A new mill was constructed at East Witchcliffe (Place # WI-02) and this became an important employer of local men. Over the years the mill employed an average of 85 workers and up to 100 sleeper hewers. There were up to 20 houses, a further 10-12 bachelor houses, a boarding house, hall and general store at East Witchcliffe.



*Gang loading cut railway sleepers in the bush
2km from Margaret River, 1924.
Source: MRDHS Item 869.*

²⁸ Australian Dictionary of Biography at <http://adb.anu.edu.au/biography/yelverton-henry-4898>; HCWA Assessment Documentation *Davies Park and Foundry Chimney* (00124).

²⁹ West Australian Vista at <http://www.margaretrivervista.com/margaret-river.html>

³⁰ Evans, op cit p 8, 14.

³¹ Margetts, Lloyd, 'Rails to Trails Corridor Project, Busselton to Flinders Bay,' National Trust of WA, August 2011.

Pilgrim's Mill also provided an additional source of income for the original Group Settlers:

The members of Group 72 are a very live, likely lot of Englishmen and Scotchmen. It is, perhaps, owing to the presence of the canny Scots that the timber on this group is not, like many others, being burnt and wasted. Every tree of commercial value has already been sold to the new mill now being erected near the group. The erection of the mill will be a big boon to the district, as some magnificent timber is still standing waiting for the axe.

Messrs. Pilgrim and party, of Perth, who are erecting the mill, don't believe in doing things by halves. A visit to the site discloses a huge clearing in the midst of jarrah forests. A busy gang of men is engaged cutting, hewing, and building. Already good progress has been made, and I am informed that within a few months two to three hundred men are to be employed.

The site of the mill is an admirable one, the major portion of the buildings being built on a nice, gradual rise. The mill is situated a mile off the Karridale road, just five miles from the Margaret and one mile from 72 group of huts at Walgine.³²

In 1929, the Adelaide Timber Co. purchased Pilgrim's Mill, after WA Jarrah Forests Ltd went bankrupt. Pilgrim's Mill then went under the management of Mr Ernest Shepherdson and the name was changed to East Witchcliffe Mill.

During the 1920s and 30s, thousands of migrants, chiefly from Italy and Yugoslavia, joined the WA workforce.³³ The timber industry was busy due to the growth of the railways across the State, and many single men came to the district to work as sleeper cutters. It was a solitary occupation, involving hard work and hand skills with the various tools of the trade. Nearly every town in the south-west corner had its 'camps' of timbermen and every railway siding its stack of newly hewn sleepers. This era of importance for the mills as a major local employer finally came to an end after 1940, when mechanisation came to the mills and employee numbers declined.

In the early 1930s pine plantations were planted at Boranup, then Margaret River. The Margaret River plantation was named Keenan's Pine Plantation, as it was located on the original Keenan cattle lease. Extensive planting took place till 1941, when wartime restrictions brought about the curtailment of this program.

In the post-war years Ryan's Timber Mill was established in the Cowaramup area³⁴ and at Margaret River the Worsley Timber Company's new mill (1947), was established adjacent to Gloucester Park on Wallcliffe Road. This mill, beginning with diesel power, was later converted to electrical drive and was in operation until c1986. In 1946-47 the Case Mill near Boranup was also established, using mainly karri trees to make packing cases.

In 1951, the Forests Department (now Department of Environment and Conservation) began milling pine logs from the first thinning of the plantation established north of the Margaret River in 1933. New plantings were carried out from 1951 to 1957 when the station was downgraded and the emphasis shifted to the development of the outer jarrah forest reserves and state-wide Fire Control. Later there was to be a resumption of extensive plantings on the headwaters of the Margaret River and beyond to the shire boundaries.

Milling and plantation forestry have continued as a local industry through to the present day.

³² *Sunday Times* 24 February 1924, p 3.

³³ *Busselton-Margaret River Times*, April-May 1981.

³⁴ Blond, Philip E M, *A Short History of the Cowaramup District: 1900-1988*, published by P E M Blond, 1989 p 1.

Places that provide evidence of this theme			
AB-01	Alexandra Bridge (Ruin)	Alexandra Bridge	<ul style="list-style-type: none"> Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914)
AU-08	Callalup Farm	Augusta	<ul style="list-style-type: none"> Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914)
AU-10	Ellis House	East Augusta	<ul style="list-style-type: none"> Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914)
AU-11	Flinders Bay Jetty (archaeological remains and plaque)	Augusta	<ul style="list-style-type: none"> Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914)
AU/MR-03	M C Davies Railway System (former)	Multiple locations	<ul style="list-style-type: none"> Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914)
BO-01	Boranup Mill (Site and Archaeological Remains)	Boranup	<ul style="list-style-type: none"> Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914)
BO-02	Jarrahdene Timber Mill (Site and Archaeological Remains)	Boranup	<ul style="list-style-type: none"> Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914)
HB-01	Hamelin Bay Gravesite	Hamelin Bay	<ul style="list-style-type: none"> Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914)
HB-02	Hamelin Bay Jetty and Settlement (former)	Hamelin Bay	<ul style="list-style-type: none"> Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914)
HB-03	Karridale Cemetery	Hamelin Bay	<ul style="list-style-type: none"> Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914)
KA-01	Davies Park and Foundry Chimney	Karridale	<ul style="list-style-type: none"> Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914)
KA-02	Old Karridale Cemetery	Karridale	<ul style="list-style-type: none"> Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914)
KA-03	Site of MC Davies' Karridale House	Karridale	<ul style="list-style-type: none"> Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914)
MR(T)-05	<i>Kate</i> – Steam Locomotive	Margaret River	<ul style="list-style-type: none"> Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914)
MR(T)-06	M.C. Davies' Karridale House (former)	Margaret River	<ul style="list-style-type: none"> Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914)
OS-01	Osmington Mill (former)	Osmington	<ul style="list-style-type: none"> Revival of the Timber Industry after World One (1921-present)
WI-02	East Witchcliffe Mill Settlement	Witchcliffe	<ul style="list-style-type: none"> Revival of the Timber Industry after World One (1921-present)
WI-03	Millend	Witchcliffe	<ul style="list-style-type: none"> Revival of the Timber Industry after World One (1921-present)

2.3.4 Second Wave of Rural Settlement (1850 - c.1922)

Sub-Themes

- Settlement around the Margaret River
- Resettlement of Augusta and Nearby Areas
- Transport, Services and Fledgling Town Centres
- The Impact of World War One
- Contact with the Wardandi people

In the mid-nineteenth century, after the timber industry had suffered another false start, the focus turned to clearing land for grazing, and establishing homesteads and landholdings. In the 1850s Alfred Bussell initiated settlement around the Margaret River and in 1860s settlers returned to Augusta. However, with the exception of the timber mills, that finally achieved success after 1880 (see section 2.2.3), the area was developed with only scattered rural properties until the Group Settlement Scheme of the 1920s (see section 2.2.6).

Settlement around the Margaret River

Alfred Bussell, who was 14 when he first settled in Augusta in the 1830s, married Ellen Heppingstone in 1850, a girl born in Augusta and daughter of Robert and Ann Heppingstone who had come to Augusta as part of the original contingent. In 1854 Alfred and Ellen moved from Vasse to a site north of the Margaret River, on a small brook, subsequently named after Mrs Bussell.

In 1855 Alfred Bussell and convict labourers built a wattle and daub home, 'Ellensbrook' (Place # GR-01). The five younger members of their family of seven (surviving) children were brought into the world here and they developed an extensive dairy – mostly through the efforts of Ellen – and cattle property, with some crops, ranging unchallenged from Cowaramup Bay to Boranup. After some difficult starts and failures, Alfred Bussell soon found some success:

On the land, Bussell found the soil to be not as fertile and productive as he had anticipated and he had to struggle against heavy odds to show a worthwhile return for his labour and expenditure. As the years passed, it seems that Bussell was able to successfully grow a number of crops and find local markets for them. After 1858, he sent butter, cheese, potatoes and beef in large consignments to Yelverton's saw mill at Quindalup.³⁵

By 1858, the Bussell family had outgrown Ellensbrook and they chose another site further south. Their new house, named 'Wallcliffe' (Place # PR-02), was built on the south bank of the Margaret River, also using convict labour. Because of the size of the house and delays due to farming duties, Wallcliffe took over seven years to complete. The Bussell family still maintained and kept Ellensbrook but moved to Wallcliffe in 1865.

Other settlement soon followed. Robert Lockhart leased a cattle farm next to Alfred Bussell, and Stewart Keenan came from Cape Naturaliste in 1870 to run cattle on land he had taken up in the area now partly occupied by Keenan Pine Plantation. Leasing summer cattle runs around

³⁵ Augusta-Margaret River Municipal Inventory of Heritage Places 1996

‘the Margarets’ became common practice for farmers from the Busselton and Lower Blackwood areas at the time.

In 1872, Alfred Bussell was nominated to the Legislative Council and Ellen, her daughters and Sam Isaacs (an Aboriginal labourer who had worked for the Bussell’s since their time at Ellensbrook) were largely responsible for planning and the running of the farm.

Fanny (nee Bussell) Brockman settled at Burnside c1893 (Place # BU-01). Other farmers who came to the area in the 1880s and ‘90s and established homesteads and grazing leases included the Willmott, McLeod, Maxwell, Higgins and Forrest families.

Resettlement at Augusta and Nearby Areas

The Brennan family was one of the first families to move to Augusta in the 1860s, initiating the ‘second wave’ of settlement there.³⁶ Other families to come in the second wave included the Longbottom, Cross and Deere families. Brady settled three miles west of Augusta and Charles Layman took up land near Cape Hamelin. In 1869, Layman sold his property to his brother-in-law, John Allnutt, (40 acres for £50) and Allnutt built a house, Ducalup, which burnt down in 1870. In 1881 Allnutt built another house, called ‘Deepdene’, on the same location (Place # DE-01).

William Ellis, who had left Augusta prior to 1854 when he married Margaret Cassidy in Busselton, returned with his family in 1867. Ellis became well established in the area and was granted a lease that was later to become the site for the Augusta Hotel (1912) (Place # AU-03).

Transport, Services and Fledgling Town Centres

Travel and transportation during the second wave of rural settlement period was greatly hindered by the bad state of the roads, and in particular the river and creek crossings. However, movement between settlements and transport of goods relied heavily on these routes.

The settlers could not rely solely on the government to overcome these obstacles and Alfred Bussell built several small bridges for which he consequently billed the government and was duly paid.

When M.C. Davies established a major timber milling enterprise around the Karridale district, one of the benefits to the area was the infrastructure and demand for local produce that followed out of necessity. Until the 1870s the only road south of Ellensbrook had been the old Augusta Road, aligned along the track used by John Bussell in his 1831 explorations. With Davies’ timber enterprises, more people started using the route from Vasse and the Quindalup mill, past Ellensbrook, over the Margaret River and on to Karridale. This became known as Spring Road and is now part of Caves Road. Augusta/Flinders Bay was also being used as a timber port and small businesses began to crop up in various parts of the district to service the rural and forestry communities.

In 1878 the Burnside Bridge was built over Margaret River by Brockman, Lockhart and Keenan, all of who had settled in the area. This was known as the Margaret Bridge and the nearby home of the Keenan family became “*the usual stopping place between Augusta and the Vasse*” for

³⁶ When the Augusta District Road Board was formed in 1891 John Brennan and M.C. Davies were founding members.

travellers along this road, with Mrs Keenan noted “for her unvarying kindness and attention to travellers”³⁷ (Place # MR(L)-02).

In 1889, with increasing traffic, it was reported that a licence had been applied for by the wayside house at Margaret Bridge:

*As regards the wayside house at the Margaret Bridge, it would supply a great want. There is already a good deal of traffic to Augusta, and there is no stopping-place, where travellers can rest for the night, and find refreshment for themselves and their horses. Such a house would, break the journey into two comfortable days travelling. I sincerely trust in the interest of those travelling this road, that Mr. Keenan, the proprietor of the house, may have his license granted him.*³⁸

It is not clear if a liquor licence was issued, but a wayside house continued to operate at the Margaret River Bridge (on what is now Caves Road). After the Keenans moved to Glenbourne (Place # GR-02) in the winter of 1889 this was managed by Tom and Elizabeth Higgins, who offered livery stables and meals for travellers.

With increasing local settlement in the district, the Augusta Road Board was gazetted in 1891.

In 1893 the Forrest Government opened a railway line from Perth to Bunbury (extended to Busselton in 1895). In the early 1890s M.C. Davies lobbied for a shorter road to be put through from Busselton to Karridale – although the idea faced some opposition from others who objected to the expenditure of the large sums of public money for the primary benefit of Davies’ timber business.³⁹ The new road (now the Bussell Highway) was opened in 1894, and included a new bridge over the Upper Margaret River. In 1897 Davies was also instrumental in the construction of the Alexandra Bridge over the Blackwood River, was used as a main link bridge on what is now the Brockman Highway to places east (Place # AB-01).

From around 1880 to 1914 large workforces were employed at the local timber mills and these developed as largely self-contained villages (see section 2.2.3), but away from the timber mills, settlement remained scattered. For example, when the rural community around the Margaret River was in need of a school in 1909, this was erected outside of any formal settlement, opposite Trinder’s farm (roughly halfway between Caves Road and the Bussell Highway) (Place # MR(L)-07).

In 1910, concern that “the district is likely to be dotted with public buildings several miles apart in the near future if a townsite is not made available shortly” prompted the Margaret River Progress Association to write to the Minister for Lands requesting a townsite be declared at “the Upper Margaret Bridge”.⁴⁰ Lots were surveyed in 1912, and the Townsite of Margaret River gazetted in 1913, but in its early years it still remained a small wayside settlement. Similarly, Augusta remained largely undeveloped, although signs of optimism were illustrated by the opening of the Augusta Hotel by the Ellis family in 1912.

It was not until the development of the Group Settlement Scheme in the 1920s that these and other town centres and hamlets really became established (see section 2.2.6).

³⁷ *The Inquirer & Commercial News*, 30 December 1885, p 5.

³⁸ *The West Australian*, 27 February 1899, p 3.

³⁹ Various newspaper articles at Trove, trove.nla.gov.au/ndp/del/search?adv=y (1891-1893)

⁴⁰ History of the Council at the Shire of Augusta-Margaret River website, www.amrshire.wa.gov.au.

The Impact of World War One

The First World War saw the enlistment of many young men from the Shire, and the death of several (as later commemorated on war memorials at Augusta and Margaret River). As with thousands of country towns all over Australia, their loss was a poignant reminder that even the most remote, peaceful and picturesque of towns is not protected from such brutality.

At the time of WWI, the population levelled out for some years with only a few families living in the wider vicinity of Margaret River, including the Bussell, Terry, Keenan, McLeod, Loaring, Rusden, Connelly, Isaacs, Willmott, Trinder, Zani, Rodgers, Croft, Mann and Armstrong families.

At the end of World War One, peace celebrations and a welcome home for returned servicemen was staged at Higgins' Wayside House and impromptu sports were organised on the roadway outside.⁴¹

By 1920 the Controller of Soldiers' Settlement had been empowered to facilitate the settlement of men who desired to take up holdings in the area to be served by the proposed Margaret River railway lines⁴², and limited additional rural settlement commenced at that time.

Contact with the Wardandi people

By the 1890s displacement by new settlers had continued apace and European disease epidemics (venereal, influenza, and measles) had a dramatic impact on the Aboriginal population in all settled areas.

However, during this period there were also some strong relationships between settlers and Noongar people. For example, Alfred Bussell developed a good rapport with King Bungitch and Queen Jinny (or Nandinong) during his time at Ellensbrook and Wallcliffe House. His son, Alfred learnt Noongar language and recorded several of the Nyungar myths and stories.⁴³ It is also recorded that the Bussells used Aboriginal labour quite extensively.

In 1898 Edith Bussell established Ellensbrook Home Farm for Aborigines, essentially a mission. Noongar people were allowed to stay and work on the property in return for food and shelter. It operated until 1917.⁴⁴

Places that provide evidence of this theme			
AB-01	Alexandra Bridge (Ruin)	Alexandra Bridge	<ul style="list-style-type: none"> Transport, Services and Fledgling Town Centres
AU-03	Augusta Hotel	Augusta	<ul style="list-style-type: none"> Resettlement of Augusta and Nearby Areas
AU-05	Augusta School (site)	Augusta	<ul style="list-style-type: none"> Resettlement of Augusta and Nearby Areas

⁴¹ Cresswell op cit p 151.

⁴² The West Australian, 6 February 1920, p 6.

⁴³ Collard, Len, *A Nyungar Interpretation of Ellensbrook & Wonnerup Homesteads*, for the National Trust of Australia (WA), 1994 cited in Augusta-Margaret River Municipal Inventory of Heritage Places 1996.

⁴⁴ Australian Institute of Aboriginal and Torres Strait Islander Studies at <http://www.aiatsis.gov.au/>; Cresswell, op cit p 132.

AU-08	Callalup Farm	Augusta	<ul style="list-style-type: none"> Resettlement of Augusta and Nearby Areas
AU-10	Ellis House	East Augusta	<ul style="list-style-type: none"> Resettlement of Augusta and Nearby Areas
AU-15	Old Cemetery and Pioneer Memorial	Augusta	<ul style="list-style-type: none"> Resettlement of Augusta and Nearby Areas
AU-16	RSL Park	Augusta	<ul style="list-style-type: none"> The Impact of World War One
BU-01	Burnside (ruins and Moreton Bay Fig Tree)	Burnside	<ul style="list-style-type: none"> Settlement around the Margaret River
CO-04	Cowaramup Well	Cowaramup	<ul style="list-style-type: none"> Settlement around the Margaret River
DE-01	Deepdene	Deepdene	<ul style="list-style-type: none"> Resettlement of Augusta and Nearby Areas
GR-01	Ellensbrook	Gracetown	<ul style="list-style-type: none"> Settlement around the Margaret River
GR-02	Glenbourne Homestead	Gracetown	<ul style="list-style-type: none"> Settlement around the Margaret River
HB-03	Karridale Cemetery	Hamelin Bay	<ul style="list-style-type: none"> Resettlement of Augusta and Nearby Areas
HB-04	Lime Kiln (former)	Hamelin Bay	<ul style="list-style-type: none"> Second Wave of Rural Settlement (c.1850-1922) Resettlement of Augusta and Nearby Areas
HB-06	Wagganninup	Hamelin Bay	<ul style="list-style-type: none"> Resettlement of Augusta and Nearby Areas
MR(L)-01	Basildene Farmhouse	Margaret River	<ul style="list-style-type: none"> Settlement around the Margaret River
MR(L)-02	Bridge House (site & garden)	Margaret River	<ul style="list-style-type: none"> Settlement around the Margaret River
MR(L)-04	Glen Ellie	Margaret River	<ul style="list-style-type: none"> Settlement around the Margaret River
MR(L)-06	Ravenswood	Margaret River	<ul style="list-style-type: none"> Settlement around the Margaret River
MR(L)-07	Trinder's School (Site and Pine Tree)	Margaret River	<ul style="list-style-type: none"> Settlement around the Margaret River
MR(T)-02	Bridgefield (Site and Monuments)	Margaret River	<ul style="list-style-type: none"> Settlement around the Margaret River
MR(T)-12	Memorial Park	Margaret River	<ul style="list-style-type: none"> The Impact of World War One
PR-02	Wallcliffe House (ruin)	Prevelly	<ul style="list-style-type: none"> Settlement around the Margaret River

2.3.5 Tourism (c.1890s - Present)

Sub-Themes

- The Beginnings of Local Tourism
- The Establishment of Tourist Accommodation
- Post War Tourism
- Wine, Food and Natural Environment and Cultural Heritage Tourism
- Surfing

The discovery of caves in the area in the 1840s created an immediate attraction for occasional intrepid travellers, who visited the caves as well as indulging in other sightseeing and hunting. Towards the end of the century, local settlers saw the possibility of an additional income from tourism, and advertisements began to appear for accommodation and tours of the local caves. However, this was initially a “home-stay” style of business and it was not until 1912-13 that the district’s first hotel was built, providing accommodation for travellers and tourists. While the potential of the district as a holiday destination was discussed and visitation did occur, it was not until the improvement of roads and the opening of the public railways in the mid 1920s that greater access was provided.

After World War Two there was renewed interest in visiting the area, and new facilities were established in the 1950s, but tourism then plateaued before undergoing major growth after the establishment of the wine industry in the 1970s.

In 2011 Margaret River was recognised as one of the top seven tourism destinations in the country, for the region’s stunning beaches, wine, beer and food products, natural wonders like limestone caves and Karri Forests and its man-made attractions

The Beginnings of Local Tourism

European settlers had discovered the existence of caves in the region (Place # AU/MR-01) during the early years of settlement and they immediately attracted visitation, as evidenced by this brief report in 1848:⁴⁵

Though so many years have elapsed since the first settlement of Augusta, yet, strange to say, a most stupendous and wonderful production of nature was in the immediate neighbourhood unnoticed and unknown. I allude to two caves of surpassing beauty, situated within 8 miles to the northward of Augusta, at the back of the sea-hills. These caves were discovered accidentally by Mr. G. Turner a few weeks since; but it is to Mr. Edward Hester I am indebted for the following particulars, he having minutely inspected them during a late journey to Augusta...

These and other local caves were occasionally visited by intrepid travellers over the years and in 1891 Mr A.J. Bussell of Wallcliffe House advertised:

TO TOURISTS.

⁴⁵ *Inquirer*, 29 November 1848, p 3.

Visitors to the Southern District during the summer months will find excellent Accommodation at Wallcliffe House, and will be afforded every facility for visiting the magnificent caves lately discovered on the coast, near the Margaret River. The scenery in the vicinity is grand, and bathing accommodation excellent.

For terms apply to undersigned, giving a fortnight's notice.

A. J. BUSSELL, Wallcliffe House, Dec. 15, 1891.

A detailed article by 'a correspondent' who took up this offer describes in some detail the trip from Perth, the stay at Wallcliffe House and the candle-lit tour of the nearby caves.⁴⁶

Numerous articles extolling the wonders of the caves and the beauty of the district were published over the next two decades, but options for transport and accommodation remained limited. The following was written by the Chief Inspector of Crown Lands, Mr C.E. May, after he was instructed to inspect the area in 1900:⁴⁷

A GEM OF A HOLIDAY PLACE.

The district possesses almost every desideratum for a perfect holiday to please diverse tastes. There is a trip by land and sea when a steamer is provided, as it would be at once if excursionists knew what they would enjoy in escaping the summer heats in this salubrious latitude. They could go by way of Busselton, see the caves in a leisurely excursion down to Cape Leeuwin thence driving or riding to the banks of the Blackwood River, at Augusta, to fish and shoot over Hardy's Inlet or stream, or sail to Flinders Bay, and follow the caves up to Boodidup Brook, to bask by the waters of the brook that is fed from a silver spring gushing from the side of Witchcliffe Cave. There is the Leeuwin Lighthouse to reach as a picnicking place from Augusta, with a broad, smooth beach for the children to paddle in, and a splendid cruising ground for the yachts of their elders. And when the Caves were reached, there would always be the finding of something new to whet the zest of the explorer, and to dispel the slightest sense of fatigue in rambling in and out of the huge and sparkling grottoes, each in a new garniture of cunning device and dazzling radiance.

THE TRIP AS IT IS TODAY.

The only route at present, when the Caves are, I am sorry to say, a terra in-cognita to nearly everyone, is by railway to Busselton, a quiet, and delightful rural retreat of itself, and thence by road to the hospitable homesteads of Mrs. John Brockman (Burnside), and of Mr. Gale (Wallcliffe). The track, for it is little more, five miles beyond Busselton, winds in and out of an avenue of giant karri and jarrah, or of peppermints growing luxuriously, thence to the Margaret River, overlooking some fine reaches of which is the Wallcliffe residence, the broad bosom of the stream fully 100 yards wide, resembling a clear inland lake.

The article then went on to describe 8 caves in detail (expressing some concern about the damage already done to the formations by previous visitors).

In the early twentieth century there continued to be early signs of a tourist industry. Holiday makers, occasional honeymooners or groups of men on fishing or shooting expeditions from Perth would come to the district for a break.

⁴⁶ *The West Australian*, 28 January 1892

⁴⁷ *Western Mail*, 10 March 1900, p. 61

The Establishment of Tourist Accommodation

In the late nineteenth century accommodation for tourists was provided in the homes of some settlers, such as Old Bridge House, Wallcliffe House and Burnside (Place #s MR(L)-02, PR-02 and BU-01). However, these places were not formally developed or primarily used for tourist accommodation and it was not until the construction of the Augusta Hotel by H.C. Ellis in 1912-13 that this phase commenced (Place # AU-03).

Tourism increased with improved transport, including the opening of the railway line in the mid-1920s. During that decade, the Government Tourist and Publicity Bureau offered motor tours to various destinations, including:⁴⁸

Long Country Tours.-To Bunbury, Busselton, Yallingup Caves, Margaret River Caves and Augusta; one week tour over good roads and through beautiful country, approximately 500 miles, total cost £82 for four persons.

New developments during the early to mid-1930s included boarding houses, such as the new Bridgefield (which catered for local workers as well as travellers) (Place # MR(T)-01), and the Margaret River Hotel (Place # MR(T)-08). The latter, constructed in 1935-36, was a major development for the area, being the first brick building in the town of Margaret River.

However, camping also remained popular. For example, in April 1936, the same month that the Margaret River Hotel officially opened, it was reported that, at Augusta:⁴⁹

The Easter holidays passed off most successfully. There were crowds of visitors, and all the camping areas were well filled with happy holiday-makers. The weather was perfect, and fishing good, and the general feeling was that all had a jolly good holiday.

Other reported activities at that time included trips to the lighthouse, caves and other beauty spots.

Post-War Tourism

After the end of World War Two, motor transport and road conditions continued to improve and this encouraged tourists to come more regularly to the south west.

At Augusta accommodation was offered at places such as 'Dingle Dell' Guest House, which offered three self-contained flats and large owner's accommodation on 24 acres; outdoor and indoor recreation; and '*good food, good fishing, good fellowship.*' Advertisements from the late 1940s promoted its comforts of hot and cold water, a septic system and electric lighting.⁵⁰

Two seaside centres were developed by private enterprises in 1953-54 - the Prevelly Caravan Park (just south of the mouth of Margaret River), and Hamelin Bay (where the old timber yard of M.C. Davies had been set at the approaches to the jetty). These developments marked Augusta-Margaret River as a growing holiday and tourist destination.

In 1956 a more organised approach to tourism was initiated with the incorporation of the Augusta-Margaret River tourist bureau.

⁴⁸ *Sunday Times*, 2 July 1922, p 23

⁴⁹ *The West Australian*, 17 April 1936, p. 9.

⁵⁰ *The West Australian* 5 Oct 1947 p 21; 29 Sep 1948 p 27; 26 Jan 1953 p 21; 14 Feb 1953 p 27; 13 Jul 1953 p 29.

The Jewel Cave opened to the public on Boxing Day 1959, the settlement of Gracetown (at the head of Cowaramup Bay) was developed in 1962 and various other places oriented to leisure activities followed.

In the mid 1960s Caves Road was fully sealed, however the level and scope of local tourism plateaued for much of the sixties and seventies.

Wine, Food and Natural Environment and Cultural Heritage Tourism

Languishing through the sixties and seventies, the area's tourism potential, with scenic areas combining beach, surf, forest and the emerging wine industry slowly began the path to the vibrant and exciting area that now makes up the Shire of Augusta-Margaret River.

The wine industry was progressively developed from the late 1960s and created a new focus for visitors to the area.

Combining the attractions of wine, food and music, the Leeuwin Estate winery has hosted an outdoor concert annually since 1985, and over the years has presented world class performances from the London Philharmonic Orchestra, Dame Kiri Te Kanawa, Ray Charles, Tom Jones, Sting, and many others in its 27 year history.⁵¹

The food industry, in the form of locally produced and sold goods and restaurants focusing on local produce, has also stemmed from the wine growing and tourism sectors. The annual Margaret River Wine Region Festival started in 1991. This is a popular food, wine, art and music experience⁵², but the activities it represents attract tourists to the district year long.

Chalet and restaurant developments now make up an ever-increasing high class hospitality industry with associated employment opportunities for professional and casual labour. The craft industries of wood, ceramics and glass have also made the most of the influx of tourists and the increased international demand for products from the south-west of Western Australia. As a result, there are now many galleries and craft studios.

In 2010 Australia's South West was chosen by Lonely Planet as one of the world's Top 10 Regions. In 2011 Margaret River was recognised as one of the top seven tourism destinations in the country, for the region's stunning beaches, wine, beer and food products, natural wonders like limestone caves and Karri Forests and its man-made attractions.⁵³

One of the first tourist attractions to the area, the caves, have remained a drawcard that has been enhanced with the development of CaveWorks, a world class Eco Interpretive Centre opened at Lake Cave to educate about the formation and history of the caves. Another destination, the Jewel Cave Preservation Centre (initiated by Augusta Margaret River Tourism Association) was opened in February 2010.

Historic heritage has also been showcased at sites such as the Cape Leeuwin Lighthouse and Water Wheel and Ellensbrook (Pace #s CL-01, CL-02 and GR-01), as well through the development of a number of heritage buildings for tourist accommodation, restaurants etc (for

⁵¹ <http://leeuwinestate.com.au/concerts/history-of-concerts.html>

⁵² Margaret River Festival at <http://www.margaretriverfestival.com/about.html>.

⁵³ <http://www.margaretriver.com/news.asp>.

example, Basildene, MR(L)-01, Church of England Convent, fmr, MR(T)-03 and M.C. Davies Karridale House, fmr, MR(T)-06).

Surfing

From the 1920s surfers came to the beaches of the Shire. The 1970s saw waves of people come to the Augusta-Margaret River region, none more visible than the ‘surfies.’ Some of these occasional visitors moved to Margaret River or nearby, buying properties and living a relaxed lifestyle rather at odds with the farming ethic.

The first Margaret River Classic was held in 1979, and the first professional surfing competition, the Margaret River Thriller, was held in 1985. There are now two annual surfing competitions that attract competitors and crowds from around the world. The Margaret River Pro (formerly the Margaret River Masters) is held at Surfer's Point at Prevelly Park just after Easter (mid March-April) and is regarded by many of the world's best surfers as one of the most prestigious international tournaments to win. The Margaret River Classic is held every November. There are also a number of smaller competitions, which are held throughout the year.⁵⁴



Margaret River Masters' competition, 1997. Source: MRDHS Item 9007.

Places that provide evidence of this theme			
AU-03	Augusta Hotel	Augusta	<ul style="list-style-type: none"> • The Beginnings of Local Tourism • The Establishment of Tourist Accommodation
AU-12	Flinders Bay Settlement	Augusta	<ul style="list-style-type: none"> • The Establishment of Tourist Accommodation
AU-22	Tom Turner's Cottage and Turner's Spring (site)	Augusta	<ul style="list-style-type: none"> • Wine, Food, Natural Environment and Cultural Heritage Tourism
AU/MR-01	Caves of the Augusta-Margaret River Region	Multiple locations	<ul style="list-style-type: none"> • The Beginnings of Local Tourism • Wine, Food, Natural Environment and Cultural Heritage Tourism
AU/MR-03	M C Davies Railway System (former)	Multiple locations	<ul style="list-style-type: none"> • Wine, Food and Nature-based Tourism
BU-01	Burnside (ruins and Moreton Bay Fig Tree)	Burnside	<ul style="list-style-type: none"> • The Beginnings of Local Tourism • The Establishment of Tourist Accommodation

⁵⁴ <http://margaretrivervista.com/surfing-at-margaret-river.html>

CL-01	Cape Leeuwin Lighthouse and Quarters	Leeuwin	<ul style="list-style-type: none"> Wine, Food, Natural Environment and Cultural Heritage Tourism
CL-02	Cape Leeuwin Waterwheel	Leeuwin	<ul style="list-style-type: none"> Wine, Food, Natural Environment and Cultural Heritage Tourism
CL-04	Mathew Flinders Cairn	Leeuwin	<ul style="list-style-type: none"> Wine, Food, Natural Environment and Cultural Heritage Tourism
CO-06	Vasse Felix	Cowaramup	<ul style="list-style-type: none"> Wine, Food, Natural Environment and Cultural Heritage Tourism
GR-01	Ellensbrook	Gracetown	<ul style="list-style-type: none"> Wine, Food, Natural Environment and Cultural Heritage Tourism
HB-02	Hamelin Bay Jetty and Settlement (former)	Hamelin Bay	<ul style="list-style-type: none"> The Establishment of Tourist Accommodation Post War Tourism
KA-01	Davies Park and Foundry Chimney	Karridale	<ul style="list-style-type: none"> Wine, Food, Natural Environment and Cultural Heritage Tourism
MR(L)-01	Basildene Farmhouse	Margaret River	<ul style="list-style-type: none"> Wine, Food, Natural Environment and Cultural Heritage Tourism
MR(T)-01	Bridgefield	Margaret River	<ul style="list-style-type: none"> The Establishment of Tourist Accommodation Wine, Food, Natural Environment and Cultural Heritage Tourism
MR(T)-02	Bridgefield (Site and Monuments)	Margaret River	<ul style="list-style-type: none"> The Beginnings of Local Tourism
MR(T)-04	International Trading Company Store (former)	Margaret River	<ul style="list-style-type: none"> Wine, Food, Natural Environment and Cultural Heritage Tourism
MR(T)-05	<i>Kate</i> – Steam Locomotive	Margaret River	<ul style="list-style-type: none"> Wine, Food, Natural Environment and Cultural Heritage Tourism
MR(T)-06	M.C. Davies' Karridale House (former)	Margaret River	<ul style="list-style-type: none"> Wine, Food, Natural Environment and Cultural Heritage Tourism
MR(T)-08	Margaret River Hotel	Margaret River	<ul style="list-style-type: none"> The Establishment of Tourist Accommodation
MR(T)-14	Old Settlement	Margaret River	<ul style="list-style-type: none"> Wine, Food, Natural Environment and Cultural Heritage Tourism
MR(T)-18	The Tin House	Margaret River	<ul style="list-style-type: none"> The Establishment of Tourist Accommodation

2.3.6 Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922 - 1960)

Sub-Themes

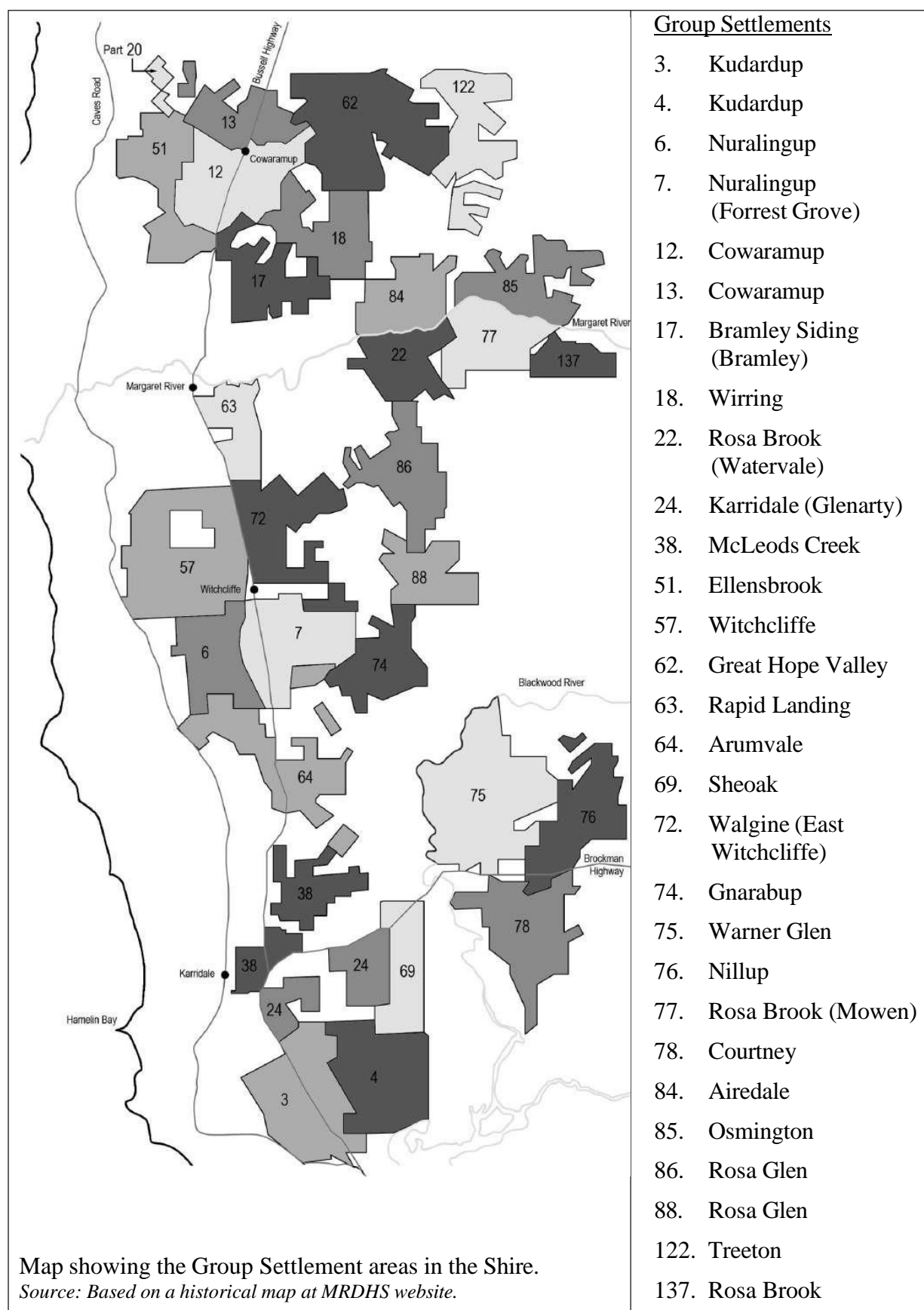
- Group Settlement Scheme
- Establishment and Consolidation of Town and Village Centres
- Development of the Dairy Industry and Evolution of the Earlier Pastoral Stations
- Improved Transport Corridors
- The Impact of World War Two
- War Service Land Settlement Scheme and Post War Migration

The Group Settlement Scheme (1921-1929) was an initiative of Sir James Mitchell and aimed to open up the sparsely populated south west of the State for dairying in order to reduce dependence on imports from interstate. The Scheme initially targeted soldiers but then attention turned to recruiting British migrants. The Scheme failed for many reasons, but a fledgling dairy industry had begun in Margaret River and surrounding districts which was to flourish in years to come. The Scheme was also supported by new government infrastructure and services, including an extension of the railway line from Busselton, and services, such as government schools and the Margaret River Hospital.

The War Service Land Settlement Scheme was established by the government following World War Two to support and accommodate returning soldiers. Many abandoned group settlement scheme properties in the Margaret River district became part of the dairy section of the WSLSS and while, like the Group Settlement Scheme, it was under-resourced it did managed to consolidate rural settlement and increase dairy production in the early post war years.

Group Settlement Scheme

After the First World War a number of returned soldiers took up dairy farms in the area under a government sponsored Soldier Settlement Scheme (Place # AU/MR-02). However, development was slow and it was the Group Settlement Scheme that really boosted the Augusta- Margaret River district. The Group Settlement Scheme was the brainchild of Sir James Mitchell, Premier of Western Australia, who saw that the problems of settling the south-west and making it productive could be combined with the surplus of population and surmounting problems of post-World War One Great Britain. The aim was to transform the forests into cultivated land and open up the sparsely populated south west of the State for dairying in order to reduce dependence on imports from interstate. The fact that the rainfall was good and the forests dense and luxuriant was considered a good enough indication that any sort of agriculture would prosper there. The scheme was funded by the WA State Government, with assistance from the British Government, and was underwritten by the Agricultural Bank. After the signing of the joint- venture Migration Act between the British and West Australian governments, recruiting in Britain began in earnest.



The Group Settlement Scheme was a mammoth plan that involved the shifting of vast numbers of people, the creation of a network of railways, roads, townships, schools and farms all over south-west shires. It also involved the exploitation of the dreams of countless young families and individuals who were given false hopes by misleading propaganda about a land of ‘opportunity and plenty.’⁵⁵

The settlers arrived in waves over the seven year period from 1922 to 1929, settling in the districts of Busselton, Denmark, Manjimup, Margaret River and Wellard. In the Margaret River district the areas established as Group Settlements included Airedale, Arumvale, Bramley Siding, Courtney, Cowaramup, Ellensbrook, Gnarabup, Great Hope Valley, Rapid Landing, Rosa Brook (Mowen), Rosa Glen, Sheoak, Karridale, Kudardup, McLeods Creek, Nillup, Nuralingup (renamed Forest Grove), Osmington, Treeton, Walgine, Warner Glen, Wurring, and Witchcliffe.

Most of the settlers were brought to Busselton by train. They were allowed a short stop in Busselton to purchase goods, and then transported by horse and cart, or by walking behind the laden horse and cart to whichever group was their destination. Some of the settlers on the southern groups came by boat to Flinders Bay, and then travelled by cart to their new homes.

Groups were usually made up of twenty locations, each of about 160 acres, depending on the terrain. Groups of ten to sixty families arrived at campsites set up by preceding groups of some ten to thirty men.



An original ‘humpy’ in which the Group Settlers lived until sufficient land was cleared and their house built. Location and date unknown. Source: MRDHS Item 971.



Typical Group Settlement house, somewhere near Augusta in the 1920s. Source: MRDHS Item 474.



School children and teachers Miss M. Betts and E.A. Smith outside the Bramley Group School, newly built in 1925. Source: MRDHS Item 136.

Most of the settlers had little or no farming experience and had to learn as they went – skills as varied as tree felling, fencing, agriculture, dairy farming, self-sufficiency (in terms of growing, cultivating and preparing food for themselves), making furniture and clothing, and building houses and farm sheds. Settlers were directed to partly clear and fence and provide a water supply to each of the farm blocks. Only then were the characteristic four-roomed timber houses

⁵⁵ P. Blond, “Golden Stairway” article, cited in Augusta-Margaret River Municipal Inventory of Heritage Places 1996.

erected and the families could move from the humpies of tin and timber slab with earthen floors. Some had to wait several years before moving into their own house on their allotment.

The men worked under the guidance of a foreman, who was supposedly skilled in all the above areas of work, with experience in the south-west and with leadership and teaching skills to match. However, there was a lack of expert leadership which added another fissure in the already fragile infrastructure of the Group Settlement Scheme. Faced with an overwhelming task, some settlers left almost immediately and by 1924, about a third of the migrant settlers across the Scheme had walked off their potential farms. Many others only stayed because they had no other option. For those who did stay, the teamwork and solidarity required to create liveable environments was a test of all the characters involved. The few remaining group settlers and their children still recall not only the hard times, but also have vibrant memories of the good times and the life friendships which were cemented.

The railway was extended from Busselton through to Margaret River in 1924, and subsequently on to Karridale and Flinders Bay. It reached Augusta in 1926. The railway meant that transport of supplies, machinery and produce in and out of the area became much easier and more reliable.

Sustenance payments were made to the Group Settlement families until their farms became viable, but by the late 1920s the State's finances were severely over extended and all politicians wanted to abandon it. The management of the Scheme was passed to the Agricultural Bank, who reassessed the settlers' indebtedness, which in many cases provided the last straw to the struggling farmer. The bank forced many of the settlers off their allotments as government subsidy periods ended and the bank squeezed the settlers for impossible regular interest and loan repayments. Consolidation of some of the inadequate acreages created more viable properties, but when the depression came in the 1930s the price of cream, the mainstay of the settlers' income, dropped and some farmers who had persevered this far finally broke and left.

Development of the Dairy Industry and Evolution of the Earlier Pastoral Stations

In 1929 South West Dairy Farmers Ltd bought 10 acres to build a factory in Margaret River, opening the new plant on 13 December 1930:⁵⁶

Further evidence of the success of the group settlement scheme in the South-West was seen this morning, when the Premier (Sir James Mitchell) formally opened a newly erected butter factory at Margaret River. Recognising the necessity for factory facilities for the Cowaramup, Margaret River, Witchcliffe, Karridale and Augusta groups, the South-West Co-Operative Dairy Farmers has installed a 10-ton capacity plant of the most modern type, with provision for extension as supplies increase. Hitherto cream has had to be railed to Busselton for manufacture, entailing considerable loss of time and effort. Seven years ago the butter production of this part of the district was practically nil. In the six months ended November 30, 1927, when group settlers commenced production to any degree, the quantity of butter produced at the Busselton factory was 85 tons, an average of slightly over 14 tons per month. In the same period ended for the present year, production increased to 330 tons, an average of 55 tons per month.

⁵⁶ *The Western Mail*, 18 December 1930, p. 35.

The butter factory was to place Margaret River firmly at the centre of the dairy industry in the district and as a centre for commerce from this time on (Place # MR(T)-07). It also encouraged the adaptation of parts of the earlier pastoral stations and other landholdings for commercial dairying (Place #s MR(L)-03 and MR(L)-06).

Establishment and Consolidation of Town and Village Centres

As the group settlements evolved, so did the small towns around which they centred. Margaret River grew from its tiny start as a wayside stop at the bridge, to have a main street serving a growing population, with a bakery (1920), butcher shop, the International Trading Co. Store (1925) (Place # MR(T)-04), post office (1927), police station (1927/28), (Place # MR(T)-09 and AU-04), mechanics, railway station and associated buildings (1924/25) (Place # MR(T)-10) and other small shops and houses.

This expansion was reflected in the renaming of the Augusta Road Board as the Augusta-Margaret River Road Board in 1926.

In 1923, the first district medical officer, Dr Rigby, set up rooms at the front of the old hall in Margaret River and a hospital was opened in May 1924 (Place No MR(T)-13). These premises were extended in 1929 to include a nurse's quarters and the Margaret Cecil Rest House. The latter was financed and furnished by the 'Margarets of Great Britain', when Lady Cecil and her daughter, Margaret, took up a collection for an overnight stay facility for expectant mothers, after visiting the area and witnessing the lack of transport and bad state of the roads. In 1930 a new dining room, bathroom, operating theatre accommodation and sterilising facilities were added.

Cowaramup evolved to serve several Group Settlements in the area and with the commencement of a railway freight and passenger service in 1924, Cowaramup siding became a busy centre. By the time the influx of settlers ceased in 1926, it was a thriving little community with a Post Office, several shops, school and a farrier just out of town.

In other areas the Group Settlement Schools became the centre of local social life and served as community halls for social and church gatherings on a weekly basis as well as dances, Christmas parties and other special



*Main Street, Cowaramup on a shopping day in 1928
- probably 'cream cheque' day.
Source: MRDHS Item 692.*

occasion gatherings. Recreational facilities, such as ovals or tennis courts, plus churches and community halls were also sometimes constructed nearby to create another aspect of community participation.

At the same time, community service groups such as the Country Women's Association (at Witchcliffe (Place # WI-05), Rosa Glen, Rosa Brook, Margaret River, Augusta (Place # AU-01), Karridale and Cowaramup (Place # CO-02)), the Red Cross, the RSL, the Boy Scouts, Girl Guides, the Agricultural Society, Rotary, Apex and Lions Club were an important part of the lives of women and men of the district and helped to create, reinforce and enrich the fabric of the community.

Despite the widespread failure of Group Settlement, the impetus for local development had been established and in 1936 Margaret River ‘came of age’ as a town when the Margaret River Hotel (the first brick building in the main street) (Place # MR(T)-08) and the Roads Board Hall and Offices were opened on the same day.⁵⁷

Bernard McKeown was responsible for the opening of the Hotel, which gave the town a modern building to attract visitors. In 1936 a room at the Hotel (hot and cold running water in all rooms) cost twelve shillings – or four guineas a week, which included daily a morning paper, early morning tea and toast and three very comprehensive meals.⁵⁸

In 1937 Margaret River was supplied with electricity by J M Nixon, based at the site at the top of the main street next to Mr Nixon’s residence (Place # MR(T)-19). After the war, the State Government took control of electricity supply.

The pioneering work of the group settlers did in fact lead to a developed, cultivated and prosperous south-west, though this was not recognised until many years later. Their houses, schools, halls and churches were sometimes lost to bushfire or accidental burning, moved to other locations, or left to decay, but some of these modest buildings have survived as evidence of the Group Settlement Scheme (Place # AU/MR-03).

The Impact of World War Two

With the advent of World War Two the young men of the district again joined up and some families were forced to suffer the loss of their son or husband. The shortage of labour that resulted was boosted by the advent of Italian Prisoners of War, who worked as farm labourers in and around the district in 1943. The war also created an increase in demand for tobacco. In 1940 exploratory crops were established in the Shire from Cowaramup through to Rosa Glen, Rosa Brook, Margaret River to Karridale and Warner Glen (see also Section 2.2.7).

War Service Land Settlement Scheme and Post War Migration

After World War Two, large areas of new land and some larger farms were acquired by the State government and subdivided for Soldier Settlers under the War Service Land Settlement Scheme. All service personnel who had provided six months’ service, and members of citizen forces including women were eligible to apply to the WSLSS. The scheme offered 12 months’ rent free, with an allowance, but it did manage to increase dairy production in the early post war years.

The War Service Land Settlement Board allocated abandoned Group Settlement blocks in the Karridale, Alexandra Bridge and Rosa Glen areas and organised parties of workmen were sent into these farms to upgrade the old clearings, renew fences and expand with new pastures to allow a viable area to be available to each location. Like the group settlement scheme, the WSLSS was under-resourced but it proved more successful, allowing for greater areas of cleared pasture and an improved standard of housing. Coupled with postwar migration, it significantly increased the population of many rural areas of Western Australia.⁵⁹ Also affecting the population of the district following World War Two were a number of displaced Europeans,

⁵⁷ J Kinsella, submission 1 cited in Augusta-Margaret River Municipal Inventory of Heritage Places 1996.

⁵⁸ Cresswell op cit pp 253-254.

⁵⁹ Ghosh, R. N., Economic development and population growth in Western Australia since 1945', In Stannage, C. T. (ed) *A New History of Western Australia*, UWA Press, Perth, 1981, pp. 267-293.

seconded to the Forests Department for the mandatory period of two years bonded to the government, sent to Margaret River where they hand felled about 300 acres.

Diversification into other avenues of primary production brought about by new markets, and the small townships grew with a new optimism. A new land settlement was opened up on the Scott River plains (west of the Blackwood River) in 1959.

Places that provide evidence of this theme			
AU-01	Augusta CWA Hall	Augusta	<ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
AU-04	Augusta Police Station	Augusta	<ul style="list-style-type: none"> Transport, Services and Fledgling Town Centres
AU-06	Blackwood	Augusta	<ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
AU-07	Butcher's Shop (former)	Augusta	<ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
AU-16	RSL Park	Augusta	<ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
AU-17	Sites of significant houses dating from the development of the Augusta township in the period c.1912 to 1930	Augusta	<ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
AU-18	Stanes' House	Augusta	<ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
AU/MR-02	Group Settlement Buildings and Sites	Multiple locations	<ul style="list-style-type: none"> Group Settlement Scheme
AU/MR-03	M C Davies Railway System (former)	Multiple locations	<ul style="list-style-type: none"> Improved Transport Corridors
CO-01	Cowaramup Community Park	Cowaramup	<ul style="list-style-type: none"> Group Settlement Scheme
CO-02	Cowaramup CWA Hall (former)	Cowaramup	<ul style="list-style-type: none"> Group Settlement Scheme
CO-03	Cowaramup Hall,	Cowaramup	<ul style="list-style-type: none"> Group Settlement Scheme
CO-04	Cowaramup Well	Cowaramup	<ul style="list-style-type: none"> Group Settlement Scheme
CO-05	St Marys Anglican Church	Cowaramup	<ul style="list-style-type: none"> Group Settlement Scheme
HB-03	Karridale Cemetery	Hamelin Bay	<ul style="list-style-type: none"> Group Settlement Scheme
KU-01	Kudardup Store	Kudardup	<ul style="list-style-type: none"> Group Settlement Scheme
MR(L)-03	Garthowen	Margaret River	<ul style="list-style-type: none"> Development of the Dairy Industry and Evolution of the Earlier Pastoral Stations
MR(L)-05	Margaret River Cemetery	Margaret River	<ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
MR(L)-06	Ravenswood	Margaret River	<ul style="list-style-type: none"> Development of the Dairy Industry

MR(T)-01	Bridgefield	Margaret River	<ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
MR(T)-03	Church of England Convent (former)	Margaret River	<ul style="list-style-type: none"> Group Settlement Scheme Establishment and Consolidation of Town and Village Centres
MR(T)-04	International Trading Company Store (former)	Margaret River	<ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
MR(T)-07	Margaret River Butter Factory (former)	Margaret River	<ul style="list-style-type: none"> Group Settlement Scheme
MR(T)-08	Margaret River Hotel	Margaret River	<ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
MR(T)-09	Margaret River Police Residence (former)	Margaret River	<ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
MR(T)-10	Margaret River Railway Station Group (former)	Margaret River	<ul style="list-style-type: none"> Improved Transport Corridors Establishment and Consolidation of Town and Village Centres
MR(T)-12	Memorial Park	Margaret River	<ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
MR(T)-13	Old Hospital Complex, Margaret River	Margaret River	<ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
MR(T)-14	Old Settlement	Margaret River	<ul style="list-style-type: none"> Group Settlement Scheme
MR(T)-15	School Teacher's Residence (former)	Margaret River	<ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
MR(T)-16	St. Margaret's Anglican Church and former Rectory	Margaret River	<ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
MR(T)-18	The Tin House	Margaret River	<ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
MR(T)-19	The Tuck Shop	Margaret River	<ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
OS-01	Osmington Mill (former)	Osmington	<ul style="list-style-type: none"> Group Settlement Scheme
OS-02	St. John's Anglican Church	Osmington	<ul style="list-style-type: none"> Group Settlement Scheme
RO-01	Darnell's Store, Rosa Brook	Rosa Brook	<ul style="list-style-type: none"> Group Settlement Scheme
RO-02	Rosa Brook Hall	Rosa Brook	<ul style="list-style-type: none"> Group Settlement Scheme
WI-01	Darnell's General Store, Witchcliffe	Witchcliffe	<ul style="list-style-type: none"> Group Settlement Scheme
WI-02	East Witchcliffe Mill Settlement	Witchcliffe	<ul style="list-style-type: none"> Group Settlement Scheme
WI-04	Samworth's Shop (former)	Witchcliffe	<ul style="list-style-type: none"> Group Settlement Scheme
WI-05	Witchcliffe CWA	Witchcliffe	<ul style="list-style-type: none"> Group Settlement Scheme

2.3.7 Post-War Services and Diversification (c.1945 - Present)

Sub-Themes

- The Closure of the Railway and Improvements to Other Transport Routes
- New Community Services and Facilities (c.1945-1970)
- Agriculture and Dairying – Modernisation and Diversification
- Population Growth and Associated Development (c.1970-present)
- Mining Proposals and Activity
- Floods and Fire

The early post-war years were a period of consolidation and diversification, with gentle growth and the improvement of local services.

By far the biggest change in the Shire since the 1970s has been the transformation of the area from an agricultural and dairy centre area to one of the best wine growing regions in the world. The wine industry has provided the impetus for a new wave of settlers, commercial operators and tourists coming to the shire – resulting in a period of major growth. Each year some 500 000 visitors embrace the diversity of this surfing, wine growing mecca which, 30 years ago, comprised little more than struggling dairy farms.

The Closure of the Railway and Improvements to Other Transport Routes

The WA Government Railway between Busselton and Flinders Bay was closed in 1957. The station offices and freight depot were retained for use and WAGR operated road transport to replace the train service. Passenger buses took over the traffic between Flinders Bay and Bunbury/Perth with pickup points along the Bussell Highway. The old railway route has become the ‘Rails to Trails’ walking track, part of a worldwide initiative that encourages towns and shires to turn old disused railway lines into cycle and walk trails.⁶⁰

The prosperity of the post war years brought about much government spending on public works and one of the benefits accruing to the shire was the sealing of roads. The main road from Vasse to Margaret River was sealed in 1950, and the Bussell Highway south of Vasse was completely sealed from 1947 to 1954. A quarry was established by White Rocks Quarriers in 1948 on Location 2595 where a crushing and screening plant was put in especially for this job. A large granite outcrop was exploited and fines (small metal fragments too small for road surfacing) were available for private sale to farmers and builders until it closed in 1957.

As road access was progressively upgraded a number of bridges across the Blackwood and Margaret Rivers were replaced or built in the 1950s, including new bridges over:

- The Blackwood at Warner Glen (Location 2407) (opened 1954, upgraded 1995). This was part of a completely new road over the Upper Chapman to the network of the old Group Settlement at Group 74.

⁶⁰ Margetts, Lloyd, ‘Rails to Trails Corridor project, Busselton to Flinders Bay,’ National Trust of WA, August 2011.

- The Margaret River at the townsite (replaced 1954). The first bridge had been constructed here in 1894 and was first replaced in 1924.
- The lower Margaret River where Caves Road crossed at Location 210 and 271 (replaced 1963).
- The Blackwood at Alexandra Bridge (1969). This replaced the original bridge, built by Wishart and Davies in 1898, which had been declared unsafe for vehicular traffic. The new bridge was built some hundreds of metres downstream on a more direct alignment for Brockman Highway. The old structure remained in place as a tourist attraction and pedestrian crossing until record breaking floods of 1982 demolished the old timbers. Abutments and some piles are still to be seen from the picnic areas close to the old site.

As early as 1946, a landing ground for the light aircraft was proposed for the Shire but it was not until 1969 that a strip was built at Augusta on the defunct railway reserve. Some years were to elapse before Margaret River received its own landing strip (1981), which is now used by the Royal Flying Doctor and private charter flights. A fundraising campaign by hospital staff succeeded in getting the airstrip sealed in 1994, with the assistance of funds from the Shires Infrastructure Department.

New Community Services and Facilities (c.1945-1970)

In the post-war years, services were progressively introduced or upgraded throughout the region, as illustrated by the following:

- The SEC took over the supply of electricity in 1948 and later established a new sub-station on the eastern outskirts of Margaret River. The electricity supply was extended to Forest Grove in 1964 and to Augusta in 1966, and then gradually extended to cover the whole of the settled areas.

After the SEC took over the supply of electricity in 1948, Mr Nixon's residence in the main street of Margaret River was sold in the late 1950s and became the Tuck Shop (Place # MR(T)-19), a popular meeting place for local school children.

- In 1951, with the construction of a low weir below the old Western Australian Government Railways pumping site on the river, upstream from the town, the Margaret River residents were provided with reticulated water.
- A Volunteer Fire Brigade, under the auspices of the WA Fire Brigades Board, was formed in 1951 with a tender supplied for the following year. This was a separate identity to the volunteer Bush Fire Brigades that were already in operation throughout the area.

This was based temporarily in Mr Archie Burton's garage until a brick station to house the fire tender equipment was built on the north-west corner of Willmott Avenue and Le Soeuf Street, Margaret River in 1956.

- New buildings servicing the community included the Post Office (1956), Public Library (1959) and Police Station and Courthouse (1965) for Margaret River and the Augusta Hospital (1965) (Place # AU-02).
- Cowaramup, Margaret River, Karridale and Augusta schools were given a bus system in about 1948 and most of the small Group Settlement schools were closed with their pupils being transported daily to the four larger centres.

Margaret River was elevated to a three-year high school standard in 1954 (Place # MR(T)-11), and a new complex was built on the land across the road from the old site, which continued to be used for primary classes until, in turn, it was replaced by new buildings erected on the old playing fields fronting Forest Street. An agricultural wing was added to the high school and an area of land was resumed southward upon which the school farm was developed.

Agriculture and Dairying – Modernisation and Diversification

The 1950s were a period of high produce prices, similar to the agricultural boom of the early to mid-1920s that followed World War One.⁶¹

Expansion in all areas of agriculture encouraged the Agricultural Department to station an officer in the town to advise new settlers and administer regulations in all agricultural industries. One of the early appointees was Mr Vic Monti, an ex-serviceman who began his duties in a small room off the Old Bakery. His successors were catered for when the Rural and Industries Bank built premises (1947) in the main street. Vic Monti was responsible for the first report of the potential of the vineyards for the south-west.

The rationalisation and modernisation of practices during this period resulted in changes to local farming, including impacts on the collection and processing of dairy products. In 1951 the local branch of Sunny West Dairies closed their butter making activities and changed over to cheese manufacture. With the granting of dairy milk quotas for liquid milk to the southern portion of the district in 1971, further changes were made to the system and the old butter factory became for a time the receiving depot where the whole milk brought in from the farms by small unrefrigerated tankers was transferred to large bulk tankers, to be delivered to factories elsewhere. These facilities processed the chilled milk into butter, cheese, powdered milk or special milk products or liquid milk. New premises were later erected further south along Station Road from the old factory site (1980s), which is now a busy market for fresh fruit and vegetables (Place # MR(T)-07).

Alternative rural land uses were also considered, including a new scheme to introduce the growing of tobacco in 1951, as an adjunct or alternative to dairying, which was sponsored as part of the War Service Land Settlement scheme. The trial growing of tobacco in this district had been inaugurated earlier as a private venture, by the Michelides family, who controlled the West Australia production. However, by the late 1950s it had become unviable to grow tobacco and farmers diversified to vegetable and fruit growing or dairy farming.

The Augusta-Margaret River was reported as being eminently suited to commercial viticulture in 1965. The first significant planting of vines occurred in 1967.⁶² In 1969 the experimental planting and successful growth of wine grapes varieties at a site on the Willyabrup River near Cowaramup, now Vasse Felix Vineyard (Place # CO-06) triggered a new industry; spreading out into adjoining land in the Busselton Shire downstream from the pioneer vineyard. By 1971 further large acreage had been developed west and south of the Margaret River town and world-class wines from these estates have made their name known including Cape Mentelle, Sandalford

⁶¹ Ghosh, R. N., 'Economic development and population growth in Western Australia since 1945', In Stannage, C. T. (ed) *A New History of Western Australia*, UWA Press, Perth, 1981, pp. 267-293.

⁶² Margaret River Wine Industry Association at <http://www.margaretriverwine.org.au/aboutregion.php>

and Leeuwin Estate. In later years there has been a movement from family-owned to corporate-owned vineyards. Margaret River is now the largest wine producing region in Western Australia. There are nearly 5,000 hectares under vine and well over 200 wine producers in the region. Although the region contributes only 3 per cent of the country's wine grapes, it commands over 20 per cent of today's premium wine market.⁶³

This era has also seen the deregulation of the dairy industry (2000), and the introduction of agro-forestry, intensifying the use of plantations for grazing. There has also been an increase in eucalypt plantation in both the commercial and private sector, with many farms being planted out with Tasmanian Blue Gums.

Population Growth and Associated Development (c.1970-present)

The last forty years has seen immense growth in the shire: the population doubled between 1981 and 1996. In 2006 the Shire was estimated to have a permanent population of 10,352 (ABS Census, 2006, Usual Place of Residence). As a consequence of this development, and the associated rising land values in the Augusta-Margaret River area, the region has experienced significant social change. This has been compounded by the change from a farming community to a place where many properties are now developed for retirement, holiday or tourist purposes. In Margaret River, the latter has also dramatically changed the face of the main street over the past two decades.

Molloy Island was purchased for sub-division and development in 1974. Following further subdivision at Prevelly in 1978, a large and controversial development at Gnarabup beach, south of Prevelly township, has further opened up the coast.

From an area that previously had a tradition of mainly modest timber houses, the style and quality of housing has changed dramatically. Rammed earth building, locally experimented with by Giles Hohnen at Cape Mentelle Winery in the late 1970s, is now seen as highly distinctive of Margaret River, while timber and brick materials are also popular. Quality jarrah finishing is a hallmark in the high quality and expensive housing market. Land prices have escalated to rival Perth city prices and have made the remaining rural sector of the shire a lucrative area for development.

To service the growing community, a light industrial area was developed in Margaret River in 1970, and an airport opened in 1981.

New civic and community buildings have also been erected, including the Margaret River Catholic Church (1984) (Place # MR(T)-17); Augusta Catholic Church (1985); Sporting and Cultural Centre (Margaret River, 1983); Centennial Hall in Augusta and the Augusta Museum (1980) (Place No AU- 04); a new Margaret River Hospital (1989) and large supermarkets, countless boutique and gift shops, cafes and restaurants. In November 2011 the Shire moved to new premises in Wallcliffe Road, and the 1968 Shire buildings are to be demolished for retail development.

State schools in Margaret River, Cowaramup, Karridale and Augusta are flourishing and there has been an upspring of several small independent schools – Nyindamurra Family School, the Margaret River Montessori School and the Catholic Primary School. After many years of senior

⁶³ Margaret River Wine Industry Association at <http://www.margaretriverwine.org.au/>

students travelling to Busselton to complete their last two years of study, the high school was upgraded to full five-year status in 1995.

Community groups are always on the increase in the shire with a large volunteer involvement in all manner of community enterprise and caring organisations. The refurbishment of the old hospital building into a Community Resource Centre in Margaret River in 1991 has seen the centralising of many services into one location (Place # MR(T)-13).

Mining Proposals and Activity

An event that was seen as providing significant promise for the future prosperity of the shire was the interest shown by the Japanese Steel Industry in deposits of iron ore in the Scott River basin during 1957. Permission was granted by the Federal Government to export five hundred tonnes for testing, and in 1961 plans were discussed for harbour facilities at Flinders Bay and new housing projects in Augusta. The shipments were made, but the simultaneous discovery of tremendously large deposits of high grade haematite ore in the Pilbara region caused the Japanese to switch their enquiries to this promising field.

Speculation about the presence of fossil fuel not far from the iron ore deposits were shown by overseas and local companies throughout the years.

In 1990 BHP opened a mineral sands mine at Beenup, 17km north east of Augusta. The Government contributed nearly \$44 million to develop various road networks in the region to service Beenup and other mine sites, including the construction of Sues Road. Beenup Mine closed in 1999.⁶⁴

In 2010 mining again became a topic for Margaret River with a proposed coal mine at Osmington. Vehement protests from locals and businesses and an organised action group put a submission to the Environmental Protection Agency against the coal mine going ahead. The EPA announced in March 2011 that the mine would not go ahead and by late 2011 a petition of over 7700 signatures had been collected by a lobby group pushing for the State Government to legislate against any mining in Margaret River.⁶⁵ In February 2011 the State Government finally rejected the proposed coal mine.⁶⁶

Floods and Fire

Natural disasters have from time-to-time challenged the community and resulted in major losses. Examples include:

- The 1961 fires which raged for 41 days in the south west, when 40,450 ha of farms, bush land and forests between Margaret River and Augusta were destroyed by bush fires.

Augusta was saved from these because a serious fire a few months earlier had created a low fuel zone north of the town. The Augusta residents cared for the school children who had been evacuated from Karridale and Kudardup.

⁶⁴ Ministerial Statement at <http://www.mediastatements.wa.gov.au/Lists/Statements/DispForm.aspx?ID=109515>, 26/02/1999.

⁶⁵ No Coal!tion in Margaret River at <http://www.nocoalitionmargaretriver.com/>; Margaret River SOS at <http://www.margaretriversos.com/petition/>.

⁶⁶ WA Liberal Party State News: <http://www.wa.liberal.org.au/item/8990>.

Karridale and surrounding districts, including the Boranup Mill, were virtually wiped out in the fire.

- The record making floods of 1982 in which the Blackwood River flooded the Warner Glen Bridge and swept away the old Alexandra Bridge (1898) (Place #AB-01).
- The devastating bushfire of November 2011 which raged through Prevelly and surrounding areas destroying over 3,000ha of coastal bushland and more than thirty houses, including ‘Wallcliffe,’ the house built by Alfred and Ellen Bussell in 1865 (Place # PR-02).

Places that provide evidence of this theme			
AU-02	Augusta Hospital	Augusta	<ul style="list-style-type: none"> • New Community Services and Facilities (c.1945-1970)
AU-04	Augusta Police Station	Augusta	<ul style="list-style-type: none"> • New Community Services and Facilities (c.1945-1970)
AU-12	Flinders Bay Settlement	Augusta	<ul style="list-style-type: none"> • Population Growth and Associated Development (c.1970-present)
AU-13	Lumen Christi Catholic Church	Augusta	<ul style="list-style-type: none"> • Population Growth and Associated Development (c.1970-present)
AU/MR-03	M C Davies Railway System (former)	Multiple locations	<ul style="list-style-type: none"> • The Closure of the Railway and Improvements to Other Transport Routes
CO-06	Vasse Felix	Cowaramup	<ul style="list-style-type: none"> • Agriculture and Dairying – Modernisation and Diversification
DA-01	Sue’s Bridge, Blackwood River	Darradup	<ul style="list-style-type: none"> • The Closure of the Railway and Improvements to Other Transport Routes
MR(T)-11	Margaret River Senior High School	Margaret River	<ul style="list-style-type: none"> • New Community Services and Facilities (c.1945-1970)
MR(T)-17	St. Thomas More Church and Hall	Margaret River	<ul style="list-style-type: none"> • New Community Services and Facilities (c.1945-1970)
PR-01	St John the Theologian Greek Orthodox Chapel	Prevelly	<ul style="list-style-type: none"> • Population Growth and Associated Development (c.1970-present)

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- *Cape Leeuwin Lighthouse and Quarters (00104)*
- *Cape Leeuwin Waterwheel (00106)*
- *Darnell's General Store (04946)*
- *Davies Park and Foundry Chimney (00124)*
- *Ellensbrook Farmhouse, Dam and Waterfall (00115)*
- *Glenbourne Homestead (00116)*

- *Margaret River Hotel (00108)*
- *Old Hospital Complex, Margaret River (03314)*
- *Wallcliffe House and Landscape (0114)*

Local Sources

Augusta Historical Society

- President Don Hosken
- Secretary, Peta Davis

Augusta Historical Museum

- Blackwood Ave, Augusta, Curator: Graham Davis
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Margaret River and Districts Historical Society

- President Lynn Jones
- Secretary, Jan Matthews

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3 CLASSIFICATION OF SIGNIFICANCE

LEVEL OF SIGNIFICANCE	CLASSIFICATION	DESCRIPTION
Exceptional	Category 1	Essential to the heritage of the locality. Rare or outstanding example.
Considerable	Category 2	Very important to the heritage of the locality.
Some / moderate	Category 3	Contributes to the heritage of the locality.
Little	Category 4	Has elements or values worth noting for community interest but otherwise makes little contribution.

Classification of significance from Local Heritage Surveys – Department of Planning, Lands and Heritage

Local government decisions that could be informed by the LHS might include activities to interpret or promote heritage places, or provide material for information or education. Examples are assembling a local history or archive; informing a thematic study of the area; providing educational material for school programs; or developing a heritage trail.

A key function, however, will be to inform the preparation of a heritage list and heritage areas under the local planning scheme.

The LHS itself is identified as having no direct statutory role in respect of the Planning and Development Act 2005, and in particular should not be used as the basis of decision-making for development or subdivision proposals. This function is served by a heritage list or heritage area.

Extract from Local Heritage Surveys – Department of Planning, Lands and Heritage

4 SCHEDULE OF PLACES

4.1 List of Places Included in the 2012 - 2021 Heritage Survey- Sorted by Locality and Name

A full alphabetical list of places (including both the adopted and common alternative names) is included as Appendix D.

4.1.1 Augusta-Margaret River Region

AU/MR-01	Caves of the Augusta-Margaret River Region	Various locations along the spine of the Leeuwin Naturaliste Ridge, to either side of Caves Road	p. 71
AU/MR-02	Group Settlement Buildings and Sites	<p>Group settlements were established in the following localities:</p> <ul style="list-style-type: none"> • Kudardup (Group 3) • Kudardup (Group 4) • Nuralingup (Groups 6 & 7) (later renamed Forest Grove) • Cowaramup (Groups 12) • Cowaramup (Group 13) (also known as 'Devil's Own') • Bramley Siding (Group 17) (also known as Bramley) • Wirring (Group 18) (also known as Cowaramup East) • Rosa Brook (Groups 22, 77 & 137) • Karridale (Group 24) (also known as Glenarty) • McLeods Creek (Group 38) • Ellensbrook (Group 51) • Witchcliffe (West) (Group 57) • Great Hope Valley (Group 62) • Rapid Landing (Group 63) • Arumvale (Group 64) (also known as Jarrahdene) • Sheoak (Group 69) • Walgine (Group 72) (East Witchcliffe) • Gnarabup (Group 74) • Warner Glen (Group 75) • Nillup (Group 76) • Courtney (Group 78) • Airedale (Group 84) • Osmington (Group 85) • Rosa Glen (Groups 86 & 88) • Treeton (Group 122) 	p. 75
AU/MR-03	M C Davies Railway System (former)	Multiple Sites	p. 81
AU/MR-04	Caves Road	Multiple Sites	p. 86

4.1.2 Alexandra Bridge

AB-01	Alexandra Bridge (Ruin)	Lot 4175 (Reserve 25502)	Clarke Drive (Blackwood River), Alexandra Bridge	p.100
AB-02	The Adelphi (Site and Memorial)	Lot 3871 (Reserve 23480)	Clarke Drive Alexandra Bridge	p. 103

4.1.3 Augusta

AU-01	Augusta CWA Hall	41-43 (Lot 265)	Allnutt Terrace, Augusta	p. 108
AU-02	Augusta Hospital	Lot 447	Donovan Street, Augusta	p. 111
AU-03	Augusta Hotel	49 (Lot 59)	Blackwood Avenue, Augusta	p. 114
AU-04	Augusta Police Station	3 (Lot 411)	Hillview Road, Augusta	p. 119
AU-05	Augusta School (site)	Reserve 9658	856 Blackwood, Avenue, Augusta (south-west of intersection with Hardy Street)	p. 122
AU-06	Blackwood	9 (Lot 219)	Bussell Highway, Augusta	p. 125
AU-07	Butcher's Shop (former)	13 (Lot 220)	Bussell Highway, Augusta	p. 128
AU-08	Callalup Farm	222 (Lot 572)	Hillview Road, Augusta	p. 131
AU-09	Dachet (site of the Bussell House and plaque)	7 (Lot 12)	Toy Place, Augusta	p. 135
AU-10	Ellis House	Lot 139	Tattersall Street, East Augusta	p. 138
AU-11	Flinders Bay Jetty (archaeological remains and plaque)	Reserve 24653, Barrack Point	Davies Road, Augusta	p. 141
AU-12	Flinders Bay Settlement	Multiple sites including reserves and private property	Davies Rd, Dawson Way, Wishart Rd, Peppermint Drive and Storm Bay Rd, Augusta (extending between Leeuwin Rd and the coastline)	p. 145
AU-13	Flinders Bay Jetty	406	Davies Road, Augusta	p. 149
AU-14	Lumen Christi Catholic Church	19 (Lot 1)	Green Street (cnr Blackwood Ave), Augusta	p. 153
AU-15	Molloys' House (site and plaque)	104 (Lot 4) Georgiana Park	Albany Terrace, Augusta	p. 156
AU-16	Old Cemetery and Pioneer Memorial	Lot 262, Reserve 19230	Toy Place (cnr Osnaburg St), Augusta	p. 159

AU-17	RSL Park	Lot 258, Reserve 20232	Osnaburg Street, Augusta	p. 163
AU-18	Sites of significant houses dating from the development of the Augusta township in the period c.1912 to 1930	Mrs Eatt's Cottage (site) - 110 (Lot 42)	Blackwood Avenue, Augusta	p. 167
		Warmstone - 26 (Lot 10)	Blackwood Avenue, Augusta	
		Ivanhoe (site)	Manning Street, Augusta	
		Pericles (site)	Manning Street, Augusta	
AU-19	Stanes' House	171 (Lot 54)	Blackwood Avenue, Augusta	p. 170
AU-20	The Landing Place (site and cairn)	-	Albany Terrace, Augusta (opposite Loch Street)	p. 173
AU-21	The Oven	Lot 414	Turner Street, Augusta	p. 176
AU-22	The Whaling (site and cairn)	Lot 850, Reserve 30481	Davies Road, Augusta	p. 178
AU-23	Tom Turner's Cottage and Turner's Spring (site)	Reserve 8428	Skippy Road, Augusta	p. 181
AU-24	Turner's Cellar	Lot 854, Reserve 39910	Albany Terrace, Augusta	p. 184
AU-25	Turner's Fig Tree	71 (Lot 35) (Turner Caravan Park)	Blackwood Avenue, Augusta	p. 187
AU-26	Whale Rescue, 1986 (site and plaque)	Lot 850, Reserve 24653	Davies Road, Augusta	p. 190

4.1.4 Boranup

BO-01	Boranup Mill (Site and Archaeological Remains)	Reserve 8437 (Lot 1977)	Anchor Road, Boranup	p. 194
BO-02	Jarrahdene Timber Mill (Site and Archaeological Remains)	Reserve 420765 (Lot 1383)	Jarrahdene Road, Boranup	p. 198

4.1.5 Burnside

BU-01	Burnside (ruins and Moreton Bay Fig Tree)	Location 94, 121 and 482	Caves Road (corner Burnside Rd), Burnside	p. 202
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4.1.6 Cape Leeuwin

CL-01	Cape Leeuwin Lighthouse and Quarters	Reserve 44660, Lot 5049	Leeuwin Road, Leeuwin	p. 207
CL-02	Cape Leeuwin Waterwheel	Reserve 8428, Lot 304 (Quarry Bay)	Leeuwin Road, Leeuwin	p. 212
CL-03	HMAS <i>Nizam</i> Memorial	Reserve 44660, Lot 5049 (Located within the Cape Leeuwin Lighthouse complex)	Leeuwin Road, Leeuwin	p. 217
CL-04	Mathew Flinders Cairn	Reserve 25141, Lot 4125 (Point Matthew)	Leeuwin Road, Leeuwin	p. 220

4.1.7 Cowaramup

CO-01	Cowaramup Community Park	45 (Lot 3151)	Bussell Highway, Cowaramup	p. 223
CO-02	Cowaramup CWA Hall (former)	61 (Lot 3212)	Bussell Highway, Cowaramup	p. 226
CO-03	Cowaramup Hall,	61 (Lot 3755)	Bussell Highway, Cowaramup (Access from Hall Road)	p. 229
CO-04	Cowaramup Well	82 (Lot 1721) Pioneer Park	Bussell Highway, Cowaramup	p. 232
CO-05	St Marys Anglican Church	82 (Lot 1721) Pioneer Park	Bussell Highway, Cowaramup	p. 235
CO-06	Vasse Felix	Original Vines on Lot 101	Tom Cullity Drive, Cowaramup	p. 238

4.1.8 Darradup

DA-01	Sue's Bridge, Blackwood River	Reserve 47670, Lot 5561	Sues Road, Darradup (Blackwood River crossing)	p. 243
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4.1.9 Deepdene

DE-01	Deepdene	10048	Caves Road, Deepdene	p. 246
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4.1.10 Gracetown

GR-01	Ellensbrook	Reserve 22673	Ellens Brook Road, Gracetown	p. 252
GR-02	Glenbourne Homestead	134 (Lot 354)	Old Ellen Brook Road, Gracetown	p. 256
GR-03	Gracetown Memorial	Reserve 27618 (Huzza's Beach)	Salter Street, Gracetown	p. 261

4.1.11 Hamelin Bay

HB-01	Hamelin Bay Gravesite	Reserve 8428, Lot 304	Hamelin Bay Road, Hamelin Bay	p. 265
HB-02	Hamelin Bay Jetty and Settlement (former)	Reserve 8428, Lot 304	Hamelin Bay Road, Hamelin Bay (western end)	p. 268
HB-03	Karridale Cemetery	(approx. 200m south of Hamelin Bay Road)	Caves Road, Hamelin Bay	p. 272
HB-04	Lime Kiln (former)	Reserve 8428, Lot 304	Hamelin Bay Road, Hamelin Bay	p. 275
HB-05	<i>Lovespring</i> Anchor (memorial) and wreck sites in Hamelin Bay	Reserve 8428, Lot 304	Hamelin Bay Road, Hamelin Bay (western end)	p. 279
HB-06	Wagganninup	9569	Caves Road, Hamelin Bay	p. 282

4.1.12 Karridale

KA-01	Davies Park and Foundry Chimney	Reserve 22875, Lot 3702,	Caves Road, Karridale	p. 287
KA-02	Old Karridale Cemetery	9310 (Lot 411),	Caves Road, Karridale	p. 291
KA-03	Site of MC Davies' Karridale House	Lot 42	Caves Road, Karridale	p. 294

4.1.13 Kudardup

KU-01	Kudardup Store	18867 (Lot 5564)	Kudardup Road, Kudardup	p. 298
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4.1.14 Margaret River (Locality) (Outside of town boundaries)

MR(L)-01	Basildene Farmhouse	187 (Lot 100)	Wallcliffe Road, Margaret River	p. 302
MR(L)-02	Bridge House (site & garden)	5923 (Lot 110)	Caves Road, Margaret River	p. 306
MR(L)-03	Garthowen	6256 (Lot 191)	Caves Road, Margaret River	p. 310
MR(L)-04	Glen Ellie	3 (Lot 1)	Glenellie Road, Margaret River	p. 314
MR(L)-05	Isaacs Fence (ruin)		Carters Road	p.317
MR(L)-06	Le Souef Boatshed	4981	R43268 (west of Lot 1 (90) and Lot 401 (89) Wooditch Road, Margaret River)	p.323
MR(L)-07	Margaret River Cemetery	Reserve 12298, Lot 5122	Wallcliffe Road, Margaret River	p. 327
MR(L)-08	Ravenswood	535	Wallcliffe Road Margaret River,	p. 329
MR(L)-09	Trinder's School (Site and Pine Tree)	221	Roxburgh Road, Margaret River	p. 332
MR(L)-10	Wadandi Track Pedestrian Bridge		West Carters Road, Margaret River	p.335

4.1.15 Margaret River (Town) (Within town boundaries)

MR(T)-01	Bridgefield	73 (Lot 5)	Bussell Highway, Margaret River	p. 344
MR(T)-02	Bridgefield (Site and Monuments)	51 (Lot 56)	Bussell Highway, Margaret River	p. 347
MR(T)-03	Church of England Convent (former)	5-7 (Lot 16)	Valley Road, Margaret River	p. 351
MR(T)-04	International Trading Company Store (former)	83 (Lot 202)	Bussell Highway, Margaret River	p. 355
MR(T)-05	Kate – Steam Locomotive	51 (Lot 56) Rotary Park	Bussell Highway, Margaret River	p. 358
MR(T)-06	M.C. Davies' Karridale House (former)	16 (Lot 16)	Farrelly Street, Margaret River	p. 361
MR(T)-07	Margaret River Butter Factory (former)	31 (Lot 2)	Station Road, Margaret River	p.365
MR(T)-08	Margaret River Hotel	125 (Lot 1)	Bussell Highway, Margaret River	p. 369

MR(T)-09	Margaret River Organic Garden	569 Bussell	Bussell Highway, Margaret River	p.374
MR(T)-10	Margaret River Police Residence (former)	26 (Lot 178),	Tunbridge Street, Margaret River	p. 381
MR(T)-11	Margaret River Railway Station Group (former)	9 (Lot 136) and 41 (Lot 135)	Bounded by Railway Terrace, Boodjidup Road, Clarke Road and Betts Street, Margaret River	p. 384
MR(T)-12	Margaret River Senior High School	158 (Lot 299)	Bussell Highway, Margaret River	p. 390
MR(T)-13	Memorial Park	48-52 (Lot 48)	Townview Terrace, Margaret River	p. 393
MR(T)-14	Memorial Park Oak Tree	50 (Lot 49)	Town View Terrace, Margaret River	p.397
MR(T)-15	Old Hospital Complex, Margaret River	27 (Lot 295)	Tunbridge Street, Margaret River	p. 399
MR(T)-16	Old Settlement	69 (Lot 132)	Bussell Highway, Margaret River	p. 404
MR(T)-17	School Teacher's Residence (former)	33 (Lot 65)	Mann Street, Margaret River	p. 409
MR(T)-18	St. Margaret's Anglican Church and former Rectory	11 (Lot 8)	Station Road, Margaret River	p. 412
MR(T)-19	St. Thomas More Church and Hall	20 (Lot 101)	Wallcliffe Road, Margaret River	p. 416
MR(T)-20	The Tin House	93 (Lot 4)	Bussell Highway, Margaret River	p. 419
MR(T)-21	The Tuck Shop	147 (Lot 29)	Bussell Highway, Margaret River	p. 422

4.1.16 Molloy Island

MY-01	Molloy's Hut (site and cairn)	Reserve 35788, Lot 4683	Sabina Drive, Molloy Island	p. 426
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4.1.17 Osmington

OS-01	Olive Hill Farm	232 (Lot 2275)	Bramley Rive Road	p.431
OS-02	Osmington Mill (former)	1472 (Lot 6)	Osmington Road, Osmington	p. 441
OS-03	St. John's Anglican Church	1590 (Lot 3069)	Osmington Road, Osmington	p. 444

4.1.18 Prevelly

PR-01	St John the Theologian Greek Orthodox Chapel	3 (Lot 126)	Mitchell Drive, Prevelly (corner Chapel Place)	p. 449
PR-02	Wallcliffe House (ruin)	752 (Lot 101)	Wallcliffe Road, Prevelly	p. 452

4.1.19 Redgate

RE-01	<i>Georgette</i> Memorial and Wreck Site	Carpark at western end (Reserve 8428 Lot 304)	Redgate Road, Redgate	p. 458
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4.1.20 Rosa Brook

RO-01	Darnell's Store, Rosa Brook	1230 (Lot 2)	Rosa Brook Road, Rosa Brook	p. 463
RO-02	Rosa Brook Hall	Lot 5	Rosa Brook Road, Rosa Brook	p. 466

4.1.21 Rosa Glen

RG – O1	School Site, Fmr Teachers Quarters & Pioneer Settlement	Lot 4085	Rosa Glen Road, Rosa Glen	p.471
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4.1.22 Witchcliffe

WI-01	Darnell's General Store, Witchcliffe	3 (Lot 6)	Redgate Road, Witchcliffe	p. 481
WI-02	East Witchcliffe Mill Settlement	193/194 and 209	Rowe Road, Witchcliffe The main area of the extant mill settlement is bound by Chapman Brook to the east, Pilgrim Road to the north, Mill Road to the south and the western boundary of the allotment that straddles Rowe Road immediately north of Mill Road	p. 486
WI-03	Millend	Location 3084	Rowe Road, Witchcliffe	p. 492
WI-04	Samworth's Shop (former)	Lot 700	Bussell Highway, Witchcliffe	p. 495
WI-05	Witchcliffe CWA	Reserve 7731, Lot 30	Redgate Road, Witchcliffe	p. 498

4.2 List of Places assessed as not meeting the Criteria for Individual Entry in the 2012 & 2021 Survey - Sorted by Locality and Name

Augusta	Augusta Fire Station	Reserve 33862	Allnutt Terrace	Included in 1996 Inventory While this place is valued as a community facility, it does not meet the current criteria for inclusion in the Local Government Heritage Inventory	For further information about this place see p. 571
Augusta	Augusta Museum	101	Blackwood Avenue	Included in 1996 Inventory While this place is valued as a community facility, it does not meet the current criteria for inclusion in the Local Government Heritage Inventory	p. 559
Augusta	Eatt's Cottage (site and plaque)	110 (Lot 42)	Blackwood Avenue	Included in 1996 Inventory Now included as part of a group place record: AU-17, <i>Sites of significant houses dating from the development of the Augusta township in the period c.1912 to 1930</i>	p. 169
Augusta	Flinders Bay Railway Station (site and plaque)	Reserve	Davies Road	Included in 1996 Inventory Now included as part of a group place record: AU/MR-03, <i>M C Davies Railway System (former)</i>	p. 85
Augusta	Ivanhoe (site)		Manning Street	Nominated Place Included as part of a group place record: AU-17, <i>Sites of significant houses dating from the development of the Augusta township in the period c.1912 to 1930</i>	p.169

Augusta	Leeuwin Lodge	Lot 494	Blackwood Avenue	Included in 1996 Inventory While this place is valued as a community facility, it does not meet the current criteria for inclusion in the Local Government Heritage Inventory	p. 575
Augusta	Pericles (site)		Manning Street	Nominated Place Included as part of a group place record: AU-17, <i>Sites of significant houses dating from the development of the Augusta township in the period c.1912 to 1930</i>	p.169
Augusta	Railway Engine Turning Area	Near airstrip, via Airstrip access road	Ellis Street	Nominated Place Included as part of a group place record: AU/MR-03, <i>M C Davies Railway System (former)</i>	p. 85
Augusta	Warmstone	26 (Lot 10)	Blackwood Avenue	Included in 1996 Inventory Now included as part of a group place record: AU-17, <i>Sites of significant houses dating from the development of the Augusta township in the period c.1912 to 1930</i>	p.169
Cowaramup *former location	Cowaramup Congregational Church (former)		Bussell Hwy *former location	Nominated Place This church has been re-located immediately north of the Shire boundaries (in Shire of Busselton). Now part of the Taunton Farm Holiday Caravan Park	-

Cowaramup *former location	Cowaramup School (former)		Bussell Hwy *former location	Included in 1996 Inventory The former school was re-located immediately north of the Shire boundaries (in Shire of Busselton) in May 2012. Now part of the Taunton Farm Holiday Caravan Park	p. 561
Kudardup	Group settlements 3 & 4 (plaque)	Reserve 18866	Fisher Road	Included in 1996 Inventory Now included as part of a group place record: <i>AU/MR-02, Group Settlement Buildings and Sites</i>	p. 79
Margaret River	Dalleep	Lot 52 (Sussex Loc. 1292)	Caves Road	Included in 1996 Inventory Based on the evidence on the 1996 place record, and further consultation with the MRDHS, this place does not meet the current criteria for inclusion in the Local Government Heritage Inventory	p. 567
Margaret River	Doyle's Blacksmith Shop (former)	Lot 25	Station Road	Included in 1996 Inventory This place has been extensively altered since 1996 and no longer meets the criteria for inclusion in the Local Government Heritage Inventory	p. 569
Margaret River	Dr Rigby's Residence	148, Lot 2	Bussell Highway	Included in 1996 Inventory Demolished c.2005	p. 565

Margaret River	Kthenochera	Pt Sussex Loc403	Caves Road	Included in 1996 Inventory Based on the evidence in the 1996 place record, and further consultation with the MRDHS, this place does not meet the current criteria for inclusion in the Local Government Heritage Inventory	p. 573
Margaret River	Margaret River Drive-In (site)	Lot 80	Bussell Highway	Included in 1996 Inventory Demolished since 1996	p. 577
Margaret River	Mouquet Farm	Sussex Location 464	Carter Road	Included in 1996 Inventory Based on the evidence on the 1996 place record, and further consultation with the MRDHS, this place does not meet the current criteria for inclusion in the Local Government Heritage Inventory	p. 579
Margaret River *former location	Ned Higgins House (former)		Bussell Highway	Included in 1996 Inventory Demolished (or relocated) since 1996	p. 581
Margaret River	River Bazaar (fmr)	103	Bussell Highway	Included in 1996 Inventory Demolished since 1996	p. 585
Warner Glen	Warner Glen School (site)		Warner Glen Road (cnr Campbell Rd)	Nominated Place Included as part of a group place record: AU/MR-02, <i>Group Settlement Buildings and Sites</i>	p. 79

5 PLACE RECORDS

5.1 Augusta-Margaret River Region

AU/MR-01	Caves of the Augusta-Margaret River Region	Various locations along the spine of the Leeuwin Naturaliste Ridge, to either side of Caves Road
AU/MR-02	Group Settlement Buildings and Sites	<p>Group settlements were established in the following localities:</p> <ul style="list-style-type: none"> • Kudardup (Group 3) • Kudardup (Group 4) • Nuralingup (Groups 6 & 7) (later renamed Forest Grove) • Cowaramup (Groups 12) • Cowaramup (Group 13) (also known as 'Devil's Own') • Bramley Siding (Group 17) (also known as Bramley) • Wurring (Group 18) (also known as Cowaramup East) • Rosa Brook (Groups 22, 77 & 137) • Karridale (Group 24) (also known as Glenarty) • McLeods Creek (Group 38) • Ellensbrook (Group 51) • Witchcliffe (West) (Group 57) • Great Hope Valley (Group 62) • Rapid Landing (Group 63) • Arumvale (Group 64) (also known as Jarrahdene) • Sheoak (Group 69) • Walgine (Group 72) (East Witchcliffe) • Gnarabup (Group 74) • Warner Glen (Group 75) • Nillup (Group 76) • Courtney (Group 78) • Airedale (Group 84) • Osmington (Group 85) • Rosa Glen (Groups 86 & 88) • Treeton (Group 122)
AU/MR-03	M C Davies Railway System (former)	Multiple Sites

PLACE No. AU/MR-01	CAVES OF THE AUGUSTA-MARGARET RIVER REGION
<i>Other Names</i>	<p>There are believed to be over 350 caves within the limestone ridge that runs from Cape Naturaliste in the north to Cape Leeuwin in the south.</p> <p>The first of these recorded by the early colonial settlers in the current Shire of Augusta-Margaret River was:</p> <ul style="list-style-type: none"> • Kudardup Cave <p>Caves described from a tour of the area in March 1900 include:</p> <ul style="list-style-type: none"> • Wallcliffe Cave • Blackboy Hollow Cave • Doodjijup • Calgadup • The Nindup Caves (including 16 separate sites) • Nannup Caves (with 2 chambers) • Crystal Cave • Deepdene Caves (including 6 sites) <p>Caves discovered since 1959 include:</p> <ul style="list-style-type: none"> • Jewel Cave • Labyrinth Cave • Strong's Cave • Christmas Star Cave • Terry Cave • Winjan's Cave • Boya Booka Cave • Beenup Cave. <p>The five caves currently open for public access are:</p> <ul style="list-style-type: none"> • Mammoth Cave • Lake Cave • Jewel Cave • Calgardup Cave • Giants Cave
<i>Location</i>	Various locations along the spine of the Leeuwin Naturaliste Ridge, to either side of Caves Road
<i>Current Photo/s</i>	N/A - Multiple sites
<i>LGA Site No</i>	N/A
<i>PIN Number</i>	N/A
<i>Place Type</i>	Large Conservation Region
<i>Use(s)</i>	<p><i>Current:</i></p> <p>General - Recreational; Specific – Other</p> <p>General - Educational; Specific – Other</p> <p>General - Scientific; Specific - Other</p>

<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>The caves of the Augusta-Margaret River region are of cultural heritage significance:</p> <ul style="list-style-type: none"> • As the focus for the beginnings of a local tourist industry in the area from the 1890s. • As a major feature of the current tourism industry in Augusta-Margaret River (including a focus on education and scientific research). <p>Note: these caves are also known to have considerable Indigenous and natural heritage significance for values that have not been assessed as part of the Augusta-Margaret River Heritage Inventory (which has addressed historic heritage values only)</p>
<i>Integrity</i>	N/A
<i>Authenticity</i>	High: The original/significant fabric is largely intact.
<i>Level of Significance</i>	Exceptional - Essential to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	N/A
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>These caves belong to a series of complex and fragile Karst systems, which are landscapes formed by the rapid drainage of water underground. Karst systems are characterised most often by caves, dolines (large holes), blind valleys, sinking streams and springs.</p> <p>Around three hundred and fifty caves are hidden within the limestone ridge underneath the area of Margaret River that runs from Cape Naturaliste in the north to Cape Leeuwin in the south.</p> <p>Three major caves have been developed for public visitation, including interpretation, access ways, and tourist facilities. However, most of the caves are not suitable to be opened to the public and have remained as undeveloped sites.</p>
<i>Condition</i>	Some caves were damaged by early, unmanaged, tourist activities. However, the extent of the system and the very limited accessibility of many of the caves mean that many have had minimal impact from visitation.

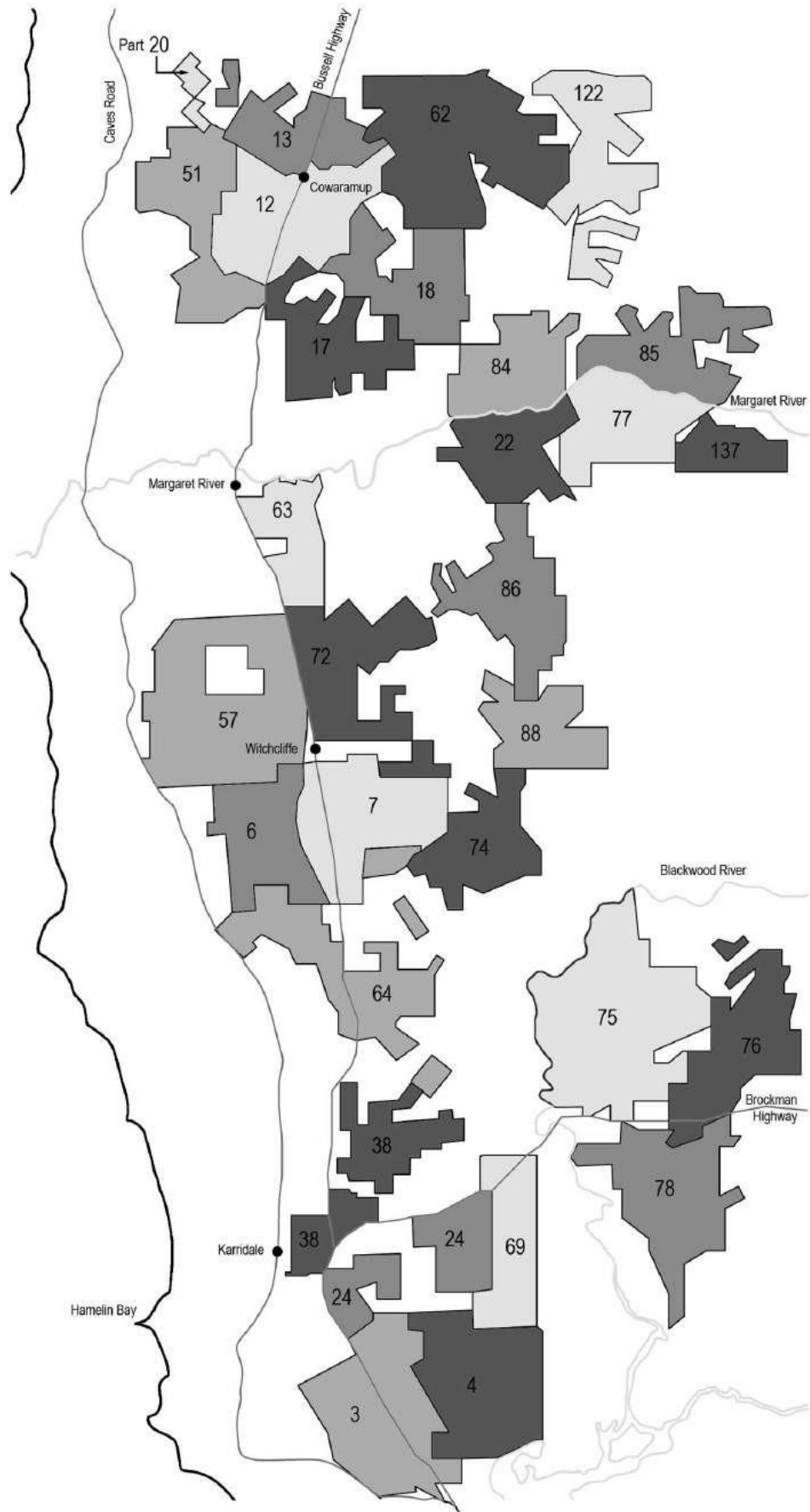
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	Tourism (c.1890s-Present) <ul style="list-style-type: none"> • The Beginnings of Local Tourism • Wine, Food, Natural Environment and Cultural Heritage Tourism
<i>Construction Date(s)</i>	N/A
<i>Year of Demolition</i>	
<i>Associations</i>	Other: <ul style="list-style-type: none"> • G. Turner (the first colonial settler to report the discovery of caves in the region) • A.J. Bussell, who initiated a small tourism venture featuring the local caves in the 1890s • Tim Connelly, an early cave enthusiast and explorer, one of the first cave guides in the area in the period around 1900
<i>Historical Notes</i>	<p>The first recorded discovery of a cave in the Margaret River area was in 1848 (believed to be the Old Kudardup Cave, near Augusta):</p> <p><i>Though so many years have elapsed since the first settlement of Augusta, yet, strange to say, a most stupendous and wonderful production of nature was in the immediate neighbourhood unnoticed and unknown. I allude to two caves of surpassing beauty, situated within 8 miles to the northward of Augusta, at the back of the sea-hills. These caves were discovered accidentally by Mr. G. Turner a few weeks since;</i></p> <p>These and other local caves were occasionally visited by intrepid travellers over the years and in 1891 Mr A.J. Bussell of Wallcliffe House advertised:</p> <p><i>TO TOURISTS.</i></p> <p><i>Visitors to the Southern District during the summer months will find excellent Accommodation at Wallcliffe House, and will be afforded every facility for visiting the magnificent caves lately discovered on the coast, near the Margaret River. The scenery in the vicinity is grand, and bathing accommodation excellent.</i></p> <p><i>For terms apply to undersigned, giving a fortnight's notice.</i></p> <p><i>A.J. BUSSELL, Wallcliffe House, Dec. 15, 1891.</i></p> <p>An article by 'a correspondent' who took up this offer describes in some detail the trip from Perth, the stay at Wallcliffe House and the candle-lit tour of the nearby caves (<i>The West Australian</i>, 28 January 1892).</p> <p>Numerous articles extolling the wonders of the caves and the beauty of the district were published over the next two decades, but options for transport, accommodation and access remained limited.</p> <p>In the early 1900s a Caves Board was established by J.W. Hackett to manage and protect 14 caves for the intended tourist possibilities (starting at Yallingup, immediately north of the Augusta-Margaret River district).</p>

	<p>However, by 1910 the Caves Board had been partly abolished and the caves fell into neglect.</p> <p>After World War One, local tourism was re-established with improved transport, including the opening of the government railway line in the mid-1920s. During that decade, the Government Tourist and Publicity Bureau also offered motor tours to various destinations, including:</p> <p><i>Long Country Tours.-To Bunbury, Busselton, Yallingup Caves, Margaret River Caves and Augusta; one week tour over good roads and through beautiful country, approximately 500 miles, total cost £82 for four persons.</i></p> <p>In the early 1950s five caves were still open to the general public, but it was the exploration of the locally known 'Windy Hole' by Cliff Spackman (a resident of Augusta), Lloyd Robinson (a speleologist), and Lennox Bastian (a geology student), that reignited interest in caving and tourism. 'Windy Hole' opened to the public as 'Jewel Cave' on 26 December 1959.</p> <p>During the 1960s many new caves were discovered by cavers, but none of these are open to the general public and require special caving permits for access.</p> <p>Today, the Augusta Margaret River Tourism Association operates three show caves: Mammoth Cave, Lake Cave and Jewel Cave. Major tourist developments at these sites include CaveWorks Eco Interpretative Centre (Lake Cave) and Jewel Cave Preservation Centre.</p> <p>The Department of Environment and Conservation provides access to Calgardup Cave and Giants Cave (as managed, but self-guided, natural cave experiences).</p>
REFERENCES	
	<ul style="list-style-type: none"> • <i>Inquirer</i>, 29 November 1848, p 3. • <i>The West Australian</i>, 28 January 1892 • <i>Western Mail</i>, 10 march 1900, p. 61 • <i>Sunday Times</i>, 2 July 1922, p 23 • Bastian, Lennox, 'Man's Glory: A new cave at Augusta,' <i>Walkabout</i>, 1 July 1958, pp 11-14. • <i>Sunday Times</i>, 12 January 1997 • Augusta Margaret River Tourism Association (www.margaretriver.com) • Margaret River Vista (margaretrivervista.com)
Historic Photo/s	

PLACE No. AU/MR-02	GROUP SETTLEMENT BUILDINGS AND SITES
<i>Other Names</i>	
<i>Location</i>	<p>Group settlements were established in the following localities (see attached map):</p> <ul style="list-style-type: none"> • Kudardup (Group 3) • Kudardup (Group 4) • Nuralingup (Groups 6 & 7) (later renamed Forest Grove) • Cowaramup (Groups 12) • Cowaramup (Group 13) (also known as 'Devil's Own') • Bramley Siding (Group 17) (also known as Bramley) • Wurring (Group 18) (also known as Cowaramup East) • Rosa Brook (Groups 22, 77 & 137) • Karridale (Group 24) (also known as Glenarty) • McLeods Creek (Group 38) • Ellensbrook (Group 51) • Witchcliffe (West) (Group 57) • Great Hope Valley (Group 62) • Rapid Landing (Group 63) • Arumvale (Group 64) (also known as Jarrahdene) • Sheoak (Group 69) • Walgine (Group 72) (East Witchcliffe) • Gnarabup (Group 74) • Warner Glen (Group 75) • Nillup (Group 76) • Courtney (Group 78) • Airedale (Group 84) • Osmington (Group 85) • Rosa Glen (Groups 86 & 88) • Treeton (Group 122)
<i>LGA Site No</i>	N/A
<i>PIN Number</i>	N/A
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<p><i>Original:</i> General - Various; Specific – Various</p> <p><i>Current:</i> General - Various; Specific - Various</p>
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None

Locality Map

(Based on the
Group
Settlement
map at the
MRDHS
website)



CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>The collection of surviving buildings associated with Group Settlement is of significance:</p> <ul style="list-style-type: none"> • As a major, but largely ill-fated, social experiment in migration and the opening up of new rural settlements in the South West of Western Australia. • As a key factor in the development of the dairy industry in the Shire of Augusta-Margaret River. • As a key factor in the consolidation of existing towns and establishment of new towns and hamlets across the shire in the 1920s. • For the social values they retain for the few surviving group settlers, and for their many descendants.
<i>Integrity</i>	N/A – varies across multiple sites
<i>Authenticity</i>	N/A – varies across multiple sites
<i>Level of Significance</i>	<p>Where key community buildings, such as halls, schools, stores and churches, have been lost through demolition, relocation or other factors (such as fire), the historic sites retain some significance.</p> <p>Individually, most of the surviving buildings are of some significance for their contribution to the broader story of Group Settlement in Augusta-Margaret River, and beyond (ie. they make some contribution to the heritage of the locality but do not generally warrant identification as individual places).</p> <p>Collectively the surviving buildings are of considerable significance (ie. Very important to the heritage of the locality).</p>
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p>Typically</p> <p><i>Walls:</i> General - Timber; Specific - Weatherboard</p> <p><i>Roof:</i> General - Metal; Specific – Corrugated Iron</p>
<i>Architectural Style</i>	Other- functional/vernacular
<i>Physical Description</i>	<p><u>Houses</u></p> <p>The houses provided for the Groups Settlers in the Augusta-Margaret River region were modest four-room cottages constructed of weatherboard, with a simple gabled, corrugated iron roof. The front of the house was finished with a full-width verandah with plain timber posts (under the main roofline). The symmetrical façade featured double (3 pane) side-hung awning windows, either side of the central door. Fireplaces were an external feature, constructed of flat metal sheet. Water-tanks were typically erected at the rear of the house.</p> <p><u>Farm Buildings</u></p> <p>Farm buildings were also modest weatherboard and corrugated iron structures, often with basic low-pitched, skillion roofs.</p> <p><u>Churches</u></p>

Examples of Groups Settlement churches are described in Place # CO-05 (St Mary's Anglican Church, Cowaramup), MR-X16 (St Margaret's Anglican Church, Margaret River), and OS-02 (St John's Anglican Church, Osmington). These were all small churches, constructed of weatherboard or weatherboard and asbestos sheet, with gabled corrugated iron roofs and simple gothic detailing to the openings.

Schools

Schools were provided by the Education Department. Based on the surviving examples, these were typically weatherboard or, for larger buildings, weatherboard and asbestos sheet. Roofs were typically gabled and clad with corrugated iron. Like the houses, these typically had fireplaces constructed as an external feature, of flat metal sheet. Many of the schools were of an open-plan design with a removable dividing wall to enable them to function as both a school and a community hall. A good example of a surviving Group Settlement school is described in Place # RO-02 (Rosa Brook Hall).

Stores


Local general stores were established by enterprising groups settlers or other local entrepreneurs. Like the other buildings these were modest weatherboard and corrugated iron structures. Examples of places built as Groups Settlement stores are described in Place # KU-01 (Kudardup Store), RO-01 (Darnell's Store, Rosa Brook), WI-01 (Darnell's General Store, Witchcliffe) and WI-04 (Samworth's Shop - former).

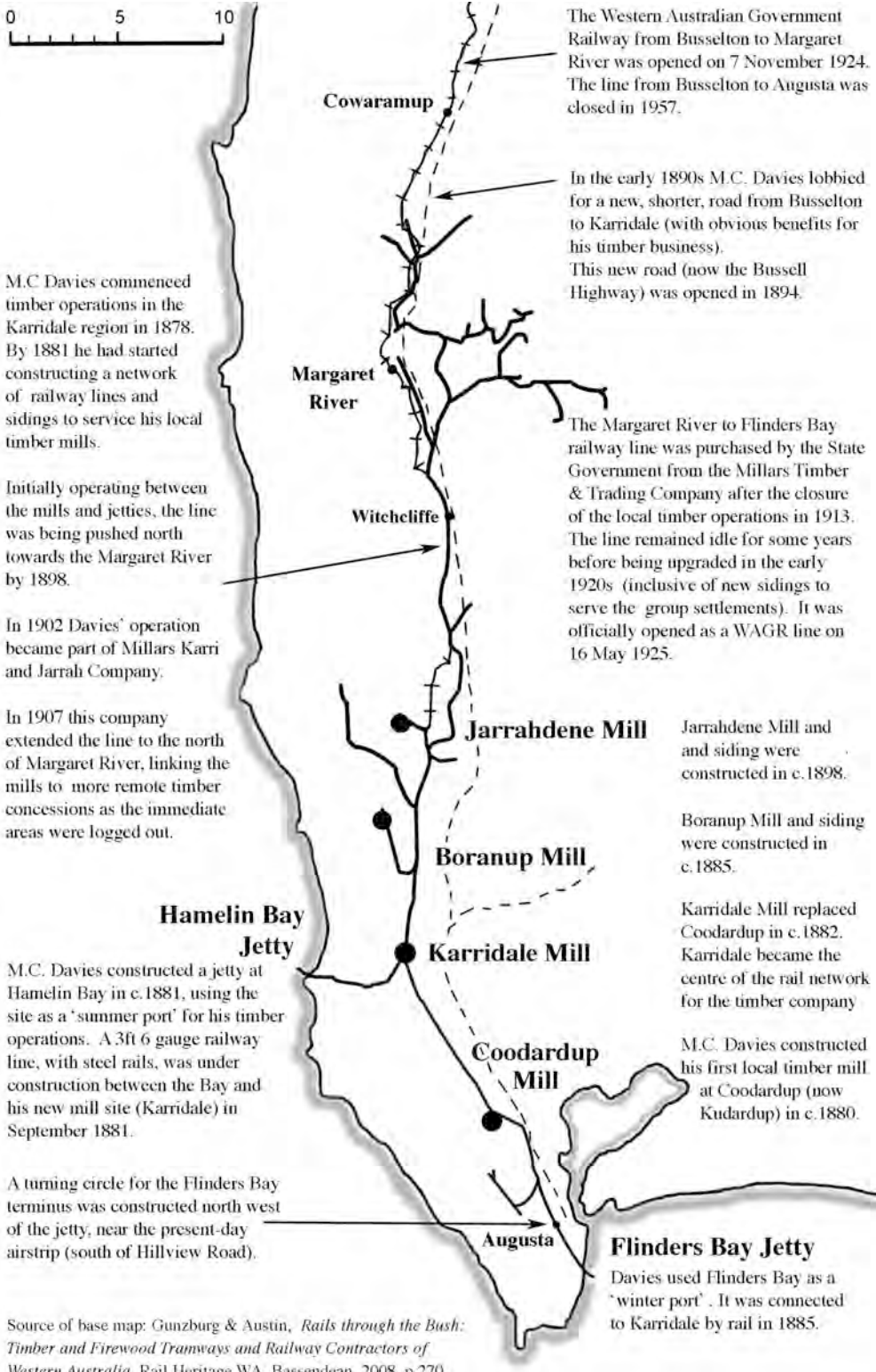
Historic Sites – memorials

Memorials to group settlers and former Group Settlement buildings have been erected at a number of sites, including:

- Airedale and Osmington (Groups 84 and 85) – memorial near the Osmington Church, Osmington Road (5km east of the Treeton/Jindong Road intersection), Osmington.
- Bramley (Group 17) – memorial on Osmington Road, 4.5km from Bussell Highway.
- Cowaramup (Group 12) – memorial on the Bussell Highway, Cowaramup, near the Cowaramup Hall.
- Cowaramup (Devils Own) (Group 13) – memorial at the corner of Bussell Highway and Webster Road, Cowaramup.
- Arumvale (Jarrahdene) (Group 64) – memorial on Sebbes Road, 1.5km from Bussell Highway.
- Gnarabup (Group 74) – memorial at the corner of Warner Glen and Brooks Road (Reserve 19142).
- Karridale and Kudardup Group Settlements (Groups 3 and 4) - memorial at the corner of Bussell Highway and Fisher Road, Kudardup (Reserve 18866).
- Rosa Brook (Watervale) (Groups 22, 77 and 137) – memorial on Mowen Road, Rosa Brook (opposite the Rosa Brook Hall).
- Rosa Glen (Groups 86 and 88) – memorial on the corner of Rosa Glen and Manear Roads (Reserve 21073).
- Warner Glen School (site) – memorial archway at the site of the former (1925) school, at the corner of Warner Glen and Campbell Roads.

	<ul style="list-style-type: none"> Wirring (Group 18) – memorial at the Wirring School site, Wirring Road, Cowaramup.
<i>Condition</i>	N/A – varies across multiple sites
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement</p> <ul style="list-style-type: none"> Group Settlement Scheme
<i>Construction Date(s)</i>	c.1922-1930
<i>Year of Demolition</i>	
<i>Associations</i>	<p><i>Other:</i> Groups Settlers</p> <p><i>Other:</i> Sir James Mitchell, architect of the Group Settlement Scheme</p>
<i>Historical Notes</i>	<p>The Group Settlement Scheme (1921-1929) was an initiative of Sir James Mitchell and aimed to open up the sparsely populated south west of the State for dairying in order to reduce dependence on imports from interstate. The Scheme initially targeted returned soldiers, but then attention turned to recruiting British migrants. The settlers arrived in waves over the seven-year period from 1922 to 1929, taking up new farms in the districts of Busselton, Denmark, Manjimup, Margaret River and Wellard.</p> <p>Groups were usually made up of twenty farms, each of about 160 acres, depending on the terrain. When settlement commenced in an area, ten to thirty men were tasked with establishing temporary campsites, which were then occupied by anywhere between ten to sixty families.</p> <p>Houses and dairy buildings were built to standard Worker Homes Board plans and their construction was opened up for public tender by the Group Settlement Advisory Committee. Schools were provided by the Education Department using PWD plans and tendering. By 1924 a new type of state government hall-school had been designed specifically for Group Settlements, providing for the entertainment of group settlers as well as the teaching of their children.</p> <p>Most of the settlers had little or no farming experience and had to learn as they went – skills as varied as tree felling, fencing, agriculture, dairy farming, self-sufficiency (in terms of grng, cultivating and preparing food for themselves), making furniture and clothing, and building. Settlers were directed to partly clear and fence and provide a water supply to each of the farm blocks. Only then were the characteristic four-roomed timber houses erected and the families could move from their first humpies of tin and timber slab with earthen floors. Some had to wait several years before moving into their own house on their allotment.</p> <p>The men worked under the guidance of a foreman, who was supposedly skilled in all the above areas of work, with experience in the south-west and with leadership and teaching skills to match. However there was a lack of expert leadership, which added another fissure in the already fragile infrastructure of the Group Settlement Scheme. Faced with an overwhelming</p>

	<p>task, some settlers left almost immediately and by 1924 about a third of the migrant settlers across the Scheme had walked off their potential farms. Many others only stayed because they had no other option. For those who did stay, the teamwork and solidarity required to create liveable environments was a test of all the characters involved. The few remaining group settlers and their children still recall not only the hard times, but also have vibrant memories of the good times and the life friendships which were cemented.</p> <p>While the scheme was largely a failure, it did help to support the opening up of the area for new rural development, the establishment of town centres and the development of local industries, including timber mills (e.g. Place # WI-02, East Witchcliffe Mill Settlement and OS-01, Osmington Mill, former) and a large dairy factory (Place Record MR(T)-07, Margaret River Butter Factory, former).</p>
REFERENCES	
	<ul style="list-style-type: none"> • Augusta-Margaret River Municipal Inventory of Heritage Places 1996 • Margaret River & Districts Historical Society (www.mrdhs.com) • <i>The West Australian</i>, 25 February 1924. P. 7 • <i>The West Australian</i>, various tender advertisements, 1922 (at trove.nla.gov.au) • Crowley, F. K., <i>A Short History of Western Australia</i>, MacMillan, Melbourne, 1959 • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • Gregory, Jenny & Jan Gothard (Eds), <i>Historical Encyclopedia of Western Australia</i>, UWA Press, Nedlands, 2009
Historic Photo/s	 <p>Typical Group Settlement house, somewhere near Augusta in the 1920s. Source: MRDHS Item 474.</p>


PLACE No. AU/MR-03	M C DAVIES RAILWAY SYSTEM (FORMER)
Other Names	Western Australian Government Railway (former) - Cowaramup to Augusta
Location	Multiple Sites
Current Photo/s	 <p>The Western Australian Government Railway from Busselton to Margaret River was opened on 7 November 1924. The line from Busselton to Augusta was closed in 1957.</p> <p>In the early 1890s M.C. Davies lobbied for a new, shorter, road from Busselton to Karridale (with obvious benefits for his timber business). This new road (now the Bussell Highway) was opened in 1894.</p> <p>The Margaret River to Flinders Bay railway line was purchased by the State Government from the Millars Timber & Trading Company after the closure of the local timber operations in 1913. The line remained idle for some years before being upgraded in the early 1920s (inclusive of new sidings to serve the group settlements). It was officially opened as a WAGR line on 16 May 1925.</p> <p>M.C. Davies commenced timber operations in the Karridale region in 1878. By 1881 he had started constructing a network of railway lines and sidings to service his local timber mills.</p> <p>Initially operating between the mills and jetties, the line was being pushed north towards the Margaret River by 1898.</p> <p>In 1902 Davies' operation became part of Millars Karri and Jarrah Company.</p> <p>In 1907 this company extended the line to the north of Margaret River, linking the mills to more remote timber concessions as the immediate areas were logged out.</p> <p>Jarrahdene Mill and siding were constructed in c.1898.</p> <p>Boranup Mill and siding were constructed in c.1885.</p> <p>Karridale Mill replaced Coodardup in c.1882. Karridale became the centre of the rail network for the timber company.</p> <p>M.C. Davies constructed his first local timber mill at Coodardup (now Kudardup) in c.1880.</p> <p>M.C. Davies constructed a jetty at Hamelin Bay in c.1881, using the site as a 'summer port' for his timber operations. A 3ft 6 gauge railway line, with steel rails, was under construction between the Bay and his new mill site (Karridale) in September 1881.</p> <p>Davies used Flinders Bay as a 'winter port'. It was connected to Karridale by rail in 1885.</p> <p>A turning circle for the Flinders Bay terminus was constructed north west of the jetty, near the present-day airstrip (south of Hillview Road).</p> <p>Source of base map: Gunzburg & Austin, <i>Rails through the Bush: Timber and Firewood Tramways and Railway Contractors of Western Australia</i>, Rail Heritage WA, Bassendean, 2008, p 270.</p>

<i>LGA Site No</i>	N/A
<i>PIN Number</i>	N/A
<i>Place Type</i>	Other Structures
<i>Use(s)</i>	Original: General – Transport/Communications; Specific - Other Original: General – Forestry; Specific - Other
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>The collection of surviving features and historic sites associated with M.C. Davies' Railway System (inclusive of the overall alignment, plus the former sidings, turning circles and rail embankments) is of significance:</p> <ul style="list-style-type: none"> • For its association with M.C. Davies & Sons, the biggest timber producer in the colony, and the major employer in the Augusta-Margaret River region, in the late 19th Century. • As a major engineering feat of the period, creating effective transport corridors through difficult terrain and linking the local timber mills to the Flinders Bay and Hamelin Bay ports, from where Western Australian timbers were shipped around the world. • For its association with the ongoing development of the local timber industry by Millars Karri and Jarrah Company in the early 20th century, including an important role in maintaining the viability of the local mills as the distance to timber sources increased. • As a key factor in the development of timber mills and towns in the Shire of Augusta-Margaret River. • For its subsequent development and use as the basis for the WAGR rail line between Margaret River and Augusta (1925-1957). • For its associated role in opening up the greater South West to pastoralists and settlers during the inter-war years, by providing an effective transport route for their produce.
<i>Integrity</i>	Low: The use has been altered and the original use cannot be readily discerned.
<i>Authenticity</i>	Low: The place has been considerably altered, with the loss of significant fabric. The original intent/character is no longer clearly evident.
<i>Level of Significance</i>	Individually, most of the surviving features are of some significance for their contribution to the broader story of the private timber railway and the subsequent WAGR in Augusta-Margaret River (ie. they make some contribution to the heritage of the locality but do not generally warrant identification as individual places).

	Collectively the surviving features are of exceptional significance - Essential to the heritage of the locality. Rare or outstanding example.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	N/A
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>The former M.C. Davies/WAGR railway system is now evidenced by the railway corridor, earthworks (eg former railway embankments), ruins (eg Flinders Bay and Hamelin Bay jetties), historic sites (eg Augusta Turning Circle and Flinders Bay Railway Station), remnants of loading banks (eg Bramley), remnants of railway stations, sidings and yards (eg Margaret River, Cowaramup, Witchcliffe, Arumvale, Karridale) and remnants of former bridges.</p> <p>Together these provide sufficient evidence to recognise and interpret the former rail system.</p>
<i>Condition</i>	Poor
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Timber Industry (c.1840-Present)</p> <ul style="list-style-type: none"> Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914) <p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> Improved Transport Corridors <p>Post-War Services and Diversification (c.1945-Present)</p> <ul style="list-style-type: none"> The Closure of the Railway and Improvements to Other Transport Routes <p>Tourism (c.1890s-Present)</p> <ul style="list-style-type: none"> Wine, Food and Nature-based Tourism
<i>Construction Date(s)</i>	<p>1881-1913</p> <p>1925-1957</p>
<i>Year of Demolition</i>	
<i>Associations</i>	<p>Builder: M.C. Davies</p> <p>Builder: WAGR</p>
<i>Historical Notes</i>	<p>In 1875, Maurice Coleman Davies, a contractor in Adelaide, visited Western Australia to inspect the timber industry. Davies was to become the driving force behind the timber industry in the South West, promoting Western Australian timber in Australia and internationally.</p> <p>In 1878 Davies purchased a lease to cut timber at Coodardup (now Kudardup), which was well situated in relation to Flinders and Hamelin Bays. He recognised that the essential needs for a successful operation included effective transport to these local harbours and by 1880 he had started laying a wooden tramline from Coodardup to Augusta.</p>

	<p>Davies' first mill was operating at Coodardup by 1881 and at around the same time he built a jetty at Hamelin Bay and laid a 3'6" gauge railway (with steel rails) to connect the harbour with the locality of Karridale. In 1882, work commenced on a new jetty at Flinders Bay, also to be connected by rail to Karridale, therefore providing Davies' operations with alternative ports for shipment of timber - Flinders Bay used in winter, and Hamelin Bay used in summer. Tramlines were built along the length of both jetties, enabling timber to be unloaded by crane onto the waiting ships. The Coodardup mill was moved to Karridale in early 1882 and increased to double the capacity. In May 1884 the railway was extended to Boranup (approximately 5km north of Karridale) and the new Boranup Mill was completed in 1885. This facility was described at the time as 'one of the best built stations in the Colony, having the appearance of strength and airiness.' (<i>The Inquirer & Commercial News</i> 30 December 1885 p 5).</p> <p>By 1898 the Jarrahdene Mill had opened north of Boranup and Davies was extending the railway line even further north, pushing towards Margaret River to provide better access to more remote sources of timber.</p> <p>In 1902, M.C. Davies and seven other timber companies in operation in Western Australia amalgamated into Millars' Karri and Jarrah Co. Ltd.</p> <p>In around 1907 Millars pushed the railway line north of Margaret River towards Cowaramup, seeking out new sources of timber, but the era of prosperity in timber was coming to an end with market changes and reduced viability of the local timber practices. The Karridale mill closed in c1905, the Boranup Mill closed in 1910 and the railway and Jarrahdene Mill closed in 1913. The State Government then took over Millars Timber and Trading Co including 30 miles of the railway, which they purchased for £31,000.</p> <p>The railway lay dormant until the 1920s, when Group Settlement opened up the South West for further settlement. The State Government then upgraded the Davies' rail system from May 1923 with new sidings for the group settlements and stations at Margaret River and Flinders Bay. The last section of the south-west line, from Margaret River to Flinders Bay, officially opened on 16 May 1925.</p> <p>The WAGR closed the railway in 1957, as road transport became more viable for both businesses and personal travel.</p> <p>Since the 1960s disused rail corridors in many countries have been adapted as recreation corridors. As at 2012, parts of the former Davies/WAGR line in the vicinity of Margaret River are being refurbished as part of the National Trusts 'Rails to Trails'. In this instance, the unused railway corridor is being converted for walking and cycling trails, with signage erected along the way to interpret the historical and environmental heritage values. The Shire of Augusta-Margaret River is now working in partnership with the Shire of Busselton and the National Trust of Western Australia to prepare a 'Rails to Trails' masterplan for the entire length of the former WAGR rail system between Busselton and Flinders Bay.</p>
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REFERENCES	
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Historic Photos	None

Place No. AU/MR-04	CAVES ROAD
<i>Other Names</i>	Quindalup Road Yallingup-Lake Cave Road Caves Road Tourist Drive Tourist Drive 250
<i>Location</i>	111km road that extends from Abbey (beyond the Shire's boundary in the City of Busselton) to Augusta.
<i>Current Photo/s</i>	 <p>(Images by element, 2020)</p>
<i>LGA Site No</i>	N/A
<i>PIN Number</i>	N/A
<i>Place Type</i>	Other Built Type
<i>Use(s)</i>	<i>Original:</i> Tourism; General – Transport/Communication; Specific – Road <i>Current:</i> Tourism; General – Transport/Communication; Specific – Road
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	Caves Road, a 111km road that extends from Abbey (beyond the Shire's boundary in the City of Busselton) and south to Augusta, has cultural heritage significance for the following reasons:

	<ul style="list-style-type: none"> • it was purpose-built by the Caves Board specifically as a tourist road from 1901 and continues to be the main access road to the caves, a major tourist attraction in the south west of Western Australia to this day, as well as more recently developed tourist attractions such as wineries and surfing; • it is based on tracks formed and used by the Wardandi people for thousands of years; • it traverses the nationally significant karst landscape of the Leeuwin-Naturaliste Ridge, and developed as a way to access the caves that have been the subject of scientific exploration and leisure activity since the 1840s; • it forms the majority of the Caves Road Tourist Drive which runs from Cape Naturaliste to Cape Leeuwin and traverses the length of the Leeuwin-Naturaliste National Park, which has been an 'A' Class reserve since 1902; • it is appreciated for its aesthetic value, having retained much of its original tree lined, narrow character that winds through giant, old Karri, Marri and Jarrah forest landscapes which, combined with views of the surrounding countryside and glimpses of the ocean, forms a highly picturesque route; • it has played a major role in the development of the region and is representative of several eras of history in the Shire and the State including sole occupation by the Wardandi people; colonisation and road development; the timber industry; early tourism to the Caves since the 1890s; and wine and surfing tourism since the 1970s; • it travels through the premium, internationally known wine region of Margaret River, providing access to the wineries and to world-renowned surfing locations, and is enjoyed by thousands of interstate and international visitors every year; and, • it connects many historic and environmental heritage sites including Slab Cottage Group, Quindalup (P3478), Caves House (P428), Ngilgi Cave, Ellensbrook Homestead (P115), Burnside, the Old Bridge House, Wallcliffe Estate (P114), Mammoth Cave, Lake Cave, Jarrahdene town and mill site, Boranup Timber Mill, Hamelin Bay, Davies Park & Foundry Chimney, Karridale (P124), Karridale Cemetery, Moondyne Cave and Jewel Cave.
<i>Integrity</i>	High: The original use has been maintained.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Considerable - Very important to the heritage of the locality.

PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	Caves Road is generally a bitumen carriageway with mostly natural bush shoulders and some gravel shoulders with drains, and a number of bridges throughout.
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	Caves Road runs along the west side the nationally significant karst landscape of the Leeuwin-Naturaliste Ridge, from west Busselton in the North to Augusta in the South. It is a narrow, tree lined, road that winds through giant, old Karri, Marri and Jarrah forest landscapes, and offers views of the surrounding countryside and glimpses of the Indian ocean. Caves Road forms the majority of the Caves Road Tourist Drive which runs the length of the Leeuwin-Naturaliste National Park from Cape Naturaliste to Cape Leeuwin.
<i>Condition</i>	Good <i>*Assessed from streetscape survey only</i>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	Colonial Settlement (c.1830-1849) <ul style="list-style-type: none"> • Contact with the Wardandi People • Timber Industry (c.1840-Present) • Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914) Second Wave of Rural Settlement (c.1850-1922) <ul style="list-style-type: none"> • Settlement around the Margaret River • Resettlement of Augusta and Nearby Areas • Transport, Services and Fledgling Town Centres Tourism (c.1890s-Present) <ul style="list-style-type: none"> • The Beginnings of Local Tourism • Wine, Food, Natural Environment and Cultural Heritage Tourism • Surfing
<i>Construction Date(s)</i>	From 1901
<i>Year of Demolition</i>	N/A
<i>Associations</i>	Other: <ul style="list-style-type: none"> • A.J. Bussell, who initiated a small tourism venture featuring the local caves in the 1890s. • Frances (Fanny) Brockman, who lobbied for the Caves to be protected. • Caves Board, which managed caves tourism and constructed the road from Quindalup to Lake Cave.

<p><i>Historical Notes</i></p>	<p>WARDANDI PEOPLE</p> <p>The Wardandi people (People of Warden, the Ocean Spirit), are the traditional custodians of the Augusta Margaret River region, and one of the fourteen Noongar tribes that live in the South-West. Their land extends from the coast at Stratham, between Busselton and Bunbury, to the sea at Augusta. The Wardandi people have an affinity with the sea and multitude of local caves. They believe that it is through the caves that the afterlife is reached and where the sea spirit Wardandi is found.</p> <p>It is known that Noongars travelled within their country to trade with other families. What is now the Albany Highway was once a Noongar track between families in Perth and Albany. Similarly, the Bibbulman Track once was a Dreaming Track as well as a trade route. Other trade routes existed in the South West and representatives could often travel for hundreds of kilometres on foot between each family group. The track that hugged the coast between the Capes Naturaliste and Leeuwin, portions of which later became Caves Road, was created by the different Noongar groups that traversed the South West for trade and ceremony. (Cresswell, p. 109; SWALSC).</p> <p>(Note: no consultation with Wardandi Elders has been undertaken; this information has come from secondary sources.)</p> <p>COLONISATION</p> <p>Augusta was one of the earliest locations of colonisation away from the Swan River Colony. Travel and communications happened by boat, with James Turner operating a coastal run between Augusta, Vasse and Fremantle on the <i>Alpha</i>.</p> <p>The first road from Augusta was the route used for the colonial mail delivery on horseback between Fremantle and Augusta. It crossed the Margaret River at the Rapids (25 km east of the current Margaret River townsite). This road later fell into disrepair and was obscured by land subdivisions. As a bicentenary project the route was re- established as the Augusta Busselton Heritage Trail, now referred to as 'The Old Augusta Road'. (Lilleyman)</p> <p>In c1834 the Bussells and Molloyes relocated from Augusta to the Vasse, as they considered the land more tenable. In 1857 Alfred and Ellen Bussell moved south again to a new home at Ellensbrook, near the Margaret River. At this time there were still very few families in the South West, therefore improvement in roads in this region was not a priority for colonial funds. Alfred Bussell made a road from the Vasse to Ellensbrook and built several small bridges for which he billed the government and was paid fifty pounds. This route ran down what is now Bussell Highway through Carbanup and westward along Yelverton Road to the junction of Yelverton North Road and Metricup Road. From 'The Holes', a watering place on the Mary Brook that Alfred enlarged during his initial migration, the route, obscured now by subdivisions, continued in a south-westerly direction to Ellensbrook. (Lilleyman)</p>
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Tenders for the first bridge over the Margaret River were called in 1877. The tender was won by Brockman, Lockhart and Keenan who built a bridge crossing at Burnside in 1878 to replace the previous rocky ford upriver at Ferndene. This was known as the Margaret Bridge and the nearby home of the Keenan family became 'the usual stopping place between Augusta and the Vasse' for travellers along this road. (*Inquirer and Commercial News*, 30 December 1885: 5.)

The location of the first bridge meant the track southwards from Vasse now veered inland north of Ellensbrook towards the Margaret River. (*West Australian* 29 November 1947: 4.)

TIMBER INDUSTRY

When M.C. Davies established a major timber milling enterprise around the Karridale district in 1882 Alfred Bussell's road became known as the Vasse-Karridale Road ('Old Margaret Road'). With Davies' timber enterprises, more people started using the route from Vasse and the Quindalup mill, past Ellensbrook, over the Margaret River and on to Karridale.

In the late 1880s M.C. Davies lobbied for a shorter road to be put through from Busselton to Karridale, with obvious benefits for his burgeoning timber industry. This new road which crossed the Margaret River upstream of Burnside Bridge, is now the Bussell Highway. It was built over several years and opened in 1894. Gradually more and more tourists and timber mill workers avoided the slow coast road past the lodgings at Wallcliffe and Burnside.

Mrs. Frances (Fanny) Brockman (nee Bussell) lobbied the West Australian Government to maintain the Vasse-Karridale Road ('Old Margaret Road') which ran closer to the coast for fear that she and those living along it would become isolated:

The Government are very kind, no doubt, and have heaps of money to spare and can afford to make a road expressly for Mr. Davies, and we are quite willing Mr. Davies should have a road for his especial convenience but we hope and trust the old road will be kept in order, as well. I myself should be very sorry when I wish to drive to Busselton, or Quindalup (Mr. Yelverton's timber station) with my sisters to have to go around with a cross-cut saw and an axe ; but I suppose it will come to that soon if nothing is done to remove the fallen timber. (The Daily News, 13 May 1893: 3)

CAVES TOURISM AND CAVES ROAD

The 1878 Margaret Bridge at Burnside allowed for more travellers to visit the South West caves, which had been 'discovered' in a series of explorations from 1848. For example, in 1891, Mr A. J. Bussell advertised his house 'Wallcliffe' (south of Burnside) for tourist accommodation for those 'visiting the magnificent caves lately discovered on the coast.' Until Caves House was built at Yallingup in 1903, visitors to the caves either stayed at Wallcliffe House, or at Fanny Brockman's property at Burnside (purchased in 1888).

However, from 1894, as Fanny Brockman feared, the Bussell Highway

encouraged people to avoid the old road and instead take the road that lead to the new bridge. When the Premier Sir John Forrest took a trip to Cape Leeuwin to lay the foundation stone for the new lighthouse in December 1895, the traveling party left Vasse on the new road (now the Bussell Highway 'Karridale-Coach Road') and went via Margaret River, the Boranup Mill and Karridale. For a change of scenery, they returned from Karridale via 'the old road', calling in at Burnside, before arriving back at Vasse.

In 1900 Ngilgi Cave (originally called Yallingup Brook Cave) had just been rediscovered and Charles Erskine May, the Chief Inspector of Lands, made a report which in part called for improvements to the road from Busselton to the cave:

If the cave is to become the attraction to tourists and visitors it deserves to be, it must be made more accessible and the road from Busselton considerably improved. For about thirteen miles there is a surveyed road locally known as the Quindalup-road, macadamised in promiscuous places, the non-metalled parts being decidedly sandy for the remaining six or seven miles there are divers tracks, and unless the visitor is careful to strike the right one, he is likely to find himself eventually at Cape Naturaliste, or some other point equidistant from the cave. On the day of my visit there were no less than six buggies and as many, horsemen at the cave in all about 20 people, some of whom were residents of Quindalup, and who went many miles out of their way in order to reach the object of their expectations. With a little expenditure on the part of the Busselton Roads Board in macadamism the broken patches of the road referred to, and the erection of finger-posts at the various junctions, all the present trouble and anxiety would be avoided. (West Australian, 24 November 1900: 11.)

In the early 1900s a Caves Board was established to manage and protect the caves for the intended tourist possibilities. In 1901 the Caves Board opened Lake Cave at Boranup, and the government approved the making of the Lake Cave Road (i.e. that portion of the current Caves Road which runs from Vasse to Lake Cave) which would assist tourists to get there.

Another road that the members decided to make was one due south from Yallingup, as far as the Margaret River, in the vicinity of which there were quite a number of caves. That road would be made not far from the coastline through-out its entire length, the distance from the ocean varying from 1½

2 to 2½ miles, and it would be particularly easy of construction, as there was a very hard iron-stone formation. Thus, the road would require very little making; indeed, by clearing a track about 14ft. wide, a splendid natural road would be obtained. (Western Mail, 8 March 1902: 4.)

In 1902 the government established the reservation of ocean frontages and caves between Capes Naturaliste and Leeuwin, as 'A' Class reserves, later gazetted as the Leeuwin-Naturaliste National Park (Reserve 8428).

Visiting the caves by the newest mode of transportation was pioneered by Claude Dean, the Australian manager of the American Motor Car and Vehicle Co. who traveled from Albany to Bunbury in March 1905. He deviated from Busselton to see the caves, and it was reported the twenty miles took one hour and ten minutes. This distance implies he went from Busselton to Yallingup, but not further south. (*Bunbury Herald*, 1 March 1905: 3.)

In October 1905, Dr and Mrs Anderson travelled from Fremantle to Yallingup by the motor car:

We did the last 20 miles of our trip in an hour and a quarter, so you can judge that they have made considerable improvements already. Next to the caves, which are undoubtedly magnificent the road journey was the finest portion of the trip. As I said before, the scenery is splendid, and must rank among the best in the State ; glimpses of mountain and forest grandeur and of picturesque views of the distant sea caught suddenly at all sorts of places make up a lovely and interesting experience." (*Western Mail*, 28 October 1905: 50)

The making of the road to Lake Cave was a long process, and the Caves Board 1907 Annual Report stated that:

The Lake Cave-road is partly made, partly a good natural road and partly sand. The latter stretches well nigh prohibit the running of motors. Were a good road made over these sandy patches a motor service could be inaugurated right through from Busselton to the Margaret River Caves. (*West Australian*, 12 September 1907: 2)

Except for a 14 km section between Abbey and Dunsborough, where the Caves Board upgraded the old Quindalup Road, the new road to the caves overlayed existing roads in three short stretches only: namely a crossing at Gunyulgup Brook where several tracks from Cape Naturaliste merged; Burnside Bridge to the southern boundary of Sussex Location 201; and between Boodjidup Brook and 1 km north of Calgardup Brook. (Lilleyman)

In 1910 the Caves Board was disbanded and the management of the caves taken over by the State Government's Immigration, Tourists' and General Information Office. Later when the work load from tourism in general and immigration increased, this department was split and the management of the South West and the Yanchep caves, which by then mainly concerned providing accommodation, was put under the jurisdiction of the State Hotels Department. (State Register, Caves House Group, P428)

By 1911 the road was macadamised all the way to Lake Cave, but beyond that it degenerated into a bush track. The Augusta Roads Board was working on access to the caves leading north from Augusta. On account of their inaccessibility, the Caves Board had not included these caves in their

promotional tours to date, and the Augusta Roads Board was anxious to get involved.

For the present the Golgotha, Bride's, Giant's, and Lake Caves, already sufficiently well known to the public, are reached by the visitor from Margaret River, but they are all within easy reach of Karridale, and could be worked from that centre, particularly when the road from Margaret River, which has been macadamised close up to the Lake Cave, has been pushed on to Golgotha. The Government have this task in hand, and as the Augusta Roads Board are pushing on with a road connecting the Karridale-Jarrahdene-road with Golgotha, the completion of this link with the excellent road running by way of Yallingup to Busselton will make a through motor route to Karridale, and will render it easily possible for cave tourists operating from Karridale to explore the more southerly of the Margaret River Caves. (West Australian, 25 July 1911: 5)

This connection wasn't complete until after the First World War. ('Caves district construction of roads', Cons 981 Item 1921/00500, SRO).

In the post WWI period, vigorous attempts were made to promote tourism in Western Australia, both in Australia and overseas, and the caves of the South-West were often featured in the materials produced by the Tourist Bureau. However, options for transport, accommodation and access remained limited. It was not until the opening of the public railways in the mid 1920s that greater access was provided. This was a result of the requirements of a new population that arrived as part of the government's Group Settlement Scheme. During the 1920s the Government Tourist and Publicity Bureau offered motor tours to various destinations, including the Margaret River Caves and Augusta.

There are, however, many good reasons for not taking (the) train to Augusta if one can arrange to proceed otherwise, for it is the south-western coastal terminus of a magnificent motor trip. The most common way to reach it is from Perth via Bunbury and Busselton, and on through the whole of the beautiful cave country of the Leeuwin Peninsula to the destination, a route which makes available to the tourist a great deal of very fine scenery. The cave country is familiar to many thousands of trippers, and the few additional miles southward to be travelled to reach Augusta lie through similar country, though more rugged and more strikingly picturesque. One stretch noted for its beauty is the last five miles of road from the Lake Cave to Karridale. Magnificent peppermint trees line this highway on both sides, forming a wonderful avenue, shady and cool even on the hottest mid-summer day. (Weekly Gazette, 8 January 1926: 4)

	<p>After the end of WWII, the rise of the privately owned motor vehicle in turn demanded better road conditions, which in turn encouraged more tourism. Two seaside centres were developed by private enterprises in 1953; the Prevelly Caravan Park just south of the mouth of Margaret River, and Hamelin Bay, where the old timber yard of M.C. Davies had been set at the approaches to the Hamelin Bay jetty. These developments marked Augusta-Margaret River as a growing holiday and tourist destination. Both of these were accessed via Caves Road.</p> <p>In 1956 a more organised approach to tourism was initiated with the incorporation of the Augusta-Margaret River tourist bureau. At this time five caves were still open to the general public, but it was the exploration of the locally known 'Windy Hole' that reignited interest in caving and tourism. Windy Hole opened to the public as 'Jewel Cave' on 26 December 1959. The settlement of Gracetown was developed in 1962 and various other places oriented to leisure activities followed. In the mid 1960s Caves Road was fully sealed.</p> <p>CONTEMPORARY TOURISM</p> <p>For much of the 1960s and '70s, however, the level and scope of local tourism plateaued. This was to change irreversibly when the Augusta-Margaret River was reported as being eminently suited to commercial viticulture in 1965. The first significant planting of vines occurred in 1967 and successful growth of wine grapes varieties at a site on the Willyabrup River near Cowaramup, now Vasse Felix Vineyard, triggered a new industry. This spread out into adjoining land beyond the Busselton Shire and by 1971 vineyards west and south of the Margaret River town were making world-class wines. Margaret River is now the largest wine producing region in Western Australia.</p> <p>A second but no less important industry connected to Caves Road and tourism was surfing. The first Margaret River Classic was held in 1979, and the first professional surfing competition, the Margaret River Thriller, was held in 1985. There are now two annual surfing competitions that attract competitors and crowds from around the world. Most of the surfing locations that are on the coastline between Cape Leeuwin and Cape Naturaliste are accessed via Caves Road and offshoots from it.</p> <p>Each year some 500 000 visitors embrace the diversity of this surfing, wine growing mecca which, 40 years ago, comprised little more than struggling dairy farms. In 2010 Australia's South West was chosen by Lonely Planet as one of the world's Top 10 Regions. In 2011 Margaret River was recognised as one of the top seven tourism destinations in the country, for the region's stunning beaches, wine, beer and food products, natural wonders like limestone caves and Karri Forests and its man-made attractions.</p>
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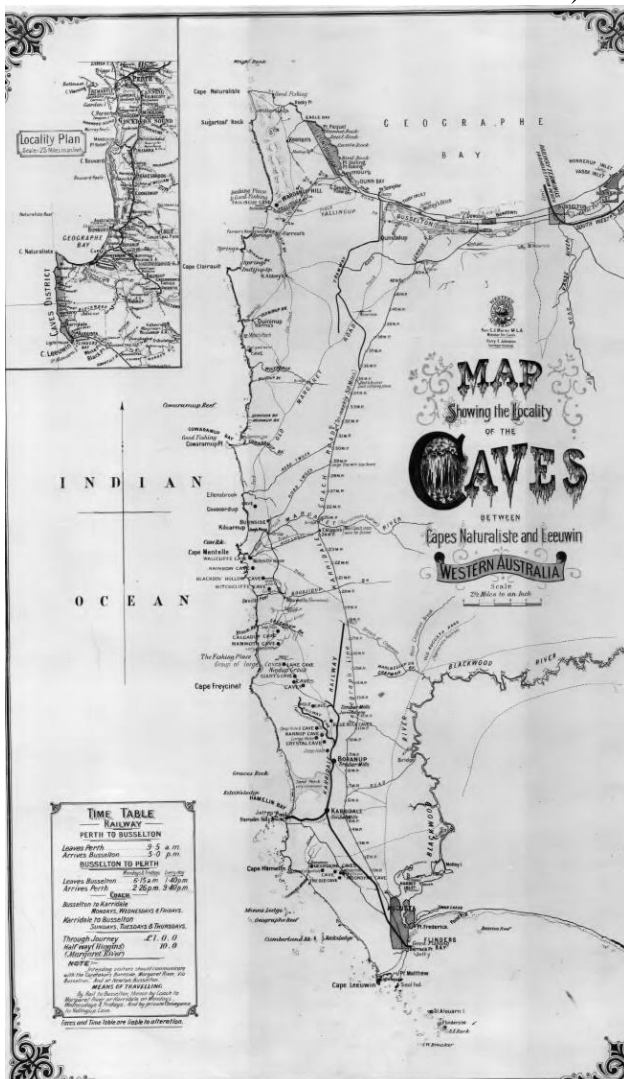
	<p>HERITAGE LISTINGS</p> <p>In 1996 for the Shire's first heritage survey (1996 Municipal Heritage Inventory), Caves Road was nominated but was not added. It was not assessed in the 2012 review. Caves Road was added to the Heritage Council Assessment Program in February 2019 and is currently being assessed.</p>
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	<ul style="list-style-type: none"> • "THE PREMIER'S TRIP TO KARRIDALE." <i>Southern Times</i>, 24 December 1895: 3. http://nla.gov.au/nla.news-article157530860. • South West Aboriginal Land and Sea Council at http://www.noongar.org.au/noongar-people-history.php • "WITH A MOTOR TO THE CAVES" <i>Western Mail</i>, 28 October 1905: 50. http://nla.gov.au/nla.news-article37808176. • THE YALLINGUP BROOK CAVES." <i>The West Australian</i>, 24 November 1900: 11. http://nla.gov.au/nla.news-article23848353. • Your Margaret River Region. https://www.margaretriver.com/ • Augusta-Busselton Heritage Trail [brochure online accessed 17 June 2022], www.amrshire.wa.gov.au. • Lilleyman, G (date unknown), 'Purpose built: the making of Caves Road.' Unpublished manuscript. • State Register of Heritage Places, 'Caves House Group', P428, DPLH 2001. http://inherit.stateheritage.wa.gov.au/Public/Inventory/Details/e21eca73-4122-462e-92b9-6c211ff56707 <p>Site added to Heritage Survey in 2021</p>
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This map showing the locality of the caves for a railway time table dates from 1901. (Source: Cons 3844/409 State Records Office of WA)




5.2 Alexandra Bridge

AB-01	Alexandra Bridge (Ruin)	Lot 4175 (Reserve 25502)	Clarke Drive (at the intersection with the Blackwood River)	Alexandra Bridge
AB-02	The Adelphi (Site and Memorial)	Lot 3871 (Reserve 23480)	Clarke Drive	Alexandra Bridge

PLACE No. AB-01	ALEXANDRA BRIDGE (RUIN)
<i>Other Names</i>	
<i>Location</i>	Lot 4175 (Reserve 25502), Clarke Drive, Alexandra Bridge (Intersection of Clarke Drive and the Blackwood River) GPS: -34.163667, 115.185230
<i>Current Photo/s</i> (Nov 2011)	
<i>LGA Site No</i>	A4439
<i>PIN Number</i>	527868
<i>Place Type</i>	Other Built Type
<i>Use(s)</i>	<i>Original:</i> General – Road; Specific - Bridge <i>Current:</i> General – Unused; Specific - Unused
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (Assessment Program): Place Number 00118 Classified by the National Trust (01/05/1978) Register of the National Estate, Permanent (21/10/1980) Statewide Large Timber Structures Survey (11/12/1998) Survey of 20th Century Architecture (01/03/1988)
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>The Alexandra Bridge (Ruin) is of significance:</p> <ul style="list-style-type: none"> • As the first major bridge to cross the Blackwood River. • As evidence of the opening up and closer settlement of the district in the late nineteenth century.

	<ul style="list-style-type: none"> As a structure built by Wishart and Davies, prominent building contractors in the region at the time, who also built Cape Leeuwin Lighthouse and Waterwheel.
<i>Integrity</i>	Medium: The use has been discontinued, but the original use is still clearly evident through interpretation of the surviving fabric.
<i>Authenticity</i>	Low: The place has been considerably altered, with the loss of significant fabric. The original character is no longer clearly evident.
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	General - timber
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>The Alexander Bridge (Ruin) is located on the alignment of Clarke Drive at the former road crossing over the Blackwood River.</p> <p>There are remnants of the bridge on both embankments, but the major part of the surviving structure is located on the south-eastern side of the river.</p> <p>The remnants include large timber piers and framework on the southern bank; a few truncated timber piles in the river; and small remnants of timber and earthworks at the end of Clarke Drive on the north-western bank.</p>
<i>Condition</i>	Poor
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Timber Industry (c.1840-Present)</p> <ul style="list-style-type: none"> Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914) <p>Second Wave of Rural Settlement (c.1850-1922)</p> <ul style="list-style-type: none"> Transport, Services and Fledgling Town Centres
<i>Construction Date(s)</i>	1897
<i>Year of Demolition</i>	1982
<i>Associations</i>	Builder: Wishart and Davies (the construction firm of John Wishart and M.C.Davies)
<i>Historical Notes</i>	<p>The Alexandra Bridge was built across the Blackwood River, near McLeod's Creek, in 1897. The bridge was erected by Wishart and Davies and named after the then Princess of Wales.</p> <p>The bridge was an important new structure and was opened by the Governor, Lieut.-Colonel Sir Gerard Smith on 15 November 1897:</p> <p><i>On the Monday His Excellency the Governor proceeded from Karridale to the Lower Blackwood for the purpose of opening the new bridge which has just been completed near the junction of the river and McLeod's Creek, about 10 miles north of Flinder's Bay, by the contractors, the M. C. Davies</i></p>

	<p><i>Company The bridge is about 350ft. long and consists of 17 spans of 20 feet each. The river at this spot measures about 180ft. wide at summer level, and the maximum depth of water is 25ft., except when in flood, when it may reach 34ft.</i></p> <p><i>The cost of the bridge has been £1,020 17s 6d. The structure will prove a great boon to the district.</i></p> <p><i>At 1.30 p.m. His Excellency performed this interesting ceremony, declared the bridge open for traffic, and named the structure "Alexandra" bridge, after the Princess of Wales. After a close inspection of the bridge, His Excellency expressed himself as satisfied with the workmanship and the substantial manner in which it had been erected, and congratulated the local Roads Board and the settlers upon the additional facilities provided for them by the erection of the structure.</i></p> <p>The details of the bridge, as shown on PWD plans, show that the bridge was 342' 6" long (104m). It had 17 x 20' spans, with 3 piles per pier (18" dia), 4 stringers per span (15" dia), 15" dia corbels, 12" x 6" half caps, and 4" decking.</p> <p>It was used as a main link bridge on what is now the Brockman Highway to places east and to service settlers and the local timber industry.</p> <p>When the new Alexandra Bridge was built on a new alignment of the Brockman Highway in 1969, the old bridge was kept as a tourist attraction and became a popular picnic and camping area. Unfortunately most of the old bridge was washed away by floods in 1982.</p>
REFERENCES	
	<ul style="list-style-type: none"> • PWD Plan 4393 dated 20 September 1896 • PWD Plan 11393 dated 1 February 1897 • <i>The West Australian</i>, 25 November 1897, p 5 • <i>Large Timber Structures in Western Australia</i>, Engineering Heritage Panel WA Division, Institution of Engineers, Australia, 1998 • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
Historic Photo/s	None

PLACE No. AB-02	THE ADELPHI (SITE AND MEMORIAL)
<i>Other Names</i>	
<i>Location</i>	Lot 3871 (Reserve 23480), Clarke Drive, Alexandra Bridge GPS: -34.160785, 115.186774
<i>Current Photo/s</i> (Nov 2011)	
<i>LGA Site No</i>	A4426
<i>PIN Number</i>	527811
<i>Place Type</i>	Historic Site
<i>Use(s)</i>	<i>Original:</i> General - Residence; Specific – Single storey residence <i>Current:</i> General - Vacant; Specific - Vacant
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04725
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>The Adelphi (site and memorial) is of significance:</p> <ul style="list-style-type: none"> • As one of the earliest settlement sites in the south-west of Western Australia. • For its associations with the Bussell Brothers, pioneer settlers in Augusta, Margaret River and the Vasse. • As a community memorial to a site associated with the original colonial settlement of the Augusta region
<i>Integrity</i>	Historic site – N/A


	Memorial - High: The original use has been maintained.
<i>Authenticity</i>	Historic site – N/A Memorial - High: The original/significant fabric is largely intact.
<i>Level of Significance</i>	Historic site - The place is associated with an event or former place that is of particular significance for the local community. There may be some potential for significant archaeological remains.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<i>Other:</i> Stone
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>A random stone memorial cairn, accessed via a walking track off Clarke Drive, is the only visible feature of this site.</p> <p>A brass plaque on the cairn records the following information:</p> <p><i>It was on this site in 1831 that the Bussell Brothers, John, Charles, Vernon and Alfred, built their second home – a group of six separate rooms or dwellings which they named “The Adelphi” signifying the brothers.</i></p> <p><i>The destruction of the main building by fire on the night of 5 November 1833, with much loss, brought about the return of the family to Augusta and hastened their subsequent departure to the Vasse.</i></p> <p>It is possible that some archaeological evidence of features such as the original well may remain.</p>
<i>Condition</i>	N/A
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Colonial Settlement (c.1830-1849)</p> <ul style="list-style-type: none"> • The Establishment of Augusta and Nearby Areas
<i>Construction Date(s)</i>	1831
<i>Year of Demolition</i>	1833
<i>Associations</i>	<p>Architect: Bussell Brothers</p> <p>Builder: Bussell Brothers</p>
<i>Historical Notes</i>	<p>John, Charles, Vernon and Alfred Bussell arrived in Western Australia in 1830, and built their first house, ‘Dachet’, in the newly formed settlement of Augusta.</p> <p>‘The Adelphi’, a name that means ‘brothers’, was the second home built by the Bussells on the banks of the Blackwood River, approximately 19km upstream from Augusta. The Bussell Brothers had rowed up river from Augusta in 1831 and claimed 40 acres [approx. 16ha], which was later extended to 2000 acres. Without wasting any time the brothers erected their first hut in three weeks, raised a post and rail fence of jarrah across the half-kilometre wide neck of their peninsula, dug a well, made paths through the</p>

	<p>bush, and then extended their cottage into a four bedroom house with a drawing room and kitchen. John Bussell built a separate cottage for himself and his library.</p> <p>In April 1833, their siblings Fanny, Bessie and Lennox Bussell arrived at Augusta. Fanny stayed at 'Dachet' in Augusta with Charles, and Bessie and Lennox settled in the 'Adelphi' to help Alfred, John and Vernon, along with two servants Emma and Phoebe.</p> <p>On Guy Fawkes Day, 5th November 1833, a fire began in the kitchen chimney of this house and it burnt down and was abandoned. William Lines in 'An All Consuming Passion', gives a good account of the fire and what was saved from the flames:</p> <p><i>Bessie rushed in to save the encyclopaedias, while Lennox and Alfred pulled out the piano, tables and chairs and medicine chest. All the bibles and editors of Byron were saved. Emma Mould cleared everything out of the kitchen....As flames tore across the rush roofs, Emma, Bessie and Lennox tossed out bedding and clothes, and Alfred ripped out the window – with their precious glass – but could not save the doors. Lennox through the gunpowder into the bush and saved the silver mirror and sheet music. They salvaged much but lost shoes, clothes, books, sewing material, tools, building materials and their commitment to homesteading on Blackwood.</i></p> <p>The Bussells then returned to Augusta before relocating to the Vasse in 1834. A memorial plaque on a stone cairn was erected on the site by the Augusta Branch of the Royal WA Historical Society in 1971.</p>
REFERENCES	
	<ul style="list-style-type: none"> • William Lines, <i>An All Consuming Passion</i>, Allen and Unwin, 1994. • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
Historic Photo/s	None

5.3 Augusta


AU-01	Augusta CWA Hall	41-43 (Lot 265)	Allnutt Terrace	Augusta
AU-02	Augusta Hospital	Lot 447	Donovan Street	Augusta
AU-03	Augusta Hotel	49 (Lot 59)	Blackwood Avenue	Augusta
AU-04	Augusta Police Station	3 (Lot 411)	Hillview Road	Augusta
AU-05	Augusta School (site)	Reserve 9658	856 Blackwood Avenue (south-west of intersection with Hardy Street)	Augusta
AU-06	Blackwood	9 (Lot 219)	Bussell Highway	Augusta
AU-07	Butcher's Shop (former)	13 (Lot 220)	Bussell Highway	Augusta
AU-08	Callalup Farm	222 (Lot 572)	Hillview Road	Augusta
AU-09	Dachet (site of the Bussell House and plaque)	7 (Lot 12)	Toy Place	Augusta
AU-10	Ellis House	Lot 139	Tattersall Street	East Augusta
AU-11	Flinders Bay Jetty (archaeological remains and plaque)	Reserve 24653, Barrack Point	Davies Road	Augusta
AU-12	Flinders Bay Settlement	Multiple sites including reserves and private property	Davies Road, Dawson Way, Wishart Road, Peppermint Drive and Storm Bay Road (extending between Leeuwin Road and the coastline)	Augusta
AU-13	Flinders Bay Jetty	Lot 406	Davies Road	Augusta
AU-14	Lumen Christi Catholic Church	19 (Lot 1)	Green Street (cnr Blackwood Ave)	Augusta
AU-15	Molloys' House (site and plaque)	104 (Lot 4) Georgiana Park	Albany Terrace	Augusta
AU-16	Old Cemetery and Pioneer Memorial	Lot 262, Reserve 19230	Toy Place (cnr Osnaburg St)	Augusta

AU-17	RSL Park	Lot 258, Reserve 20232	Osnaburg Street	Augusta
AU-18	Sites of significant houses dating from the development of the Augusta township in the period c.1912 to 1930	Mrs Eatt's Cottage (site) - 110 (Lot 42)	Blackwood Avenue	Augusta
		Warmstone - 26 (Lot 10)	Blackwood Avenue	
		Ivanhoe (site)	Manning Street	
		Pericles (site)	Manning Street	
AU-19	Stanes' House	171 (Lot 54)	Blackwood Avenue	Augusta
AU-20	The Landing Place (site and cairn)	-	Albany Terrace (opposite Loch Street)	Augusta
AU-21	The Oven	Lot 414	Turner Street	Augusta
AU-22	The Whaling (site and cairn)	Lot 850, Reserve 30481	Davies Road	Augusta
AU-23	Tom Turner's Cottage and Turner's Spring (site)	Reserve 8428	Skippy Road	Augusta
AU-24	Turner's Cellar	Lot 854, Reserve 39910	Albany Terrace	Augusta
AU-25	Turner's Fig Tree	71 (Lot 35) (Turner Caravan Park)	Blackwood Avenue	Augusta
AU-26	Whale Rescue, 1986 (site and plaque)	Lot 850, Reserve 24653	Davies Road	Augusta

PLACE No. AU-01	AUGUSTA CWA HALL
<i>Other Names</i>	
<i>Location</i>	41-43 (Lot 265) Allnutt Terrace, Augusta GPS: -34.315982 115.157766
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A2084
<i>PIN Number</i>	529331
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - Social/Recreational; Specific – CWA Hall <i>Current:</i> General – Social/Recreational; Specific – CWA Hall
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	Augusta CWA Hall is of significance: <ul style="list-style-type: none"> • For its association with the efforts and influence of the women of the district; and their social and economic contribution to Augusta and surrounding areas. • As a long-standing focal gathering point for the women of the community.
<i>Integrity</i>	High: The original use has been maintained.

<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<i>Walls:</i> General - Asbestos; Specific – Fibrous cement, flat <i>Roof:</i> General – Metal; Specific – Corrugated Iron
<i>Architectural Style</i>	Interwar (functional)
<i>Physical Description</i>	<p>This is a small, symmetrical, timber-framed hall, with hipped roof and a centrally placed, gabled, front porch (opening to one side). The roof is clad with corrugated iron and has a small eaves overhang with exposed rafters. The walls are clad with flat sheet fibrous cement, with flat vertical battens and semi-round horizontal battens. The window openings have retained their original square proportions, but there are later windows with sliding aluminium frames.</p> <p>The main entrance is under the porch and comprises double timber doors accessed via a later concrete ramp (with evidence of a short handrail for former steps).</p> <p>There is a rear skillion, with an attached toilet extension.</p> <p>The CWA insignia is fixed as a sign to the centre of the front porch and as a raised painted detail over the back entrance.</p> <p>The building is located on an open site with informal landscaping.</p>
<i>Condition</i>	<p>Good</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
<i>Construction Date(s)</i>	1956
<i>Year of Demolition</i>	
<i>Associations</i>	
<i>Historical Notes</i>	<p>The Country Women's Association began in Western Australia in 1924 as a non-party political, non-sectarian and not for profit organisation with the first branch being at Nungarin. The aim of the Association then, and still, is to improve the wellbeing of all people, especially those in country areas by promoting courtesy, cooperation, community effort, ethical standards and the wise use of resources. The CWA was formed to meet the needs of the time – to help women in isolated rural communities and to provide a voice to Government to seek solutions to the difficulties facing families in such areas.</p>

	<p>The Augusta CWA branch was first formed in 1933. Papers report fund raising activities being carried out in 1935-36 to build rest rooms at Flinders Bay. However, it is possible this did not eventuate, as membership was too low to sustain the branch, which closed in 1938.</p> <p>In 1939 a meeting of the Augusta-Karridale branch of the Country Women's Association was held at Mrs. Sutton's residence in Karridale, the idea being to reform the branch. Millars Timber and Trading Co. granted permission for the use of a suitable room in M.C. Davies' 'Big House' for the CWA at an annual rent of £1. Furniture was supplied from abandoned group homes. Social evenings were arranged where the men and visitors played cards in the ballroom until the completion of the meeting, when they were joined by the women for music and games.</p> <p>A purpose built Karridale CWA Hall was built by H Challis in July 1948 adjacent to the sports ground. This escaped the 1961 Karridale bushfires, and was later moved to its present location at the Karridale crossroads.</p> <p>The Augusta CWA branch was reformed in 1952. On 6 July 1956, a freehold title for Lot 265 Allnutt Terrace was set aside for the Augusta CWA restrooms. The asbestos and corrugated galvanized iron building was erected at a cost of £1890.</p>
REFERENCES	
	<ul style="list-style-type: none"> • CWA records [Thanks to Jocelyn Mitchell] • Certificate of Title 1198-533 • <i>West Australian</i>, 14 April 1935 p 5S; 20 October 1936 p 7. • <i>Sunday Times</i>, 1 January 1939 p 13S; 18 June 1939 p 47; 21 January 1940 p 21 • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989 • CWA of WA: http://www.cwaofwa.asn.au/history.html
Historic Photo/s	None

PLACE No. AU-02	AUGUSTA HOSPITAL
<i>Other Names</i>	
<i>Location</i>	Lot 447, Donovan Street, Augusta GPS: -34.306267 115.158596
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A4475
<i>PIN Number</i>	11546371
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - Health; Specific - Hospital <i>Current:</i> General - Health; Specific - Hospital
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04928
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	Augusta Hospital is of significance: <ul style="list-style-type: none"> • As an important part of the development of the town in the Post-War years, reflecting the increased population and the consequent increased demand for health services. • For its social significance to people who have been treated here, and their families.
<i>Integrity</i>	High: The original use has been maintained.
<i>Authenticity</i>	High: The original/significant fabric is largely intact.

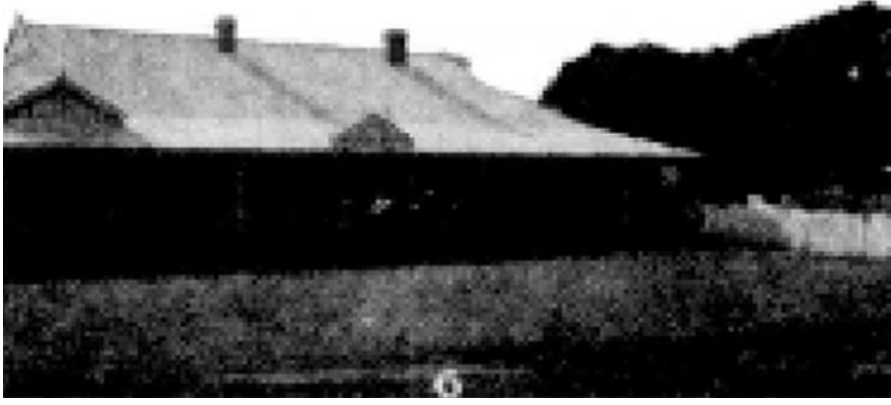
<i>Level of Significance</i>	Some - Makes some contribution to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Brick; Specific – Face-brick</p> <p><i>Roof:</i> General - Metal; Specific – Pre-painted corrugated steel</p>
<i>Architectural Style</i>	Post War (functional)
<i>Physical Description</i>	<p>Augusta Hospital is of a functional government design, which focuses on function and value. It is of a linear form with an offset, flat-roofed, portico covering the driveway in front of the main entrance.</p> <p>The walls are salmon face-brick, with contrasting flat infill panels below the aluminium sliding windows and a burnt-brick feature panel near the entrance. The low-pitched gable roof is pre-painted corrugated profile steel (Colorbond).</p> <p>The main entrance is accessed via a semi-circular, one-way drive that extends along the main façade and extends to provide parking bays. The inner face of the driveway is separated from the building with a garden bed planted with mixed domestic shrubs and flowers.</p> <p>The deep setback between the access drive and Donovan Street features informal landscaping with mature native trees.</p>
<i>Condition</i>	<p>Good</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Post-War Services and Diversification (c.1945-Present)</p> <ul style="list-style-type: none"> • New Community Services and Facilities (c.1945-1970)
<i>Construction Date(s)</i>	1965
<i>Year of Demolition</i>	
<i>Associations</i>	
<i>Historical Notes</i>	<p>The Margaret River Hospital was established in 1924. From that time, the doctors based there visited Augusta on weekly visits, firstly using the town hall for consultations, and then the lounge in Mrs Ellis' guest house.</p> <p>In 1961 one of the Margaret River doctors, Dr John Williams, decided to make Augusta his home. He was the catalyst needed to help push for a hospital in the town. A Hospital Committee was formed, and with the advent of water, electricity and Dr Williams' enthusiasm, it was only a few years before a site was settled upon, and the State Government provided the funds for Augusta's Hospital. Community members helped with the erection of the hospital and establishment of the grounds.</p> <p>The hospital was opened on 23 October 1965 by the Hon. W S Bovell MLA Minister for Lands and Member for Vasse. The cost of the building was £115,000.</p>

	Extensive renovations to the original hospital have increased the capacity to eighteen beds, and a permanent care section has been added. As at 2012, the place is a 'C Class' Hospital as well as a general hospital.
REFERENCES	
	<ul style="list-style-type: none"> • O.P 75 Augusta Museum Library, paper by Bessie Ellis • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989 • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
Historic Photo/s	None

PLACE No. AU-03	AUGUSTA HOTEL
<i>Other Names</i>	
<i>Location</i>	49 (Lot 59) Blackwood Avenue, Augusta GPS: -34.316663 115.160182
<i>Current Photo/s</i> (Feb 2012)	 
<i>LGA Site No</i>	A8052
<i>PIN Number</i>	529439
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - Commercial; Specific – Hotel, Tavern or Inn <i>Current:</i> General - Commercial; Specific – Hotel, Tavern or Inn


<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04929
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>The Augusta Hotel is of significance:</p> <ul style="list-style-type: none"> • As a local hostel/hotel that has been continuously used since 1912. • As the first licenced hotel in the Augusta-Margaret River region (from 1923). • For its historical associations with the Ellis family, who were early pioneers of the district and instrumental in the town's development (including building and operating this hotel in 1912). • As evidence of the development of the town as a tourist destination, and the increased demand for accommodation for visitors and travellers from the early twentieth century. • As evidence of the increased demand for tourist accommodation in the post World War Two years.
<i>Integrity</i>	High: The original use has been maintained.
<i>Authenticity</i>	Low: The place has been considerably altered, with the loss of significant fabric. The original intent/character is no longer clearly evident.
<i>Level of Significance</i>	Considerable - Very important to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Stone; Specific – (painted)</p> <p><i>Roof:</i> General - Metal; Specific – Corrugated Iron</p>
<i>Architectural Style</i>	Original style obscured by later additions in various styles
<i>Physical Description</i>	<p>The Augusta Hotel is made up of a number of different building stages, including elements of the original, single-storey stone building. Evidence of the old hotel includes the central portion of the ground floor façade, which was constructed of roughly squared stone blocks, ruled as ashlar and since painted. This portion of the building features original cast-iron wall vents and vertically proportioned double-hung timber windows, each with 8 panes to the upper panel and 2 to the lower. It also features an original entrance door with extant joinery and diamond pattern highlights. Adjacent to the entrance there is a smooth cut foundation stone acknowledging the Ellis family and the architect (see photo, above).</p> <p>Additions dating from the second half of the twentieth century include the large masonry posts to the front verandah; a second story addition (with plain rendered walls, a low pitched gable roof, and simple rectangular, metal-framed</p>

	windows); a single storey bottle shop addition (on the northern side); and a one-two storey restaurant and motel wing on the southern side. These major additions have largely obscured the scale and character of the original building.
<i>Condition</i>	Good *Assessed from streetscape survey only
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	Tourism (c.1890s-Present) <ul style="list-style-type: none"> • The Beginnings of Local Tourism • The Establishment of Tourist Accommodation Second Wave of Rural Settlement (c.1850-1922) <ul style="list-style-type: none"> • Resettlement of Augusta and Nearby Areas
<i>Construction Date(s)</i>	1912
<i>Year of Demolition</i>	
<i>Associations</i>	Owner: Ellis family Architect: W.G. Pickering
<i>Historical Notes</i>	<p>The Augusta Hotel was constructed and owned by H C Ellis and his four sisters in 1912. The land had been inherited from their ancestor, William Ellis, who had been granted the land (a Town Lot of 5 acres) in April 1863.</p> <p>The hotel was specifically built to provide a service to travellers and tourists, but Henry Cassidy Ellis' first application for a liquor license was opposed because the police believed that it would be detrimental to the health and safety of the men who worked on the timber mills of the region to have liquor available.</p> <p>In the early years there was some visitation from Perth and other 'remote' areas, but much of the demand came from Karridale residents, as it was not uncommon for them to spend their summer holidays at Augusta.</p> <p>The hotel cost £1,500 to erect, and was situated 'about 20 chains from the ocean, and within 10 chains of the Blackwood River.' In 1913 it was reported that the hotel was built of stone '<i>well and faithfully constructed, practically fireproof, and had a magnificent outlook.</i>' There was over 200ft of 9ft wide verandas, upon which up to 50 beds could be placed. Other reported features of the hotel were a bar, bar parlour, a never failing supply of spring water and, as well, rain water.</p> <p>Ellis' second application for a license was heard and granted before the Sussex Licensing Court in March 1923. A petition containing 40 signatures in favour of the license accompanied the application.</p> <p>In 1923 the hotel was advertised for sale:</p> <p><i>This hotel is situated at Augusta on the Hardy Inlet, Flinders Bay, on about six acres of land. It contains 13 bedrooms, drawing-room, parlour, dining-room, kitchen, servants' quarters, etc. Main building of stone, outer buildings of wood and iron. Five garages and usual outbuildings; and a good water supply on the premises. The railway from Busselton to Flinders</i></p>

	<p><i>Bay is in course of construction, and is expected to be completed by next Easter, and lines from Big Brook Timber Mills and from Collie must, in the near future, be constructed. Several group settlements are in the neighbourhood, and numbers of sleeper hewers are starting work, In addition to ordinary business, which is growing rapidly, there is a large summer trade, with resident visitors and tourists, and with the opening of the railway it should become a very popular summer resort. There is no other licensed house within 50 miles, and it should be a fortune in the hands of the right people; Satisfactory reasons given for selling. Tenderers are requested to state a lump sum for the freehold, including buildings and licence. Furniture to be taken at valuation, and the stock at landed cost.</i></p> <p>Mr Harry Stanes took over the Hotel c1925, and ran it until 1929, and then from 1933 to 1945. In later years the hotel was extended in a number of stages, including the construction of adjacent motel accommodation in the 1960s (Leeuwin units).</p> <p>2012 marks the 100-year anniversary of the establishment of this hotel.</p>
REFERENCES	
	<ul style="list-style-type: none"> • <i>South-Western News</i>, 28 March 1913, p 3 • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989 • <i>The West Australian</i> 15 November 1923 p 4 • WA Post Office Directories • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
Historic Photo/s	 <p>Augusta Hotel, <i>Western Mail</i>, 16 May 1914, p. 32 (Trove)</p>




Augusta Hotel, *Western Mail*, 26 February 1915, p. 23 (Trove)

PLACE No. AU-04	AUGUSTA POLICE STATION
<i>Other Names</i>	Margaret River Police Station (former)
<i>Location</i>	3 (Lot 411) Hillview Road, Augusta GPS: -34.317164 115.157165
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A3656
<i>PIN Number</i>	1045459
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - Governmental; Specific – Police Station <i>Current:</i> General - Governmental; Specific – Police Station
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	Augusta Police Station is of significance: <ul style="list-style-type: none"> • For its association with the establishment of a permanent police presence in the region with the development of the township of Margaret River in the 1920s. • As the first Margaret river police station (c.1929)


	<ul style="list-style-type: none"> As the first Augusta Police Station (c.1964)
<i>Integrity</i>	High: The original use has been maintained.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Timber; Specific - Weatherboard</p> <p><i>Roof:</i> General - Metal; Specific – Corrugated Iron</p>
<i>Architectural Style</i>	Inter War (functional)
<i>Physical Description</i>	<p>The main façade of the police station was originally designed with a projecting side bay flanked by a front verandah. The latter has since been enclosed as part of the reception area and is accessed by modern steps and a timber ramp that extends across the main façade.</p> <p>The building is timber framed and is clad with square edged weatherboards (bevel edged to the later verandah infill). The main windows are double hung, vertically proportioned, with three vertical panes to each panel. Along the side (western) facade these have simple timber framed awnings. Each window has a modern mesh security screen. On the eastern side there are two lockable high-level square windows, which would have originally related to holding cells. The hipped roof is clad with corrugated iron and features narrow eaves and exposed rafters.</p> <p>The building is set back from the street, with the frontage occupied by a sealed carpark and informal native landscaping. The rear of the site has modern vehicle and storage sheds.</p>
<i>Condition</i>	<p>Good</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> Transport, Services and Fledgling Town Centres <p>Post-War Services and Diversification (c.1945-Present)</p> <ul style="list-style-type: none"> New Community Services and Facilities (c.1945-1970)
<i>Construction Date(s)</i>	<p>c.1929 (in its original location in Margaret River)</p> <p>c.1964 (relocation to Augusta)</p>
<i>Year of Demolition</i>	
<i>Associations</i>	Architect: PWD

<p><i>Historical Notes</i></p>	<p>Before the W.A. Police Force was formed in March 1853, Town or District constables were appointed by the local Government Resident (Magistrate), and paid a small retainer plus additional sums for service of summons, execution of warrants etc. They usually continued with their usual occupation, performing these duties as required.</p> <p>In 1930 Elijah Dawson came to Western Australia from England as an indentured servant and confidante of Captain John Molloy, an officer of the same military unit who had been his commanding officer at Waterloo. While Dawson was at Augusta, John Molloy, as Government Resident wrote to the Governor: "I have the honour to inform you that I have appointed Elijah Dawson to the office of constable at Augusta until the pleasure of His Excellency is known." The appointment was officially confirmed by the Governor on 15 July 1835 at a salary of £20.0.0 per annum. By 1840, with most of the settlers in the district leaving due to a number of reasons (including an inability to cope with the isolation, difficulty in clearing what was considered unproductive land, and difficulties landing equipment and supplies from ships) the local police service had ceased.</p> <p>In the 1920s a permanent police presence for the region was established in the newly developing town of Margaret River. Tenders were called for the erection of the Margaret River Police Station in December 1928 and, in 1929, this was constructed in Stewart Road by a Mr Falkingham of Busselton (who also built the Cowaramup Hall in 1930). (See also Place # MR(T) – 09)</p> <p>The next stage of policing in Augusta began in the 1960s. When a new Margaret River Court House, Police Station and Quarters were built in c1960, the original (1929) police station became redundant. In c.1964 the old Margaret River Station building was relocated to Augusta and re-erected for use in 'the busy summer months'. It is now a permanently staffed station.</p>
<p>REFERENCES</p>	
	<ul style="list-style-type: none"> • W.A. Police and W.A. Police Historical Society records (Thanks to Graeme Sisson, W.A. Police Historical Society) • Pashley, A R, Policing our state: a history of police stations and police officers in Western Australia 1829-1945, Educant, Cloverdale WA, 2000. • http://www.australiassouthwest.com/About_Australias_South_West/History/Explorers_and_Settlement/Augusta_and_Surrounds. • http://mydawsonfamilyhistory.wordpress.com/ • <i>The Perth Gazette and Western Australian Journal</i>, 26 Oct1844, p 2. • <i>Sunday Times</i>, 2 December 1929, p 11S <p>Further information is also held in the State Records Office of Western Australia files:</p> <ul style="list-style-type: none"> – Augusta Police Station - Protection for. Cons 430 Item 1953/3988. 1953. – Augusta Police Station – Site. Cons 2572 Item 1964/1781. 1964-1965. – Establishment/Localities - Augusta Police Building – General. Cons 5882 Item 045 0073 v1. 1966-1978.
<p>Historic Photo/s</p>	<p>None.</p>

PLACE No. AU-05	AUGUSTA SCHOOL (SITE)
<i>Other Names</i>	
<i>Location</i>	856 Blackwood Avenue (Reserve 9658), Augusta (located on a bush block on the SW side of the intersection with Hardy Street). <i>GPS: -34.322106 115.161685</i>
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A4344
<i>PIN Number</i>	529516
<i>Place Type</i>	Historic Site
<i>Use(s)</i>	<i>Original:</i> General - Educational; Specific – Primary School <i>Current:</i> General – Monument
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	Augusta School (site) is of significance: <ul style="list-style-type: none"> • For its association with the development of the fledgling town of Augusta in the early twentieth century. • For its historical association with the education of the children of Augusta, from 1906 to 1957.
<i>Integrity</i>	Historic site - N/A Monument - high


<i>Authenticity</i>	Historic site - N/A Monument - high
<i>Level of Significance</i>	Historic Site - The place is associated with an event or former place that is of particular significance for the local community. A memorial has been erected at the site.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	N/A – historic site only
<i>Architectural Style</i>	N/A – historic site only
<i>Physical Description</i>	The site of the former school is now a small clearing on a bush block, accessed by an informal walking track that leads between Hardy Street and Blackwood Avenue. The location is marked by a river stone and concrete rectangular plinth bearing small plaque that reads: <i>Site of Augusta's First Government School 1906-1937.</i>
<i>Condition</i>	N/A – historic site only
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	Second Wave of Rural Settlement (c.1850-1922) <ul style="list-style-type: none"> Resettlement of Augusta and Nearby Areas
<i>Construction Date(s)</i>	1906
<i>Year of Demolition</i>	Original school replaced 1938 1938 building demolished after 1957 (when the school finally closed)
<i>Associations</i>	
<i>Historical Notes</i>	<p>The 1901 Census showed Karridale with a population of 230, while Augusta was not mentioned, indicating that it was a relatively minor centre of population at that time (Note: it was not until 1917 that Augusta was listed separately to Karridale in the Western Australian Postal Directory (Wise's).</p> <p>The Anglican Minister at Karridale, Rowland Taylor was instrumental in setting up Augusta's first school. As Secretary of the Karridale School Board he headed a petition to the Education Department in 1904. There were 14 children, not itinerant families linked to the timber industry, but 'bone fide' settlers in the area from the Brennan, Higgins, Ellis and McDowell families, in need of schooling.</p> <p>Augusta's first school operated out of William (Skipper) Ellis' house from 1 May 1905. The first teacher was Miss Janet Taylor, Rowland Taylor's daughter, who was accommodated at the Ellis' home.</p> <p>In 1906 the vacant school and quarters were relocated from Hamelin Bay and on June 20, the teacher, Emily Bishop, and students moved into it as their new school building. Attendance was sporadic, and the school closed for a short</p>

	<p>time in 1920 and again in 1943. The Education department did not supply a teacher until 1926, a Miss Vida Baskerville, who stayed until 1934.</p> <p>By then the building, which was situated in a swampy area, was in poor condition. The parents protested about the appalling state of the school in December 1936 by keeping their children at home.</p> <p>A compromise was reached when in 1938 the Miamup school building was sent to Augusta and re-erected on the current school site.</p> <p>The school closed in 1957.</p>
REFERENCES	
	<ul style="list-style-type: none"> • McKenzie, J 'The First Augusta School 1905-1957,' Occasional Paper, Augusta Historical Society • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989 • Shire of Augusta-Margaret River Heritage Inventory – nomination form, December 2011
<i>Historic Photo/s</i>	None

PLACE No. AU-06	BLACKWOOD
<i>Other Names</i>	Hannah Dahlberg's House
<i>Location</i>	9 (Lot 219) Bussell Highway, Augusta GPS: -34.310043 115.156018
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A2283
<i>PIN Number</i>	529250
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	Original: General - residential; Specific – single storey residence Current: General - residential; Specific – single storey residence
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04932
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Blackwood is of significance:</p> <ul style="list-style-type: none"> • For its associations with the Dahlberg family, who were early pioneers of the district and instrumental in the town's development. • As one of the few surviving residences that still represent the residential development that took place in the town in the 1920s. • For its aesthetic qualities and detailing, including the internal jarrah wall panelling and blackbutt ceilings (as recorded in 1996).
<i>Integrity</i>	High: The original use has been maintained.


<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Timber; Specific - Weatherboard</p> <p><i>Roof:</i> General - Metal; Specific – Pre-painted corrugated steel sheeting</p>
<i>Architectural Style</i>	Inter War (simple cottage)
<i>Physical Description</i>	<p>Blackwood is a very simple Inter War cottage with a projecting square bay flanked by a front verandah.</p> <p>The walls are clad with square-edged weatherboards, with flat sheet and vertical battens to the gable infill. The gable-hipped roof has been clad with pre-painted corrugated steel sheeting (Colorbond).</p> <p>The original windows have been replaced in an interpretation of traditional timber-framed, small paned glazing, and the house has been extended to the side (south) with a skillion addition (built in two stages). There is also a flat sheet fibrous cement skillion at the rear.</p> <p>The grounds include a gravel driveway along one side (bounded by a timber post and rail fence with woven wire infill) and mature plantings to the front yard (none of which appear to date from the original period of occupation). There is no front fence.</p>
<i>Condition</i>	<p>Fair</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
<i>Construction Date(s)</i>	1927/28
<i>Year of Demolition</i>	
<i>Associations</i>	<p>Builder: Charles A Dahlberg</p> <p>Other: Hannah Dahlberg</p>
<i>Historical Notes</i>	<p>Charles Alexander Dahlberg and his sister Hannah arrived in the south-west of Western Australia in 1894. In the early years Charles was employed by M C Davies Co. (later Millars Timber and Trading Co.) and worked on various constructions jobs in and around the Augusta area. Some of his jobs included being a maintenance man on the Hamelin Bay jetty, foreman on the Flinders Bay jetty and ganger on the Karridale to Flinders Bay railway line. Charles also worked on the completion of the Flinders Bay junction yards.</p>

	<p>Charles Dahlberg was a prominent builder in the area. Other places he built between 1905 and 1930 include the old newsagent's store in the centre of town (for W Ellis – general store), the hall next door (since burnt down), 'Dingle Dell Guest House,' 'Callalup' (his own farmhouse), and the Butchers Shop – all in Augusta, and McCaullay's store at Witchcliffe. He also did most of the carpentry in Augusta Hotel (1912).</p> <p>'Blackwood' was built in 1927-28 by Charles for his sister Hannah, and apparently no effort was spared in making this house a home for his much loved sister.</p> <p>In 1996 it was stated that the interiors still included extensive use of jarrah panelling (chair rail high) and blackbutt-panelled ceilings in the main rooms of the house.</p> <p>Hannah died in 1937. Charles died in 1932 aged 55 years and his wife, Bertha died in 1947.</p> <p>In the 1960s an inside toilet was added to the house as well as an updated bathroom. In 1996 it was stated that, apart from these additions, the house remained in its original state.</p> <p>As at 2012, the house is still a private residence.</p>
REFERENCES	
	<ul style="list-style-type: none"> • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory, 1996</i>
<i>Historic Photo/s</i>	None

PLACE No. AU-07	BUTCHER'S SHOP (FORMER)
<i>Other Names</i>	C A Dahlberg & Co, Butcher and Smallgoods Meats
<i>Location</i>	13 (Lot 220) Bussell Highway, Augusta GPS -34.310114 115.155456
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A904
<i>PIN Number</i>	529248
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - Commercial; Specific – Shop/Retail store <i>Other:</i> General – Residential; Specific – Single story residence <i>Current:</i> General - Vacant
<i>Statutory - Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04927
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>The Old Butcher's Shop is of significance:</p> <ul style="list-style-type: none"> • As the oldest commercial building still standing in Augusta. • For its landmark value, as embodied in its traditional form and prominent street frontage, and its location near the entrance to the town. • For its associations with the Dahlberg family, who were early pioneers of the district and instrumental in the town's development.

<i>Integrity</i>	Low: The use has been altered and the original use cannot be readily discerned.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<i>Walls:</i> General - timber; Specific - weatherboard <i>Roof:</i> General - metal; Specific – steel
<i>Architectural Style</i>	Functional
<i>Physical Description</i>	<p>The old Butcher's Shop is a small rectangular building, constructed to the alignment of the front boundary (noting that the former verandah would have extended over the footpath). The walls are clad with square-edged weatherboards and the gable roof with modern profile, flat-pan, steel sheeting. The front façade features a central boarded door, flanked by a 2-panel casement window on the LHS and a 2-panel casement window with 2 fixed side panels on the RHS (each with 3 panes per panel). Each of these windows has a small projecting timber and galvanised iron head.</p> <p>There is a skillion addition to the rear.</p> <p>Either side of the old shop, the site is bounded by a partly collapsed timber post and rail fence, with woven wire infill.</p>
<i>Condition</i>	Poor *Assessed from streetscape survey only
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
<i>Construction Date(s)</i>	C.1922
<i>Year of Demolition</i>	2014
<i>Associations</i>	Builder: Charles A Dahlberg
<i>Historical Notes</i>	<p>This old butchers shop (which traded as C A Dahlberg & Co, Butcher and Smallgoods Meats) was built in 1921 to cater for the first wave of group settlers coming into the district. Dahlberg employed George Sutton as his butcher and slaughter man. The place ceased operating as a butcher's shop around 1925-26. In 1926 Dahlberg added two more rooms and later moved his family from their farm 'Callalup' to live there. A rear shed was erected around this time.</p> <p>Charles Dahlberg was a prominent builder in the area. Other places he built between 1905 and 1930 include the old newsagent's store in the centre of town (for W Ellis – general store), the hall next door (since burnt down), 'Dingle</p>


	<p>Dell Guest House,' 'Callalup' (his own farmhouse), and 'Blackwood' (a home for his sister) – all in Augusta, and McCaullay's store at Witchcliffe. He also did most of the carpentry in Augusta Hotel (1912).</p> <p>Charles died in 1932 aged 55 years and his wife, Bertha, died in 1947.</p> <p>The front verandah has been removed (n.d) and in the early 1990s the roof was replaced.</p> <p>Currently (February 2012) the place is vacant.</p>
REFERENCES	
	<ul style="list-style-type: none"> • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
Historic Photo/s	None

PLACE No. AU-08	CALLALUP FARM
<i>Other Names</i>	
<i>Location</i>	<p>222 (Lot 572) Hillview Road, Augusta</p> <p>Note: This place record refers specifically to the old farm buildings and their immediate setting.</p> <p>GPS (at entrance gate): -34.317565 115.134067</p>
<i>Current Photo/s</i> (Feb 20120)	
<i>LGA Site No</i>	A5961
<i>PIN Number</i>	531490
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<p><i>Original:</i> General - Health; Specific – hospital</p> <p><i>Other:</i> General - Residential; Specific – single storey residence</p> <p><i>Current:</i> Vacant</p>
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	<p>HCWA Database (not entered in State Register or in Assessment Program):</p> <p>Place Number 04939</p>
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Callalup Farm is of significance:</p> <ul style="list-style-type: none"> • For its association with the former Karridale Mill, where it is recorded as being used as either a first aid post or hospital. • For its associations with the Dahlberg family, who were early settlers in the township of Augusta and instrumental in the town's development.

	<ul style="list-style-type: none"> As one of the oldest surviving farm houses in the Augusta locality.
<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Considerable - Very important to the heritage of the locality (with particular reference to its original use at the Karridale Mill settlement).
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Timber; Specific - Weatherboard</p> <p><i>Roof:</i> General - metal; Specific – corrugated iron</p>
<i>Architectural Style</i>	Victorian (functional)
<i>Physical Description</i>	<p>This single storey residence is set on a slope, which places the rear at ground level and the front verandah approximately 1.7m above ground. The house is raised on timber stumps and is constructed of square edged weatherboards, with a gable-hipped corrugated iron roof. Just below the eaves there are a series of unusual rectangular wall vents framed by simple projecting moulding (possibly providing ventilation for a 'healthy' environment in relation to an original use as a medical facility).</p> <p>The gable end is finished with battened flat fibrous cement sheeting (a detail possibly dating from the relocation of the building to this site), and has slatted timber eaves.</p> <p>The main facade features a simple projecting square bay on the LHS, flanked by a small verandah (now without a balustrade and accessed by a temporary ladder). The front door has four panels with moulded detailing, with a fanlight over. The architraves to this and the double hung windows are wide and quite heavily moulded (to both the front and side facades). Adjacent to the front door there is evidence that there was also previously an opening from the verandah directly into the room of the projecting bay.</p> <p>To the side elevation, the double hung window has a pivoting highlight – a detail commensurate with use as a public building rather than a simple farmhouse of the region. This elevation also retains a field stone foundation consistent with a former externally mounted, flat metal sheet fireplace.</p> <p>Limited internal views reveal that the front hallway and at least some of the rooms have timber wainscots with flat wall sheeting over. There appear to be back-to-back fireplaces in the two rooms behind the bay front (with a brick chimney). The central room at the rear retains pressed metal wall cladding.</p> <p>Immediately behind the house there is a detached weatherboard laundry and store, while in the immediate area there are several other small weatherboard, flat sheet fibrous cement, and corrugated iron sheds timber sheds, plus timber fenced stock yards. Larger modern sheds are set further from the house.</p> <p>The house site overlooks cleared farmland, but the immediate area includes pine and peppermint tree windbreaks towards the road and, closer to the house,</p>


	<p>mature 'garden' plantings of pine trees, an old fig tree and another large fruit tree.</p> <p>Note: The 1996 Municipal Inventory stated that oregon had been used extensively in this house as well as jarrah.</p>
<i>Condition</i>	<p>Poor</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Timber Industry (c.1840-Present)</p> <ul style="list-style-type: none"> • Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914) <p>Second Wave of Rural Settlement (c.1850-1922)</p> <ul style="list-style-type: none"> • Resettlement of Augusta and Nearby Areas
<i>Construction Date(s)</i>	<p>Originally built as a medical facility - ?</p> <p>Relocated C1910</p>
<i>Year of Demolition</i>	
<i>Associations</i>	<p>Builder: Charles Alexander Dahlberg (1877-1932)</p>
<i>Historical Notes</i>	<p>Charles Alexander Dahlberg and his sister Hannah arrived in the south-west of Western Australia in 1894. In the early years Charles was employed by M C Davies Co. (later Millars Timber and Trading Co.) and worked on various constructions jobs in and around the Augusta area. Some of his jobs included being maintenance man on the Hamelin Bay jetty, foreman on the Flinders Bay jetty and ganger on the Karridale to Flinders Bay railway line. Charles also worked on the completion of the Flinders Bay junction yards.</p> <p>The building now known as Callalup farmhouse is believed to have been relocated to this site and adapted as a family home by Charles Dahlberg in approximately 1910 (five years after his marriage to Bertha Long in the Karridale district and following the birth of their first three children).</p> <p>There is some conjecture as to whether the homestead was built from the dismantled small mill hospital from Karridale or the Hamelin Bay Police Station, although Gail Cresswell, in her book <i>The Light of Leeuwin</i>, states that Dahlberg 'removed the Karridale Hospital and transported it to his farm' (p 158). There is also some conjecture that this was more likely to have been the original first aid posting building rather than the Karridale Hospital.</p> <p>Charles Dahlberg was listed in the electoral rolls as a 'farm labourer' but he also worked locally as a builder. Other places he built between 1905 and 1930 include the old newsagent's store (for W Ellis – general store), the hall next door (since burnt down), 'Dingle Dell Guest House,' the Butcher's Shop, 'Idle Time' and 'Blackwood' – all in Augusta – as well as McCaullay's store in Witchcliffe. He also did most of the carpentry in Augusta Hotel in 1912.</p> <p>In 1921 Dahlberg built a butcher's shop in the centre of Augusta (which traded as C A Dahlberg & Co, Butcher and Smallgoods Meats – Place # AU-07). This ceased operating as a butcher's shop around 1925-26 and Dahlberg later moved his family from their farm 'Callalup' to live there.</p> <p>At the time of his death in 1932 it was reported that:</p>

	<i>Charles Alexander Dahlberg, farmer, of Augusta had been in the Augusta district for the last 30 years and was widely known and respected.</i>
REFERENCES	
	<ul style="list-style-type: none"> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989 • Bessie Ellis, <i>Medical and Hospital Services of Augusta</i>, p 2 • <i>The West Australian</i>, 12 November, 1932, p 19 • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None

PLACE No. AU-09	DACHET (PLAQUE AND FORMER SITE OF BUSSELL HOUSE)
<i>Other Names</i>	Bussells' House (site)
<i>Location</i>	7 (Lot 12) Toy Place, Augusta GPS: -34.326356 115.166081
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A822
<i>PIN Number</i>	529588
<i>Place Type</i>	Historic Site
<i>Use(s)</i>	<i>Original:</i> General - Residential; Specific – Single storey residence <i>Current:</i> Historic Site with plaque
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04937
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	Bussell' House (site and plaque) is of significance: <ul style="list-style-type: none"> For its associations with the Bussell family, who were among the first pioneers of Augusta and were instrumental in the original settlement's development. As one of the first house sites in the town and region.
<i>Integrity</i>	Historic site – N/A
<i>Authenticity</i>	Historic site – N/A


<i>Level of Significance</i>	Historic Site - The place is associated with an event or former place that is of particular significance for the local community. A plaque has been fixed to the modern boundary wall.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	Historic site - N/A
<i>Architectural Style</i>	N/A - historic site
<i>Physical Description</i>	<p>A small plaque has been fixed to the modern brick fence along the street boundary of the site:</p> <p><i>Dachet</i> <i>Bussell familys</i> <i>first homesite</i> <i>1830-1835</i></p> <p>The site itself has been redeveloped with modern residential buildings.</p>
<i>Condition</i>	N/A - historic site
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Colonial Settlement (c.1830-1849)</p> <ul style="list-style-type: none"> • The Establishment of Augusta
<i>Construction Date(s)</i>	C.1830
<i>Year of Demolition</i>	
<i>Associations</i>	<p>Builder: The Bussell brothers</p> <p>Significant Occupant: Bussell family</p>
<i>Historical Notes</i>	<p>When the first settlers arrived at the mouth of the Blackwood River on the 'Emily Taylor' on 2 May 1830 amongst them were four brothers, John, Charles, Vernon and Alfred Bussell. The Bussell brothers soon built a house made of rubble stone with red clay for mortar, and a thatched roof. It had extremely thick walls, and 'a very fine' chimney. The home was located in close proximity to the Molloy's house, and they named it 'Dachet' after the English 'Dachet' near the royal residence of Windsor (which perhaps implied that the Bussells considered the Molloys to be the 'royalty' of the new settlement). When more members of the Bussell family arrived in April 1833 (Fanny, Bessie and Lennox), Charles and Fanny stayed at Augusta, while the others went to the 'Adelphi' - the Bussell brothers' second house at what is now known as Alexandra Bridge (see Place # AB-02). The Bussells occupied Dachet until 1835, after which they moved to the Vasse and built their third house, 'Cattle Chosen'.</p> <p>The site of 'Dachet' has since been redeveloped and is now marked by a plaque on a brick fence.</p>
REFERENCES	

	<ul style="list-style-type: none">• Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989• <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None

PLACE No AU-10	ELLIS HOUSE
<i>Other Names</i>	Gussie's Old Home Former Karridale boarding house
<i>Location</i>	Lot 139, Tattersall Street, East Augusta GPS: -34.312598 115.166044
<i>Current Photo/s</i> Shire of Augusta-Margaret River, Feb 2012	
<i>LGA Site No</i>	A3420
<i>PIN Number</i>	528442
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - residential; Specific – single storey residence <i>Current:</i> General - residential; Specific – single storey residence
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04952
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Ellis House is of significance:</p> <ul style="list-style-type: none"> • For its associations with the Ellis family, who were early pioneers of the town and instrumental in the district's development. • As a relatively rare surviving example of an early twentieth century house in the Augusta area. • For its associations with the former Karridale boarding house (relating to its original location at Karridale and its use as a boarding house for the local timber industry).

<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<i>Walls:</i> Timber -; Specific - Weatherboard <i>Roof:</i> Metal -; Specific – Corrugated Iron
<i>Architectural Style</i>	Vernacular
<i>Physical Description</i>	<p>The old Ellis House is located on a gentle rise, overlooking the Hardy Inlet at East Augusta. It has a rectangular plan form under a hipped roof, with a face-brick chimney rising from the centre of the main ridgeline. The house has wide verandahs on all sides, under a broken-back extension of the main roofline, with modern bush pole posts and a mixture of timber decking and brick paving. At the southern end, the verandah has been enclosed as an additional room. The external walls are clad with stained, square-edged weatherboards.</p> <p>Two x double doors open onto the front (western) verandah and one matching double door onto the north verandah. Evidence to the main elevation indicates that these were originally taller, single width openings (matching the head height of the adjacent windows). All of the double doors are fully glazed with mid-twentieth century detailing.</p> <p>Windows are double hung to the main façade (with 2 vertically proportioned panes to the upper panel and a single panel to the lower panel), casement to the north façade, and double hung to the rear (the latter including two smaller double hung windows with 6 panes to each panel)</p>
<i>Condition</i>	Good *Assessed from streetscape survey only
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Timber Industry (c.1840-Present)</p> <ul style="list-style-type: none"> • Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914) <p>Second Wave of Rural Settlement (c.1850-1922)</p> <ul style="list-style-type: none"> • Resettlement of Augusta and Nearby Areas
<i>Construction Date(s)</i>	Late nineteenth century - Original construction as a boarding house at Karridale C1920 - Relocated in parts and reconstructed at this site (with alterations)
<i>Year of Demolition</i>	
<i>Associations</i>	Builder (in current location): William Ellis
<i>Historical Notes</i>	There have been several generations of the Ellis family in Augusta, starting with William 'Skipper' Ellis who came to settle in the 1860s. The first Ellis family

	<p>house was a timber slab and shingle cottage, built c 1870. Adjacent to the house was a room used to smoke fish and store meat and fish.</p> <p>The second house on this site, built c1920, was originally one half of the old Karridale boarding house, which Margaret (Maggie) and Anna Ellis purchased between them. The old boarding house was a duplex consisting of four rooms to each side, which had fireplaces opening from a chimney in the centre of the building. Anna had her half erected across the road from the Augusta Hotel and Maggie had her half transported by raft and boat to the other side of the river and rebuilt several hundred yards away from the original family homestead. (Maggie's house is the subject of this Place Record.)</p> <p>When Maggie died in 1934, her sister Augusta (Gussie) took over the property. The house was extensively renovated in the 2000s.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989 • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None

PLACE No. AU-11	FLINDERS BAY JETTY (ARCHAEOLOGICAL REMAINS AND PLAQUE)
<i>Other Names</i>	
<i>Location</i>	Reserve 24653, Barrack Point, Davies Road, Augusta GPS: -34.344759 115.169518
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A4431
<i>PIN Number</i>	538097
<i>Place Type</i>	Historic Site
<i>Use(s)</i>	<i>Original:</i> General – Transport and Communication; Specific – Water and Rail <i>Current:</i> General – Monument/Cemetery
<i>Statutory Heritage Listings</i>	None

<i>Other Heritage Listings and Surveys</i>	Classified by the National Trust (01/05/1978) HCWA Database (not entered in State Register or in Assessment Program): Place Number 00117 Port-related Structures Survey (31/10/1995)
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Flinders Bay Jetty (archaeological remains and plaque) is of significance:</p> <ul style="list-style-type: none"> • As a significant local maritime archaeology site. • For its important historical association with the development and operation of the timber industry in the Augusta-Margaret River region in the late nineteenth and early twentieth centuries. • As a community memorial recognising an important site in the history of Augusta.
<i>Integrity</i>	<p>Historic site – Low: The use has been altered and the original use cannot be readily discerned.</p> <p>Memorial - High: The original use has been maintained.</p>
<i>Authenticity</i>	<p>Historic site – Low: The place has been considerably altered, with the loss of significant fabric. The original intent/character is no longer clearly evident.</p> <p>Memorial - High: The original/significant fabric is largely intact.</p>
<i>Level of Significance</i>	Considerable - Very important to the heritage of the locality (with specific reference to the significant maritime archaeological remains of the jetty).
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p>Historic site – Timber</p> <p>Memorial - Stone</p>
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>At the foreshore there are remnants of heavily weathered round timber jetty pylons and sawn timber bracing. Other maritime archaeological evidence has survived within the Bay.</p> <p>The site overlooking the jetty has recently been developed with a timber viewing platform, with a timber and stainless steel balustrade and timber seating. Between the Davies Road and the viewing platform there is a cleared grassed area with rough hewn granite memorial bearing a simple plaque that reads:</p> <p><i>Flinders Bay Jetty</i> <i>Built 1882 by</i> <i>M.C. Davies</i> <i>As a safe winter port</i> <i>1100 ft long: 80ft wide</i></p>
<i>Condition</i>	<p>Historic site – Poor</p> <p>Memorial - Good</p>
HISTORICAL DESCRIPTION	


<i>Historic Theme(s)</i>	Timber Industry (c.1840-Present) <ul style="list-style-type: none"> • Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914)
<i>Construction Date(s)</i>	c.1882 to c.1900
<i>Year of Demolition</i>	
<i>Associations</i>	Builder: M C Davies
<i>Historical Notes</i>	<p>By 1880 Davies had started laying a wooden tramline from Coodardup (now Kudardup) to Flinders Bay to serve his first local timber mill (relocated to Karridale in 1882).</p> <p>In 1881 a jetty was built at Hamelin Bay and a 3'6" gauge railway was laid to connect this with the locality of Karridale. In 1882 work commenced on a new jetty at Flinders Bay, and by 1885 this had also been connected by a steel railway to Karridale, therefore providing Davies' operations with alternative ports for shipment of timber - Flinders Bay used in winter, and Hamelin Bay used in summer. Tramlines were built along the length of both jetties, enabling timber to be unloaded by crane onto the waiting ships.</p> <p>The Flinders Bay jetty was extended in 1900 to approximately 1000 feet long. The local timber industry closed in 1913 and Davies' jetty gradually deteriorated. In September 1932 a considerable portion was broken up in a major storm, but damaged sections survived and some pylons still remain insitu.</p> <p>The community has since commemorated the site of the 1882 jetty with a plaque on a cairn.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989 • HCWA Assessment Documentation <i>Davies Park and Foundry Chimney (00124)</i> • <i>The West Australian</i>, 3 September 1932, p. 19 • <i>The West Australian</i>, 7 December 1932, p. 3 • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996

*Historic
Photo/s*



SHIPPING AT FLINDERS BAY JETTY.


Western Mail, 30 September 1905, p. 30 (<http://trove.nla.gov.au>)

PLACE No. AU-12	FLINDERS BAY SETTLEMENT
<i>Other Names</i>	Flinders Bay Village
<i>Location</i>	Reserves and other properties adjoining Davies Road, Dawson Way, Wishart Road, Peppermint Drive, Storm Bay Road and Bridge Road (extending between Leeuwin Road and the coastline), Augusta
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	Precinct - N/A
<i>PIN Number</i>	Precinct - N/A
<i>Place Type</i>	Precinct or Streetscape
<i>Use(s)</i>	<i>Original:</i> General – Transport; Specific – Rail and Water <i>Other:</i> Residential; Specific – Single Storey Residences <i>Current:</i> General - Residential; Specific – One to Two Storey Residences
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	Register of the National Estate – Indicative Place HCWA Database (not entered in State Register or in Assessment Program): Place Number 18637
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	The Flinders Bay Settlement is of significance: <ul style="list-style-type: none"> • For its association with, and evidence of, the informal development of a “coastal shack” settlement by both holiday makers and permanent residents in the interwar years. • For the surviving examples of the modest interwar shacks that reflect the “coastal shack” lifestyle.

	<ul style="list-style-type: none"> • For the traditional informal layout and landscaping of the narrow, winding residential streets. • As an unusual example of the Western Australian Government Railways acting as a landlord and leasing off unused portions of a railway reserve to raise revenue. • As evidence of the impact of the 1925 WAGR line that opened up new opportunities for settlement, tourism and development at Augusta. • For the historical associations of the precinct with the original 1830s colonial settlement, nineteenth century visitation by whalers, and the establishment of a major local timber industry by M.C. Davies from c.1880.
<i>Integrity</i>	Medium: The extant (residential) use has been altered over time, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original (residential) intent/character is still evident.
<i>Level of Significance</i>	Overall the existing residential precinct is of a moderate level of significance - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	Various: including weatherboard, flat sheet and corrugated fibrous cement, brick and corrugated iron
<i>Architectural Style</i>	Various (traditionally Interwar – functional)
<i>Physical Description</i>	<p>Flinders Bay Settlement is laid out on the western side of the public reserve at Barrack Point. It is a small, contained development, which specifically relates to the former railway land leased out to private residents in the Interwar years (see historical notes, below). This unusual, and largely unplanned, original development has resulted in distinctive urban characteristics, principally evidenced in the very narrow winding roads, small blocks, and irregular orientation and set-backs.</p> <p><u>Topography</u></p> <p>The land rises up from the largely flat land along the reserve to elevated sites along the western side of Wishart Street. Within this area the land also undulates around a small creek line through the centre of the settlement.</p> <p><u>Street Pattern</u></p> <p>A key characteristic of the Flinders Bay Settlement is created by the narrow curved roads, which are sealed as informal single lane streets with no kerbs or guttering. These have informal and variable verges, some with grassed edges, but others closely edged by vegetation and overhung by trees.</p> <p><u>Vegetation</u></p> <p>Trees include peppermints and other native trees, some in small dense ‘groves’. These are irregular in spacing and create a very informal coastal bush setting. Interspersed with this, the private yards vary from open grassed areas with scattered native trees through to informal cottage gardens, many featuring popular mid twentieth century species such as hydrangeas, hibiscus, geraniums, and roses.</p>


	<p><u>Vistas</u></p> <p>The above characteristic combine to create varied, short vistas and a strong sense of enclosure within the central and rear streets (with only Davies Street having a predominantly open aspect)</p> <p><u>Buildings</u></p> <p>There are a range of houses including early timber-framed, weatherboard or fibrous cement shacks and cottages from the period 1930-1960; more substantial, one to two story 'suburban' style dwellings from the 1960s to the 1990s; plus late twentieth to early twenty-first century houses that interpret traditional beach front houses in a modern style (through materials, form and articulation).</p> <p>The varied setbacks and orientation of the houses complement and enhance the informal urban setting.</p> <p>Another important detail is the lack of visually intrusive garages and the minimal use of front fences.</p>
<i>Condition</i>	Varies across precinct
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Tourism (c.1890s-Present)</p> <ul style="list-style-type: none"> • The Establishment of Tourist Accommodation <p>Post-War Services and Diversification (c.1945-Present)</p> <ul style="list-style-type: none"> • Population Growth and Associated Development (c.1970-present)
<i>Construction Date(s)</i>	c.1925-present
<i>Year of Demolition</i>	
<i>Associations</i>	Western Australian Government Railways
<i>Historical Notes</i>	<p>Barrack Point was named after the barracks built for the soldiers who supported the first colonial settlement at Augusta in 1830.</p> <p>By 1880 M.C. Davies had started laying a wooden tramline from Coodardup (now Kudardup) to Flinders Bay to serve his first local timber mill (relocated to Karridale in 1882) (see Place # MR/AU-03, M C Davies Railway System (former)). In 1882 work commenced on a new jetty at Flinders Bay and by 1885 this had also been connected by a steel railway to Karridale, therefore providing Davies' operations with alternative ports for shipment of timber - Flinders Bay used in winter, and Hamelin Bay used in summer (see Place # AU-11, Flinders Bay Jetty).</p> <p>By 1913 the timber mills established by Davies had all closed down and negotiations had commenced for the State Government to purchase the Margaret River to Flinders Bay railway line.</p> <p>The WAGR Margaret River to Flinders Bay line opened in 1925 and this immediately opened up the area for increased visitation – particularly for summer holidays, for which Augusta had already become popular in the early twentieth century. During the 1920s the Railways Department started to lease campsites on the unused portion of the railway reserve at Flinders Bay, and</p>


	<p>shacks, cottages and slipways were built by lessees (creating conflict with other government departments and the Augusta-Margaret River Roads Board in later years).</p> <p>In 1949 the Augusta Margaret River Roads Board and the Chief Inspector of the Local Health Authority inspected the Flinders Bay Settlement describing WAGR facilities plus 38 private residences, the latter ranging from “well-constructed” houses through to sub-standard huts. At that time it was reported that most of the properties were permanently occupied by retired people. Facilities operated by WAGR included a public camping ground for visitors to the area.</p> <p>By the late 1940s the Railways Department was working with the Department of Lands to resurvey lots at Flinders Bay and to formalise private ownership. One of the local residents who played a major role in these negotiations was Mr Tom Oxley (1883-1956), who had first visited Flinders Bay on family holidays in 1924 (travelling from Cardiff near Collie). Tom Oxley took up a Railway Leasehold block of land at 6 Peppermint Drive and in 1943 he relocated his family home, Cardiff, to this site (still extant). According to family history, the Oxley family were also responsible for extending Peppermint Drive past this house to provide cart access.</p> <p>The WAGR’s control over the Flinders Bay lots was relinquished in 1955. A survey of the historic settlement was then conducted which recorded 50 properties.</p> <p>As at 2012, the area continues to be occupied as a distinctive urban precinct.</p>
REFERENCES	
	<ul style="list-style-type: none"> • <i>Conservation Study for Flinders Bay Historic Settlement</i>, prepared for the Shire of Augusta-Margaret River by KTA Partnership, 1996 • <i>The West Australian</i>, 15 November 1916, p.8 • <i>Western Mail</i>, 21 May 1925, p.14 • Credaro, Margaret, <i>Written Memories of Flinders</i>, for Augusta Historical Society, Dec 2001 • Stanes, Laurel, ‘My Memories of Flinders Bay,’ Occasional Paper, Augusta Historical Society Library • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996 • Correspondence from Noel and Margaret Oxley to the Shire of Augusta-Margaret River dated 7 June 2012.
<i>Historic Photo/s</i>	None

Place No. AU-13	FLINDERS BAY JETTY
<i>Other Names</i>	
<i>Location</i>	Lot 406, Davies Road, Augusta (Reserve 24654)
<i>Current Photo/s</i>	
<i>LGA Site No</i>	R24654
<i>PIN Number</i>	538112
<i>Place Type</i>	Other Built Type
<i>Use(s)</i>	<i>Original:</i> General – Transport/Communication; Specific – Water <i>Current:</i> General – Transport/Communication; Specific – Water
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	Flinders Bay jetty, constructed c1960s, has associations with the Flinders Bay Settlement, a coastal shack community that was largely unplanned and relates to the former government railway land leased out to private residents in the Interwar years.
<i>Integrity</i>	High: The original use has been maintained.
<i>Authenticity</i>	High: The original/significant fabric is largely intact.
<i>Level of Significance</i>	Some - Makes some contribution to the heritage of the locality but does not meet the threshold for entry in the Heritage List.
PHYSICAL DESCRIPTION	

<i>Construction Materials</i>	<i>Other:</i> General - Timber; Specific - Other
<i>Architectural Style</i>	
<i>Physical Description</i>	The jetty is approx. 31.8 metres in length. It is timber and reinforced concrete with approx. ten piles set at regular intervals, with timber decking spanning the piles. Leading to the jetty is a wide timber decked boat ramp with concrete boat ramps on each side of the jetty. There are no side railings along the jetty beyond the boat ramp extensions.
<i>Condition</i>	Good *Assessed from streetscape survey only
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Tourism (c.1890s-Present)</p> <ul style="list-style-type: none"> • The Establishment of Tourist Accommodation <p>Post-War Services and Diversification (c.1945-Present)</p> <ul style="list-style-type: none"> • Population Growth and Associated Development (c.1970-present)
<i>Construction Date(s)</i>	c1960s
<i>Year of Demolition</i>	
<i>Associations</i>	
<i>Historical Notes</i>	<p>Barrack Point was named after the barracks built for the soldiers who supported the first colonial settlement at Augusta in 1830. The site was also used by whalers from the early days of settlement.</p> <p>The first jetty was built in 1882 for MC Davies to serve his first local timber mill (relocated to Karridale in 1882). (AU-11) The local timber industry closed in 1913. Davies negotiated for the State Government to purchase the Margaret River to Flinders Bay railway line. It opened in 1925 and this immediately opened up the area for increased visitation, particularly for summer holidays, for which Augusta had already become popular in the early twentieth century.</p> <p>In 1929 the Railways Department started to lease campsites on the unused portion of the railway reserve at Flinders Bay, and shacks, cottages and slipways were built by lessees.</p> <p>The 1882 jetty was closed to traffic on 30 June 1926. In September 1932 a considerable portion was broken up in a major storm. It collapsed altogether in 1935, but damaged sections survived and some pylons still remain in situ. The</p>


	<p>community has since commemorated the site of this jetty with a plaque on a cairn.</p> <p>In 1949 the Augusta Margaret River Roads Board and the Chief Inspector of the Local Health Authority inspected the Flinders Bay Settlement describing WAGR facilities plus 38 private residences, the latter ranging from “well-constructed” houses through to sub-standard huts. At that time it was reported that most of the properties were permanently occupied by retired people. Facilities operated by WAGR included a public camping ground for visitors to the area.</p> <p>In December 1945 a committee investigating outports in the state journeyed to Flinders Bay where members were met by representatives of the Augusta - Margaret River Road Board. After inspecting the site of the old jetty, evidence was taken in support of the board's claim to have a new jetty constructed approximately on the old site. The result of the Outports Inquiry was that rebuilding the jetty was not considered viable in Flinders Bay for the purposes of the timber or other industry. As at 1954 there was still no jetty at Flinders Bay. The WAGR's control over the Flinders Bay lots was relinquished in 1955. A survey of the historic settlement was then conducted. This recorded 50 properties, ranging from early timber-framed weatherboard or fibrous cement cottages (c.1930-1960), through to more substantial dwellings from the 1960s-'80s.</p> <p>The current jetty was built post 1955 (date undetermined).</p> <p>With the opening of the new Augusta Boat Harbour in late 2014, the old boat ramps and jetty at Flinders Bay were permanently closed for boating activities. Since this time the area around the old jetty and disused boat ramps has become a popular swimming spot, with people accessing both the jetty and boat ramps as part of recreational swimming activities.</p> <p>The Shire currently has in place a Concept Plan for improvements to the boat ramps and jetty, including to allow for universal access. As of March 2020 the concept plan is out to the community for comment.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Conservation Study for Flinders Bay Historic Settlement, prepared for the Shire of Augusta-Margaret River by KTA Partnership, 1996 • Credaro, Margaret, Written Memories of Flinders, for Augusta Historical Society, Dec 2001 • Stanes, Laurel, 'My Memories of Flinders Bay,' Occasional Paper, Augusta Historical Society Library • RURAL INTERESTS. (1929, December 23). The West Australian (Perth, WA : 1879 - 1954), p. 13. • "OUTPORTS INQUIRY" The South-Western News (Busselton, WA : 1903 - 1949) 6 December 1945: 5. Web. 30 Mar 2020 <http://nla.gov.au/nla.news-article147297078>.

	<ul style="list-style-type: none"> • "DEVELOPMENT OF OUTPORTS" The South-Western News (Busselton, WA : 1903 - 1949) 24 December 1946: 3. Web. 30 Mar 2020 • "THE WHALES CAME" The West Australian (Perth, WA : 1879 - 1954) 15 December 1945: 5. Web. 30 Mar 2020 <http://nla.gov.au/nla.news-article44835045> • Shire of A-MR website: https://yoursay.amrshire.wa.gov.au/Flinders-Bay-Improvements/photos/69308 accessed 30 March 2020 <p>Site added to Heritage Survey in 2021</p>
<p><i>Other current photo/s</i></p>	

PLACE No. AU-14	LUMEN CHRISTI CATHOLIC CHURCH
<i>Other Names</i>	
<i>Location</i>	19 (Lot 1) Green Street (corner Blackwood Avenue), Augusta GPS: -34.313042 115.158678
<i>Current Photo/s</i>	
<i>LGA Site No</i>	A9479
<i>PIN Number</i>	1388014
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - Religious; Specific - Church <i>Current:</i> General - Religious; Specific – Church
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Lumen Christi Catholic Church is of significance:</p> <ul style="list-style-type: none"> • For its role in serving the religious needs of the local Catholic population • For its social value to members of the congregation, those associated with important personal services at the church, and the families and friends of these people • For its social value in providing other groups in Augusta with facilities for various functions




	<ul style="list-style-type: none"> For its innovative use of rammed lime sand (reflecting the trend towards the use of alternative building materials in the Shire in the latter part of the twentieth century)
<i>Integrity</i>	High: The original use has been maintained.
<i>Authenticity</i>	High: The original/significant fabric is largely intact.
<i>Level of Significance</i>	Some - Makes some contribution to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Earth; Specific – Rammed lime sand</p> <p><i>Roof:</i> General - Metal; Specific – Pre-painted corrugated steel</p>
<i>Architectural Style</i>	Post War Ecclesiastical
<i>Physical Description</i>	<p>The church has two levels accommodated by the slope of the site. The main upper level has a roughly square plan form and accommodates the church, an open meeting/function room (with kitchen and servery) and other office/meeting areas.</p> <p>Externally the building has a linear return verandah (supported by circular concrete columns), which provides access to the public entrance doors and to the private lower level. Vehicular access is defined by a prominent, raised portico.</p> <p>The walls are constructed of rammed lime-sand. The hipped roof features a central raised lantern with narrow skylights and is clad with Colorbond.</p> <p>Internally the church features exposed rafters, a timber boarded ceiling, and modern stained glass windows and highlights. The function room features extensive glazing providing open views across the Hardy Inlet.</p>
<i>Condition</i>	<p>Good (although with some repairs noted to base of rammed walls)</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Post-War Services and Diversification (c.1945-Present)</p> <ul style="list-style-type: none"> Population Growth and Associated Development (c.1970-present)
<i>Construction Date(s)</i>	1985
<i>Year of Demolition</i>	
<i>Associations</i>	Architect: Chris Willcox of Hodge and Willcox
<i>Historical Notes</i>	<p>William Ellis first arrived in Augusta in 1835 and was involved in whaling. He later became Master of a schooner trading between Fremantle and Augusta. In 1904 he donated part of a holding he had taken up in 1867 to the Catholic Church.</p> <p>This site was subsequently developed with the “Summer Palace” – a tiny, timber framed, two roomed building. One room, the chapel, was used by the</p>

	<p>community to celebrate mass and the other was a residence for Alice Brennan who built it.</p> <p>However, the local population of the district was mainly serviced by the larger Karridale Church (Our Lady of the Blessed Sacrament) (Note: the celebration of the final mass was held in that church on August 15th 2004 and it was subsequently decommissioned).</p> <p>Lumen Christi was officially opened on January 26th 1986 (Australia Day) and was dedicated by Bishop Peter Quinn.</p> <p>Lumen Christi was constructed of stabilised rammed limestone and (like the comparable St Thomas More Catholic Church at Margaret River, Place # MR(T)-17, which also used rammed wall construction), was innovative and enterprising at its time.</p> <p>In addition to its spiritual and community role, the Church is now a local tourist attraction in the town centre. It is a focus for the Catholic community and other groups in Augusta who use the facilities for various functions.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Shire of Augusta-Margaret River Heritage Inventory nomination form, January 2012
<i>Historic Photo/s</i>	None

PLACE No. AU-15	MOLLOYS' HOUSE (SITE AND PLAQUE)
<i>Other Names</i>	Georgiana Park
<i>Location</i>	Georgiana Park, 104 (Lot 4) Albany Terrace, Augusta GPS: -34.325020 115.167375
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A5795
<i>PIN Number</i>	529612
<i>Place Type</i>	Historic Site
<i>Use(s)</i>	<i>Original:</i> General – Residential; Specific – Two storey residence <i>Current:</i> Historic Site with memorial
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04973
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Molloy's House (site and plaque) is of significance:</p> <ul style="list-style-type: none"> • For its historical associations with the Molloy family, who were among the first pioneers of Augusta and were instrumental in the original settlement's development. • As one of the first house sites in the town and region. • For its specific historical association with John Molloy, who was the first Government Resident and Resident magistrate in the region.

	<ul style="list-style-type: none"> For its specific historical association with Georgiana Molloy, who made an important contribution to the early collection and understanding of the native flora. As a community memorial recognising an important site in the history of Augusta.
<i>Integrity</i>	<p>Historic site – N/A</p> <p>Memorial - High: The original use has been maintained.</p>
<i>Authenticity</i>	<p>Historic site – N/A</p> <p>Memorial - High: The original/significant fabric is largely intact.</p>
<i>Level of Significance</i>	Historic site - The place is associated with an event or former place that is of particular significance for the local community. There may be some potential for archaeological remains.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p>Historic site - N/A</p> <p>Memorial - Stone and brick</p>
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>The cairn in Georgiana Park has a three-tiered, random stone, stepped base. This supports a simple brick pier with a tapered concrete cap. On the side facing the adjacent waterfront, there are three plaques:</p> <ul style="list-style-type: none"> <i>On this site stood the house of Captain John Molloy who as an officer of the Rifle Brigade served throughout the “Peninsular” and “Waterloo” campaigns. He was one of a band of settlers at Augusta in 1830 and was appointed first Government Resident at the Settlement on the 1st July 1830. This column was placed here by the Royal Australian Historical Society 1930.</i> <i>Homesite of Georgiana Molloy. 1830-1839. Pioneer botanist. Augusta & the Vasse.</i> <i>The base of this memorial was built by the Augusta Branch of the Royal W.A. Historical Society. November 1968.</i> <p>The memorial is set in a small rectangular park sloping down towards Albany Terrace and the waterfront. The site also includes signage, designating this as part of the Augusta-Busselton Heritage Trail.</p>
<i>Condition</i>	Historic site only
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Colonial Settlement (c.1830-1849)</p> <ul style="list-style-type: none"> The Establishment of Augusta
<i>Construction Date(s)</i>	<p>C1830 (original house)</p> <p>1930 (original memorial pillar and plaque)</p> <p>1968 (current memorial pillar)</p>

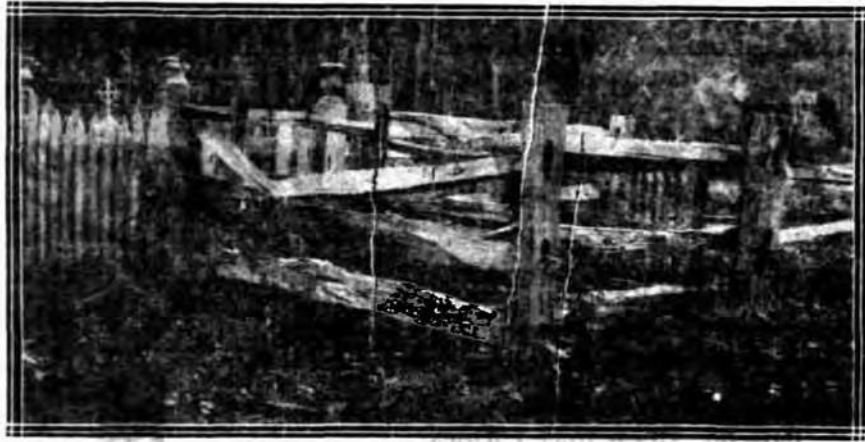
<i>Year of Demolition</i>	?
<i>Associations</i>	Significant Occupants: John and Georgiana Molloy
<i>Historical Notes</i>	<p>The first home of John and Georgiana Molloy and their family was built in 1830, following the establishment of the new settlement of Augusta.</p> <p>John and Georgiana were very important first settlers to the Augusta district. John Molloy was the first magistrate - appointed by Stirling in 1830 - and Georgiana later collected enormous amounts of botanical specimens and sent them to England. Her extensive collection was very important in the early understanding of the native flora.</p> <p>The house was a two-storey building with a verandah, about 100 metres from the water's edge. To preclude the spread of fire, John Molloy copied the common colonial practice of setting the kitchen a little apart from the main building. Another exterior room housed the Molloy's principal servants, the Dawsons. This was also the site of the first garden planted by Georgiana in this new and foreign country.</p> <p>Hardship and isolation in the new settlement ended with many of the original settlers at Augusta giving up, and moving north to the Vasse area in the mid-late 1830s. Captain Molloy and his wife Georgiana had left Augusta by 1839. The last of the early settlers left Augusta in 1849 and the area then languished until a new wave of settlers arrived in the 1860s.</p> <p>Descendants of the Molloyes donated the site of the first family home to the people of Augusta and the Molloyes were later commemorated by the erection of a plaque on a cairn in what was developed as Georgiana Park.</p> <p>The first plaque was installed in 1930, commemorating 100 years since the colonial settlement of Augusta. This acknowledges John Molloy and his association with this site. Later plaques commemorate Georgiana Molloy and the role of the Augusta Branch of the Royal Australian Historical Society in constructing a new based for the memorial in 1968.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Lines, William, <i>An All Consuming Passion: Origins, Modernity and the Australian Life of Georgiana Molloy</i>, Allen & Unwin, NSW, 1994, p 114 • Augusta Historical Society Heritage Booklet 2010 • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989 • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None

PLACE No. AU-16	OLD CEMETERY AND PIONEER MEMORIAL
<i>Other Names</i>	Pioneer Cemetery The Old Cemetery
<i>Location</i>	Lot 262, Reserve 19230, Toy Place (corner Osnaburg Street), Augusta GPS: -34.327154 115.165491
<i>Current Photo/s</i> (Feb 2012)	  
<i>LGA Site No</i>	A4379
<i>PIN Number</i>	529583
<i>Place Type</i>	Other Built Type
<i>Use(s)</i>	<i>Original:</i> General –Cemetery; Specific - Cemetery <i>Current:</i> General - Monument/Cemetery; Specific - Monument/Cemetery
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None

CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Pioneer Cemetery Augusta is of significance:</p> <ul style="list-style-type: none"> • For its historical associations with nineteenth century settlement at Augusta, and with the personal loss sometimes faced by these settlers. • For its social significance as an early cemetery in Western Australia. • For its familial significance to descendants of those who were buried in this location. <p>The cairn is of significance:</p> <ul style="list-style-type: none"> • As a community memorial recognising the colonial settlers of Augusta.
<i>Integrity</i>	<p>Site - Low: The use has been altered and the original use cannot be readily discerned.</p> <p>Memorial - High: The original use has been maintained.</p>
<i>Authenticity</i>	<p>Site - Low: The place has been considerably altered, with the loss of significant fabric. The original intent/character is no longer clearly evident.</p> <p>Memorial - High: The original/significant fabric is largely intact.</p>
<i>Level of Significance</i>	<p>The place is associated with an event or former place that is of particular significance for the local community. There may be some potential for archaeological remains relating to the use of the site for burials.</p>
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Other:</i> General – Stone; Specific – Sandstone.</p>
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>The former cemetery is a large rectangular site (roughly 70 x 48m), bounded by a traditional rough hewn post and rail fence to the Osnaburg Street frontage and a rectangular, sawn post and rail fence to the other sides.</p> <p>The old cemetery is now an open bush area with low scrub and scattered mature trees, with only three sites marked as graves. These are located in the back, NW, corner and include two modern, picket-fence enclosures (one with a replica of the original timber headstone) and an open site featuring a heart-shaped headstone for an infant.</p> <p>At the centre of the old cemetery there is a stone monument, constructed of roughly squared stones as a tapered rectangular pillar, approximately 3m high. Plaques have been mounted on each face, the original brass plaque dating from the commemoration of 100 years of European settlement in 1930:</p> <p><i>In memory of the pioneers of Augusta 1830. Erected in 1932 by the State Government, the W.A. Historical Society and the Augusta-Margaret River Road Board.</i></p> <p>The other three plaques are made of polished granite and dated 1975 & 1976. The commemorate:</p> <ol style="list-style-type: none"> 1. Burials in the Augusta area 2. The pioneers who arrived on the <i>Emily Taylor</i> in May 1830


	<p>3. Other pioneers who settled in Augusta in 1830.</p> <p>At the Osnaburg frontage there is another rough-hewn stone memorial on the street reserve, which designates this as 'The Old Cemetery'. More modern signage at the entry designates it as 'The Old Cemetery and Pioneer Memorial'.</p>
<i>Condition</i>	<p>Fair</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Colonial Settlement (c.1830-1849)</p> <ul style="list-style-type: none"> • The Establishment of Augusta <p>Second Wave of Rural Settlement (c.1850-1922)</p> <ul style="list-style-type: none"> • Resettlement of Augusta and Nearby Areas
<i>Construction Date(s)</i>	<p>C1850 (cemetery)</p> <p>1932 (memorial)</p>
<i>Year of Demolition</i>	
<i>Associations</i>	
<i>Historical Notes</i>	<p>The cemetery holds grave sites for an unknown number of the early settlers of the Augusta region. A list of nineteenth century deaths and burials for Augusta has been posted at www.ozburial.com. Many of these state "burial place unknown", although some of the earliest entries refer to possible burial at Molloy Island (which was well separated from the main residential area). Only two early entries (dating from the 1850s) specifically refer to "reputed" burial "in the old cemetery, Part of JW Turner's original town grant."</p> <p>Based on the available evidence it seems likely that the cemetery was established as part of the second wave of settlement in the district from 1850 (when settlement was more scattered and public health issues not as relevant for this site).</p> <p>In 1929 the Pioneer Cemetery was dedicated, and the State Government donated £50 for its reconditioning and the erection of a memorial. At that time a newspaper photograph of the site showed it with a mixture of picket fencing and dilapidated post and rail fencing, which appears to surround grave sites (with at least one grave monument visible in the background).</p> <p>The memorial for the Pioneer Cemetery was built in 1932 with the cooperation of the State Government, the Augusta-Margaret River Roads Board and the WA Historical Society.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Monument Australia: http://monumentaaustralia.org.au/ • <i>Sunday Times</i> 29 December 1929 p 7 • <i>The West Australian</i> 15 October 1932 p 20 • Augusta Pioneers at www.ozburials.com/CemsWA/Augusta/augustap.htm

*Historic
Photo/s*



OLD CEMETERY TO BE DEDICATED

Sunday Times 29 December 1929 p 7

PLACE No. AU-17	RSL PARK
<i>Other Names</i>	Augusta War Memorial
<i>Location</i>	Lot 258, Reserve 20232, Osnaburg Street (corner of York Street), Augusta GPS: -34.327585 115.165463
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A4396
<i>PIN Number</i>	529642
<i>Place Type</i>	Urban Park
<i>Use(s)</i>	<i>Original:</i> General – Park/Reserve; Specific - Monument <i>Current:</i> General – Park/Reserve; Specific - Monument

<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>RSL Park is of significance:</p> <ul style="list-style-type: none"> • As a place commemorating the local men who lost their lives in World War One and World War Two • As a place commemorating all Australian Army Nursing Sisters who died as a result of enemy action while serving their country. • As a site for quiet contemplation and remembrance for the relatives and friends of those who served in the Australian Armed Forces during times of war.
<i>Integrity</i>	High: The original use has been maintained.
<i>Authenticity</i>	High: The original/significant fabric is largely intact.
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<i>Other:</i> General - Stone; Specific - Various
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>The RSL Park is laid out as a triangular space with two street frontages, and the major portion is an open grassed park with an informal layout of mature trees. Within this area five benches have been irregularly placed allowing opportunity for quiet and private contemplation.</p> <p>The formal memorial landscaping addresses the street intersection, with glimpses through the later residential development towards the mouth of the Blackwood River.</p> <p>The formal landscaping comprises a brick-paved walkway (red brick with contrasting cream brick edging) linking the town war memorial (at the north-eastern end) with a memorial to nurses who died as a result of enemy action during World War Two (at the south-western end). The walkway is flanked by square-trimmed, low hedges. Small memorial plaques to individuals have been fixed to the concrete edging.</p> <p>An outer perimeter has been formed by reconstituted stone block plinths, with those nearest the war memorial bearing plaques to each of the major conflicts in which Australians have served.</p> <p>Other features include a short angled walkway to the flagpole and a small pine identified as having been grown from a seed of the Lone Pine at Gallipoli.</p>


	<p>The war memorial is a simple stepped marble obelisk on a granite plinth, with the names of fallen servicemen from World War Two on the lower panel, and the name of those who served in World War One on the main column.</p> <p>Above these names is an inscription which reads:</p> <p style="text-align: center;"><i>For King and Country. 1914 to 1918.</i></p> <p style="text-align: center;"><i>The Fallen. 1939 to 1945.</i></p> <p>The nurses memorial is in two parts, the main focus being on a simple rough hewn granite monument with a plaque which reads:</p> <p style="text-align: center;"><i>In reverent memory of the Australian Army Nursing Sisters who died as a result of enemy action while serving their country. Lest We Forget.</i></p> <p style="text-align: center;">AUSTRALIAN MILITARY FORCES NURSES WHO DIED DURING SERVICE 1939 -1945 WAR</p> <p style="text-align: center;">[followed by the names of the 53 nurses who lost their lives]</p> <p>Adjacent to this is a reconstituted stone plinth, was a polished steel plaque that provides further details about the fate of these nurses.</p>
<i>Condition</i>	<p>Good</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Second Wave of Rural Settlement (c.1850-1922)</p> <ul style="list-style-type: none"> • The Impact of World War One <p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> • Establishment and Consolidation of Town and Village Centres
<i>Construction Date(s)</i>	<p>1930 (WWI memorial)</p> <p>C.1948 (WWII memorial)</p> <p>1954 (Landscape design)</p> <p>1981 (Nurses' memorial)</p>
<i>Year of Demolition</i>	
<i>Associations</i>	<p>Designer: the design of the park (1954) and the development of the Nurses memorial) is attributed to Pauline Wilson</p>
<i>Historical Notes</i>	<p>The Augusta War Memorial was built by public subscription and was unveiled on April 19th 1930. The unveiling was performed by Colonel A.C.N. Olden D.S.O and the dedication ceremony was performed by the Reverend E.C. Dawson.</p> <p>After World War Two the memorial was raised.</p> <p style="text-align: center;"><i>ONE of the most prominent land marks seen by voyagers rounding Cape Leeuwin is the war memorial erected in a commanding position at Augusta: It will soon be raised several feet higher in order that the names of the fallen of World War II may be added. The Augusta sub branch of the Returned Servicemen's League is sponsoring the project.</i></p> <p style="text-align: center;"><i>This memorial was one of the first to be erected in this State and hitherto</i></p>

	<p><i>has served to perpetuate the memory of the men from the extreme south-west who died in World War I. Conspicuous among the names engraved on the obelisk are those of six members of the pioneer Brennan family whose association with the early settlement of the Flinders Bay area goes back more than a century.</i></p> <p><i>Placed in a high position overlooking the estuary and with a background of imposing trees in the form of a semi-circle, the memorial is unique in that it stands on the rugged outline of the cape which was the last glimpse that many men of the ALF of both wars had of Australia on their way to the front from which many did not return. The memorial was unveiled nearly 25 years ago by Lieut.-Col. A. C. N. Olden, who on November 11 last again visited Augusta to lay a wreath on the shrine on behalf of the State president and executive of the RLSL. [The West Australian 29 November 1947 p 5.]</i></p> <p>There is also a memorial that commemorates nursing sisters who died as a result of enemy action. Fifty-three Australian Nurses lost their lives during World War Two. Twenty-one were shot by the Japanese in the Banka Island massacre in 1942, twelve drowned when the "SS Vyner Brook" sank, eight died in Prisoner-of-War camps, eleven drowned when the `Centaur` was torpedoed off the Queensland coast and one died when the hospital ship "Manunda` was bombed by the Japanese in Darwin harbour in February 1942.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Monument Australia: http://monumentaustralia.org.au/ • <i>The West Australian</i> 29 November 1947 p 5.
<i>Historic Photo/s</i>	None

PLACE No. AU-18	SITES OF SIGNIFICANT HOUSES DATING FROM THE DEVELOPMENT OF THE AUGUSTA TOWNSHIP IN THE PERIOD c.1912 to 1930
<i>Other Names</i>	Residential sites recognised by the Augusta Historical Society as having significant associations with the development and consolidation of Augusta from c.1912 to 1930 include: <ul style="list-style-type: none"> • Ivanhoe (site) • Mrs Eatt's cottage (site) • Pericles (site) • Warmstone (house extant, but largely rebuilt and extensively altered)
<i>Location</i>	Various locations: <ul style="list-style-type: none"> • Ivanhoe - Manning Street, Augusta • Mrs Eatt's Cottage - 110 (Lot 42) Blackwood Avenue, Augusta • Pericles - Manning Street, Augusta • Warmstone - 26 (Lot 10) Blackwood Avenue, Augusta
<i>Current Photo/s</i>	N/A
<i>LGA Site No</i>	N/A
<i>PIN Number</i>	N/A
<i>Place Type</i>	Historic Sites
<i>Use(s)</i>	<i>Original:</i> General - Residential; Specific - single storey residence
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	Mrs Eatt's cottage (site) - HCWA Database (not entered in State Register or in Assessment Program): Place Number 04951 Pericles - HCWA Database (not entered in State Register or in Assessment Program): Place Number 04978 Warmstone - HCWA Database (not entered in State Register or in Assessment Program): Place Number 04989
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	These sites are of significance: <ul style="list-style-type: none"> • For their historical associations with early and prominent settlers in Augusta during the development and consolidation phase of the town in the early twentieth century.
<i>Integrity</i>	Historic sites
<i>Authenticity</i>	Historic sites
<i>Level of Significance</i>	Historic sites - These places are associated with residential sites that are of particular significance for the local community, but retain no (or highly modified) physical evidence.


PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	N/A - Historic sites
<i>Architectural Style</i>	N/A - Historic sites
<i>Physical Description</i>	<p><u>Ivanhoe</u> Site only</p> <p><u>Mrs Eatt's cottage (site)</u> The site of this former house is marked by a plaque</p> <p><u>Pericles</u> Site only</p> <p><u>Warmstone</u> This is a weatherboard and corrugated Colorbond dwelling that has been largely rebuilt and extensively altered from its original materials and detailing (noting that it does retain an early twentieth century character and evidence of the overall form and scale of the original cottage)(see more detailed 2008 description, below).</p>
<i>Condition</i>	N/A - Historic sites
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
<i>Construction Date(s)</i>	
<i>Year of Demolition</i>	
<i>Associations</i>	Other: Adams, Eatts, Scadden and Owen families
<i>Historical Notes</i>	<p><u>Ivanhoe (site)</u> John (Jack) Scadden represented the seat of Ivanhoe in the goldfields for the Australian Labor Party from 1904, renamed Brown-Hill Ivanhoe in 1911. He became the youngest Premier of WA on 7 October 1911 at the age of 35, and remained as Labor Premier until 27 July 1916. 'Ivanhoe' was built by Scadden as a holiday residence 1912.</p> <p>Ivanhoe was demolished in 1970, and replaced with accommodation associated with the Beenup mine. As at 2012 the new development is known a Seine Bay Apartments.</p> <p><u>Mrs Eats Cottage</u> The Brennan family were one of the first families to settle in Augusta in the 1860s, initiating the 'second wave' of settlement. John Brennan was a founding member elected to the Augusta District Road Board in 1891. Brennan's daughter Patience married Herbert Horrice Eatt, who built a timber and iron</p>

	<p>house on this site in around 1913. The cottage was demolished in 1975 and a plaque was subsequently placed to mark the site.</p> <p><u>Pericles</u></p> <p>‘Pericles’ was built by retired baker, Mr W Owen in 1912, and was a most attractive addition to Manning Street. It was the family home for the Owens family, who were amongst the early settlers in the Augusta township. The house was demolished in 1998.</p> <p><u>Warmstone</u></p> <p>Tom Adams built ‘Warmstone’ immediately after World War One using both old and new timbers from Karridale and Hamelin Bay. The place has been extensively altered since the 1980s through a number of buildings campaigns. An inspection in 2008 reported that:</p> <p><i>The walls are clad with weatherboards, which based on their condition and evidence of weathering, have been replaced at some stage. All external doors and windows to the principle facades have been replaced in a non-original style. The return verandah has been extended to create a patio in front of the main entry and has been finished with non-original crossed timber balustrades and a side entry ramp (most likely replacing centrally located steps).</i></p> <p><i>Internally, the original central hall and two rooms on the south-eastern side of the former hall have been opened up as a single living area, which then opens up again onto a kitchen that has been extended into the south-eastern verandah. The fireplace remains in the centre of the room, but the other detailing has been extensively altered.</i></p> <p><i>While the place retains clear evidence of the overall form and scale of the original cottage, it has otherwise been assessed as retaining a low level of authenticity and integrity.</i></p>
REFERENCES	
	<ul style="list-style-type: none"> • Augusta Historical Society Heritage Booklet 2010 • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989 • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996 • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i> nomination form, 2011 • Heritage Advice Report re Proposed alterations to Warmstone, 26 Blackwood Avenue, Augusta, prepared by the South West Regional Heritage Advisor for the Shire of Augusta-Margaret River, 28 August 2010 • http://en.wikipedia.org/wiki/John_Scaddan
<i>Historic Photo/s</i>	None

PLACE No. AU-19	STANES' HOUSE
<i>Other Names</i>	
<i>Location</i>	173A (SL3) Blackwood Avenue, Augusta
<i>Current Photo/s</i> (Feb 2011)	
<i>LGA Site No</i>	A10641
<i>PIN Number</i>	11791006
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	Original: General - Residential; Specific – One storey residence Current: General - Residential; Specific – Two storey residence
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Stanes' house is of significance:</p> <ul style="list-style-type: none"> • For its historical association with the Stanes family, who operated the Augusta Hotel for much of the inter-war period and who were instrumental in the town's development. • As one of the few surviving residences that still represent the range of residential development that took place in the town in the 1920s (noting that this is quite distinctive compared to more common simple timber cottages of the era and locality).
<i>Integrity</i>	High: The original use has been maintained.


<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<i>Walls:</i> General - Cement; Specific - Block <i>Roof:</i> General - Metal; Specific – Decramastic
<i>Architectural Style</i>	Inter-war Californian Bungalow
<i>Physical Description</i>	<p>Stanes' House is set well back from the street frontage and behind the setback of later adjacent development. It has an informal open, landscaped setting.</p> <p>The design and orientation presents the side elevation towards the street (west), with the main elevation towards the north – indicating that the building responded to either former views or to a previous subdivision layout (prior to the current suburban subdivision in this area).</p> <p>The walls are constructed of concrete blocks with textured blocks forming decorative 'string courses' and 'quoins'. The main façade faces north and features a decorative half-timbered gable to the roof over the wide 'front' verandah. The gable end facing the street is clad with battened flat fibrous cement sheeting, and the traditional casement window to this side gable confirms that the place was built as a two-storey residence. The 'rear' (south) skillion addition and a small outbuilding form part of the main street elevation.</p> <p>The roof is clad with decramastic sheeting presenting as a tiled roof.</p> <p>Detailing suggests that the first floor balcony (over the southern verandah) is a later as addition, taking advantage of elevated views over the top of the more recent surrounding residential development.</p>
<i>Condition</i>	<p>Fair</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
<i>Construction Date(s)</i>	C1930
<i>Year of Demolition</i>	
<i>Associations</i>	Owner: Harry Stanes
<i>Historical Notes</i>	The Brennan family were one of the first families to settle in Augusta in the 1860s, initiating the 'second wave' of settlement. It is believed that, during this period, this may have been the site of a wattle and daub home built for John Brennan. This cottage was eventually replaced by a new house for the Brennan

	<p>family, built by workmen who also constructed the 1882 Flinders Bay Jetty, but this burnt down in the 1920s.</p> <p>It is believed that Harry Stanes then brought the property and built the present building as a family home in about 1930.</p> <p>Harry & Estella Stanes ran the Augusta Hotel (Place # AU-03) from c1923 to 1929 and then from 1933 to 1945. In between this he worked as a mechanic with his son who ran the local garage.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • Newspaper articles/advertisements • Electoral rolls • WA Post Office Directories
<i>Historic Photo/s</i>	None

PLACE No. AU-20	THE LANDING PLACE (SITE AND CAIRN)
<i>Other Names</i>	Landing Place of the <i>Emily Taylor</i>
<i>Location</i>	Albany Terrace (opposite Loch Street), Augusta GPS: -34.332109 115.169913
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	-
<i>PIN Number</i>	-
<i>Place Type</i>	Historic Site
<i>Use(s)</i>	<i>Current:</i> Other – Historic Site <i>Current:</i> General – Monument
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04966
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>The Landing Place (site and cairn) is of significance:</p> <ul style="list-style-type: none"> • For its historical association with the original colonial settlement of Augusta in 1830. • As a community memorial recognising the founding of the settlement of Augusta and its 150th anniversary.
<i>Integrity</i>	Historic site – N/A Memorial - High: The original use has been maintained.

<i>Authenticity</i>	Historic site – N/A Memorial - High: The original/significant fabric is largely intact.
<i>Level of Significance</i>	Historic Site - The place is associated with an event or former place that is of particular significance for the local community. A memorial has been erected at the site.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	Historic site - N/A Memorial – Granite
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>The Landing Place memorial is a rough hewn granite plinth with brass plaque that reads:</p> <p><i>The Landing Place where Augusta's first settlers came ashore from the brig Emily Taylor 2 May 1830. This memorial was erected 2 May 1980 by the Augusta-Margaret River Shire Council to commemorate the 150th anniversary of the settlement of Augusta.</i></p> <p>The memorial is located in the narrow foreshore setback along Albany Terrace.</p>
<i>Condition</i>	Historic site – N/A Memorial – Good
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	Colonial Settlement (c.1830-1849) • The Establishment of Augusta
<i>Construction Date(s)</i>	1980 (erection of memorial)
<i>Year of Demolition</i>	
<i>Associations</i>	Other: The 'Emily Taylor'
<i>Historical Notes</i>	On 2 May 1830, the first British settlers arrived in Augusta aboard the 'Emily Taylor', which was under the command of Captain James McDermott. The ship carried families and servants from three established groups – the Bussells, Molloyes and Turners – and also settlers John Dawson, Richard Dawson, John Herring, John Kellam (surveyor) and soldiers. Captain Stirling also accompanied the settlers and decided on the mouth of the river for the site of the new settlement. Once the 'Emily Taylor' landed, settlers unloaded and erected tents on the beach.

	A plaque was erected at the landing site in 1980 to commemorate the 150 th anniversary of settlement at Augusta.
REFERENCES	
	<ul style="list-style-type: none">• Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989• <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None


PLACE No. AU-21	THE OVEN
<i>Other Names</i>	
<i>Location</i>	Lot 414, Turner Street, Augusta GPS: -34.336565 115.168054
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A4468
<i>PIN Number</i>	538148
<i>Place Type</i>	Other Structures
<i>Use(s)</i>	Archaeological site – original use not determined
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>The Oven is of significance:</p> <ul style="list-style-type: none"> For the rare historical archaeological evidence it provides about the original colonial settlement of Augusta (and the fledging colony in Western Australia).
<i>Integrity</i>	Low: The use has been altered and the original use cannot be readily discerned.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.

<i>Level of Significance</i>	Historic Site - The place is associated with an event or former place that is of particular significance for the local community. There may be some potential for further significant archaeological remains.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<i>Other:</i> General - Stone
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	The 'Oven' is a curved random-rubble structure to approximately 600mm high. It is set into the side of the hill, immediately adjacent to a fire-break. It is surrounded by a steel and wire mesh fence and is backed by a dense bush setting.
<i>Condition</i>	Fair
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	Colonial Settlement (c.1830-1849) <ul style="list-style-type: none"> • The Establishment of Augusta
<i>Construction Date(s)</i>	1830s
<i>Year of Demolition</i>	
<i>Associations</i>	
<i>Historical Notes</i>	Based on an archaeological survey supervised by Dr Shane Burke, historical archaeologist, this is believed to be a built feature dating from the original settlement period. The original purpose was not determined as part of the survey, but the feature is believed to be highly significant with regard to its period and the future research potential of the site. Interpretive signage at the site speculates that it may have been associated with early whaling activities.
REFERENCES	
	<ul style="list-style-type: none"> • Telephone conversation between Greenward Consulting (consultants for the Heritage Inventory) and Dr Shane Burke (historical archaeologist), 5 January 2012.
<i>Historic Photo/s</i>	None

PLACE No. AU-22	THE WHALING (SITE AND CAIRN)
<i>Other Names</i>	
<i>Location</i>	Reserve 30481, Lot 850, Davies Road, Flinders Bay GPS: -34.344178 115.168941
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A4431
<i>PIN Number</i>	538097
<i>Place Type</i>	Historic Site
<i>Use(s)</i>	<i>Original:</i> General – Monument <i>Current:</i> General – Monument
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04991
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	The Whaling (site and cairn) is of significance: <ul style="list-style-type: none"> • For its historical association with the visitation of whaling ships to the colonial settlement at Augusta from the 1830s to c.1850. • As a community memorial recognising an important activity in the history of Augusta.
<i>Integrity</i>	Historic site – N/A Memorial - High: The original use has been maintained.


<i>Authenticity</i>	Historic site – N/A Memorial - High: The original/significant fabric is largely intact.
<i>Level of Significance</i>	Historic Site - The place is associated with an event or former place that is of particular significance for the local community. A memorial has been erected at the site.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	N/A – Historic site Memorial – Limestone
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>This memorial is a small limestone plinth with a sloping top, bearing a brass plaque that reads:</p> <p><i>The Whaling Flinders Bay has had a long association with whaling American whalers were operating in the bay in the 1830's when the first settlers were living at Augusta Whaling continued to flourish and in 1844 Robert Viveash was granted permission by Governor Hutt to erect try works near Barrack Point The settlement around this point was known as "The Whaling" and the name was still in use in the early part of this century - June 1969 -</i></p> <p>As an interesting juxtaposition that represents changing values over time, the whaling memorial is located immediately adjacent to a memorial to a major whale rescue event in 1986 (Place # AU-25).</p>
<i>Condition</i>	Historic site – N/A Memorial – Good
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	Where the Coast Meets the Sea (1622-Present) <ul style="list-style-type: none"> Maritime Resources
<i>Construction Date(s)</i>	N/A
<i>Year of Demolition</i>	N/A
<i>Associations</i>	Other: American Whalers
<i>Historical Notes</i>	Whaling was Australia's oldest industry and well before official Colonial settlement took place our shores were visited by British, French and then American whalers. It was the presence of French warships, which followed their whalers into this area that was the reason for Major Edmund Lockyer being sent to found the first permanent settlement on the Western half of the continent. This settlement was first called Frederickstown but was later changed to Albany. Soon after official settlement at Albany in 1826, some of the settlers took up this

	<p>arduous, but lucrative, trade and set up bay whaling stations at a few sheltered beaches, mainly to the east of the Albany.</p> <p>During the earliest days of Colonial settlement at Augusta in the 1830s, yearly visits by whaling vessels added colour to the lives of the early settlers when the whalers came ashore to collect fresh water and trade with the settlers. The settlers would exchange potatoes, meat, vegetables and wood for much needed oil (for lighting), molasses, rum and tobacco.</p> <p>It is recorded that in the winters of 1839 and 1840, two US vessels each season had caught 30 and 31 whales respectively inside Flinders Bay.</p> <p>Whaling reached a peak around 1845 when there were approximately 300 whaling ships (mostly American) and numerous shore stations operating along the South Coast of Australia. The numbers declined rapidly after 1859 when petroleum oil was discovered in Pennsylvania with only a handful remaining after the turn of the century.</p> <p>A plaque has been erected at Flinders Bay to commemorate the visitation of the whalers during the early years of colonial settlement. This refers to an 1844 proposal by Robert Viveash to erect try works at Augusta. Newspaper articles of the era confirm that Messrs. Habgood and Viveash were involved in whaling operations in Western Australian waters in the late 1840s, but it is not clear if any works were ever established in this locality.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • Albany Whaling Station, 'Whale World' at http://www.whaleworld.org/ • <i>The Courier</i> [Tasmania], 27 February 1847, p. 4 • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None

PLACE No. AU-23	TOM TURNER'S COTTAGE AND TURNER'S SPRING (SITE)
<i>Other Names</i>	The Spring Turner Brothers' Cottage
<i>Location</i>	Off Skippy Road (access trail approx. 980m west of Leeuwin Road), Augusta (Located within Reserve 8428 Leeuwin Road, Augusta) GPS: -34.349908 115.157659
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A11023
<i>PIN Number</i>	11851037
<i>Place Type</i>	Historic Site
<i>Use(s)</i>	<i>Original:</i> General - Residential; Specific – Single Story Residence <i>Current:</i> Historic site
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Tom Turner's Cottage and Turner's Spring (site) is of significance:</p> <ul style="list-style-type: none"> • For its associations with the Turner family, who were among the first pioneers of Augusta and instrumental in the original settlement's development. • For its specific association with Thomas (Tom) Turner, a colonial artist who, amongst other works, painted the first representation by an early European settler of Augusta


	<ul style="list-style-type: none"> For its potential to retain archaeological evidence of the original phase of colonial settlement at and near Augusta. As a remote bush site that is evocative of the environment that would have been faced by the early colonial settlers in the south-west region.
<i>Integrity</i>	Low: The use has been altered and the original use cannot be readily discerned.
<i>Authenticity</i>	Low: The place has been considerably altered, with the loss of significant fabric. The original intent/character is no longer clearly evident.
<i>Level of Significance</i>	Historic site only - The place is associated with an event or former place that is of particular significance for the local community. There may be some potential for significant archaeological remains.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	N/A - Historic site only
<i>Architectural Style</i>	N/A - Historic site only
<i>Physical Description</i>	<p>The former site of Tom Turner's cottage is accessed by a narrow bush-walking track from Skippy Road down to a lower level of the valley. The site itself is in a small clearing marked by a wooden post with a sketch of the cottage and brass plaque:</p> <p style="text-align: center;"><i>Here stood Tom Turner's cottage 1830-1840</i></p> <p>Note: Turner's Spring was not located during the site inspection.</p>
<i>Condition</i>	Historic site only
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Colonial Settlement (c.1830-1849)</p> <ul style="list-style-type: none"> The Establishment of Augusta <p>Tourism (c.1890s-Present)</p> <ul style="list-style-type: none"> Wine, Food, Natural Environment and Cultural Heritage Tourism
<i>Construction Date(s)</i>	1838
<i>Year of Demolition</i>	
<i>Associations</i>	<p>Builder: Thomas, George and John Turner</p> <p>Significant Occupant: Thomas (Tom) Turner</p>
<i>Historical Notes</i>	<p>Thomas Turner came to Augusta in 1830 as a 16 year old, with his father James, stepmother Maria and six siblings, aboard the 'Emily Taylor.' The family had substantial capital and seven labourers, three of whom were accompanied by their own families.</p> <p>James Turner built 'Albion' as his family home at the Augusta townsite. (See Place # AU-23).</p> <p>As an 18 year old, Thomas Turner established a property four miles up the Blackwood River from 'Albion' and, with the help of his younger brother</p>

	<p>George, he built a cottage, several outhouses and a large shed. He named this property 'Turnwood.' The brothers cleared and farmed the land, however 'Turnwood' was abandoned in 1836 after local Aborigines burnt the place down. By then many of the Turners' fellow landholders had abandoned the area, as did most of the indentured labourers.</p> <p>Late in 1838 Thomas, George and John Turner rebuilt at 'The Spring'. Here they ran cattle, sheep and goats, but again this proved commercially unviable.</p> <p>In 1840 Thomas, George and John Turner resettled at the Vasse, a place Thomas had earlier surveyed and mapped. At Dunsborough, Turner married Elizabeth Heppingstone in 1846. They left for the Victorian goldfields in 1852, later living in Melbourne and then Sydney.</p> <p>Thomas Turner, [painter, architect, surveyor] depicted Augusta in watercolour paintings and maps dating from 1830 to 1845: simple, competent records of the development of this small, isolated and struggling place. His views include Augusta; Hardy's Inlet; First Settlement May 1830 (Art Gallery of Western Australia [AGWA]) and several views looking across Seine Bay to the homes of the early settlers, including the Turners' Albion House (1836, c. 1837, 1838, 1840s, AGWA) and the homes of the Bussell and Molloy families (1833, p.c. England). He also drew landscapes in the district, e.g. Limestone Cliff, Turnerian Stream, Sussex, West Australia, 1835 (AGWA). Well able to convey the mood of a place, his Augusta drawings are most evocative of its isolation and poverty. Other sketches were the product of expeditions into the countryside, either on surveys or for his own enjoyment. Turner's Vasse sketches include views of the major home in the district, the Bussells' 'Cattle Chosen' (1835, 1836, AGWA). The site of Turner brothers' cottage has now been marked and briefly interpreted for the benefit of tourists visiting Augusta and Cape Leeuwin.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Watson, Rose, 'James Woodward Turner of Augusta,' Occasional Paper No 14, Augusta Historical Society. • Design & Art Australia: http://www.daaio.org.au/bio/thomas-turner/#artist_biography • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989.
<i>Historic Photo/s</i>	None

PLACE No. AU-24	TURNER'S CELLAR
<i>Other Names</i>	Albion House Albion House Park
<i>Location</i>	Albion House Park, Albany Terrace, Augusta Lot 854, Reserve 39910, Osnaburg Street, Augusta) GPS: -34.325678 115.165686 Note: the significant archaeological zone has been assessed as extending over an area within a 30m circumference from the cellar.
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A4674
<i>PIN Number</i>	529576
<i>Place Type</i>	Archaeological site
<i>Use(s)</i>	<i>Original:</i> General - residential; Specific – single storey residence <i>Current:</i> Archaeological site
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 03462
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Turner's Cellar is of significance:</p> <ul style="list-style-type: none"> • For its historical association with the Turner family, who were among the first pioneers of Augusta and were instrumental in the original settlement's development. • As one of the first house sites in the town and region.


	<ul style="list-style-type: none"> For its specific association with James Turner, who arrived with the original colonial settlers and persisted with attempts to make the settlement viable, well after the departure of the other early settlers For the rare historical archaeological evidence it provides about the original colonial settlement of Augusta (and the fledging colony in Western Australia).
<i>Integrity</i>	Low: The use has been altered and the original use cannot be readily discerned.
<i>Authenticity</i>	Low: The place has been considerably altered, with the loss of significant fabric. The original intent/character is no longer clearly evident.
<i>Level of Significance</i>	Exceptional - Essential to the heritage of the locality. Rare or outstanding example (archaeological site).
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<i>Walls:</i> General - Stone;
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>Turner's Cellar is a heavily overgrown excavation surrounded by a high steel post and cyclone mesh fence with a padlocked gate. At the street frontage of the enclosure there is a fieldstone and cement plinth with a plaque relating to the history of Albion House (1830-1849).</p> <p>The site is located in an informal public park presented as a grassed open area with scattered mature trees.</p>
<i>Condition</i>	<p>Poor</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Colonial Settlement (c.1830-1849)</p> <ul style="list-style-type: none"> The Establishment of Augusta
<i>Construction Date(s)</i>	C.1830
<i>Year of Demolition</i>	Prefabricated house relocated in 1849
<i>Associations</i>	Owner: James W Turner
<i>Historical Notes</i>	<p>When the first settlers arrived at the mouth of the Blackwood River on the 'Emily Taylor' on 2 May 1830 they included James W Turner, his wife Maria and six children. The family had substantial capital and seven labourers, three of whom were accompanied by their own families.</p> <p>After land was issued in the new settlement of Augusta, James Turner erected a pre-fabricated house on low-lying land in the present 'Turner Park,' Augusta. Turner called his home 'Albion House.' It was moved when the Blackwood River flooded and re-erected on higher ground, south of the original site. This second site is the location of the extant cellar.</p>

	<p>Within a few years of settlement the Turners' fellow landholders abandoned the area, as did most of the indentured labourers. Despite years of determined work by the family, the lack of trading opportunities finally defeated James' sons, too, who relocated to the Vasse.</p> <p>James Turner persisted, but without support he was left with no choice but to leave Augusta in 1847. He traveled to England to seek help from the Home Office but returned to Perth 'a disappointed and disillusioned man' (Cresswell, p 55). He could not induce any indentured labour, or his sons at the Vasse, to return to Augusta with him and in 1849 James Turner withdrew from the Augusta settlement permanently.</p> <p>In 1849, Turner moved 'Albion,' house, re-erecting it in Adelaide Terrace, Perth. The building then became known as 'Lismore House.' It was demolished in 1946 when the Royal Automobile Club (228 Adelaide Tce) extended its buildings.</p> <p>Albion House is depicted in several paintings by James' son Thomas Turner, that are located at the Art Gallery of WA.</p> <p>An archaeological survey, undertaken in 2004 and supervised by Dr Shane Burke, historical archaeologist, identified the cellar, an adjacent cutting into the slope (which housed the kitchen) and associated flagstones as remnants from the original 1830s settlement of Augusta. These features were assessed as highly significant.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Augusta Historical Society Heritage Booklet 2010 • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989 • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996 • Telephone conversation between Greenward Consulting (consultants for the Heritage Inventory) and Dr Shane Burke (historical archaeologist), 5 January 2012.
<i>Historic Photo/s</i>	None

PLACE No. AU-25	TURNER'S FIG TREE
<i>Other Names</i>	
<i>Location</i>	71 (Lot 35) Blackwood Avenue (Turner Caravan Park), Augusta GPS: -34.323980 115.164578
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A3800
<i>PIN Number</i>	529575
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	N/A
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 03462
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Turner's Fig Tree is of significance:</p> <ul style="list-style-type: none"> • For its associations with the Turner family, who were among the first pioneers of Augusta and instrumental in the original settlement's development. • As a rare surviving feature associated with the original colonial settlement of Augusta (and the fledging colony in Western Australia).
<i>Integrity</i>	High
<i>Authenticity</i>	High

<i>Level of Significance</i>	Considerable - Very important to the heritage of the locality (*based on a direct association with the original colonial settlement of Augusta).
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	N/A
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>This mature fig tree is set in the centre of Turners Caravan Park. It has an associated stone monument with a small plaque which reads:</p> <p><i>Old Settlement</i> <i>Original name of Turner Park</i> <i>Part of</i> <i>J. W. Turner's Grant "C"</i> <i>1830</i></p> <p>The site does not include any specific interpretation of the planting of fig trees by the early settlers.</p>
<i>Condition</i>	<p>Good</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Colonial Settlement (c.1830-1849)</p> <ul style="list-style-type: none"> • The Establishment of Augusta
<i>Construction Date(s)</i>	Associated with the planting of fig trees by the original colonial settlers in the 1830s
<i>Year of Demolition</i>	
<i>Associations</i>	Other: James W Turner
<i>Historical Notes</i>	<p>When the first settlers arrived at the mouth of the Blackwood River on the 'Emily Taylor' on 2 May 1830 they included James W Turner, his wife Maria and six children. The family had substantial capital and seven labourers, three of whom were accompanied by their own families.</p> <p>When land was issued in the new settlement of Augusta, James Turner took up a holding that included the site of this tree.</p> <p>Within a few years of settlement James Turner's fellow landholders abandoned the area, as did most of the indentured labourers and, eventually, his sons. James Turner persisted for many years, but in 1849 he also withdrew from the Augusta settlement.</p> <p>In 1911 it was reported that there were still a 'score' of fig trees remaining that had been planted by the original colonial settlers:</p> <p><i>Where these gardens stood the visitor to-day sees nothing but a wilderness of red lilies, growing from the water's edge up to the margin of the forest, and a score of fig trees, that refuse to yield their fruit through the neglect of over half a century.</i></p>

	<p>In 1930 it was reported that at least some of the fig trees were still extant: <i>... an inspection was made of the remains of the old homesteads, where fig trees and flowers originally brought from England still struggle for existence with the native flora.</i></p> <p>In 2012 there is still a fig tree on what was Turner's land (either one of the original trees, or grown from a cutting or sucker). The remains of the cellar from Turner's house are located nearby (See Place # AU-23). Plaques mark both of these sites.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Augusta Historical Society Heritage Booklet 2010 • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989 • <i>Western Mail</i>, 9 January 1930, p 26 • <i>The West Australian</i>, 4 August 1911, p 9 • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None


PLACE No. AU-26	WHALE RESCUE, 1986 (SITE AND PLAQUE)
<i>Other Names</i>	
<i>Location</i>	Reserve 24653, Lot 850, Davies Road, Flinders Bay GPS: -34.344178 115.168941
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A4431
<i>PIN Number</i>	538048
<i>Place Type</i>	Historic Site
<i>Use(s)</i>	<i>Current:</i> General – Monument
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04990
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>The Whale Rescue Site is of significance:</p> <ul style="list-style-type: none"> • For its historical association with an event that symbolised the power of community effort and ability of the Augusta residents to rally together in a crisis. • As the site of the most successful whale rescue operation of its time (saving 96 of 144 stranded whales).
<i>Integrity</i>	Historic site – N/A Memorial – High
<i>Authenticity</i>	Historic site – N/A

	Memorial – High
<i>Level of Significance</i>	Historic Site - The place is associated with an event or former place that is of particular significance for the local community. A memorial has been erected at the site.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<i>Walls:</i> General - Stone; Specific – Limestone <i>Roof:</i> General – Timber
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>This site comprises a shelter constructed of limestone end walls, a timber roof and a sloped concrete bench which supports four stainless steel, etched interpretive panels: (1) Augusta Whale Rescue; (2) Caring for stranded whales and dolphins; (3) Watching for whales and dolphins; and (4) Wanderers of the ocean wilderness.</p> <p>There is also a small plaque that reads:</p> <p><i>In July 1986, 114 false killer whales stranded themselves on Augusta's main beach and hundreds of people worked day and night for 48 hours to save 96 of them by getting them to swim back out to sea</i></p> <p>As an interesting juxtaposition that represents changing values over time, the whale rescue memorial is located immediately adjacent to a memorial that acknowledges the use of the area by whalers in the nineteenth century (Place # AU-21)</p>
<i>Condition</i>	N/A
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Where the Coast Meets the Sea (1622-Present)</p> <ul style="list-style-type: none"> • Other Events Associated with Sea and Coastline
<i>Construction Date(s)</i>	1986 (date of event)
<i>Year of Demolition</i>	
<i>Associations</i>	Other: Augusta Community
<i>Historical Notes</i>	<p>On 30th July 1986, 114 false killer whales beach themselves at Flinders Bay. Through the incredible efforts of the local community, CALM, and national scientific researchers, 96 were saved after a massive rescue mission which created world wide media attention and was the most successful whale rescue recorded at that time.</p> <p>This event is documented in Gail Creswell's 'The Light of Leeuwin,' pp 330-331:</p> <p><i>On 30th July, 1986 two Augusta residents, Mrs Sheryl Skippings and Mrs Shirley Langelaan, raised the alarm to the plight of one hundred and fourteen false killer whales stranded on the beach. The two women alerted local fisherman, Russell Cooley, who immediately contacted the Fisheries Department and Conservation and Land Management. David Mell</i></p>

	<p>contacted fellow wildlife officer, Peter Lambert, at the Busselton District Office, and trucks and earth moving equipment were dispatched to Augusta. <i>Bush Telegraph</i> was quick to draw hundreds of townspeople to the sea shore. It was a devastating sight as they climbed the sand hill and rushed to the water's edge. Buckets were used to keep the whales wet and rescuers waited for CALM to advise a rescue strategy.</p> <p>Mr Jack Scheltes and Mrs Phyllis Shepherd co-ordinated local people to make a continuous supply of food and drinks.</p> <p>The whales were lifted from the beach by front-end loaders and carted a short distance of two kilometres to Flinders Bay, where they were held inside the reef by willing volunteers. As the news spread people flocked to Augusta to spend a cold winter's night in freezing water in a desperate attempt to keep the whales afloat. This was a vital step in the rescue as the whales experienced disorientation in their beaching, and it also helped to prevent internal injuries. Rory Neal, National Park Ranger for the area, maintained a vigilant watch to prevent hypothermia amongst the volunteers.</p> <p>Experts from Perth, including personnel from Atlantis Marine Park, came to assist in the rescue, and Ted Wright's Flinders Bay home was used as the rescue headquarters. Interstate members of ORRCA (organisation for the Rescue and Research of Cetaceans in Australia) also arrived to add their expertise to the rescue, as did volunteers from Greenpeace, Project Jonah and the Whale Rescue Centre.</p> <p>.....When the final herding out to sea took place many of the local surfers were in the water on their boards...The water depth increased, and the whales gathered speed. Soon the surfers were left behind. A man and a woman on surf skis continued to paddle, keeping pace as the whales began to explore the deeper water. Excitement built as human and mammal communed for the last time and the pod swam strongly out to sea.</p> <p>The successful rescue of ninety-six whales was a world first. The irony was that the rescue occurred at a place where whales were once hunted and killed for their oil.</p> <p>An interpretive shelter and plaque has since been erected at the site to commemorate the rescue.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • Augusta Historical Museum (extensive display on the subject) • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None

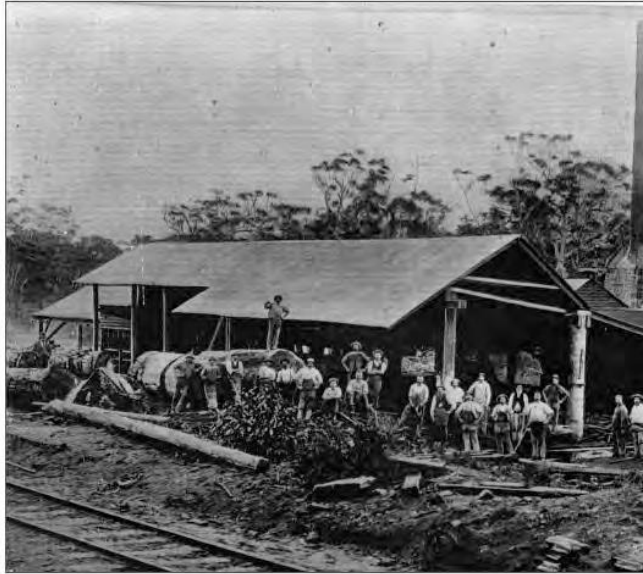
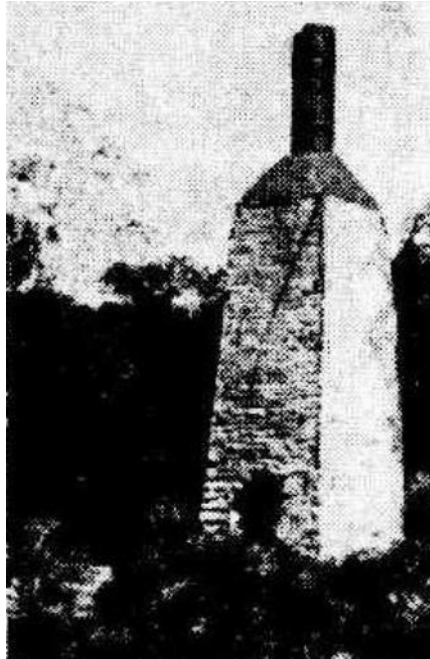
5.4 Boranup


BO-01	Boranup Mill (Site and Archaeological Remains)	Reserve 8437 (Lot 1977)	Anchor Road	Boranup
BO-02	Jarrahdene Timber Mill (Site and Archaeological Remains)	Reserve 420765 (Lot 1383)	Jarrahdene Road	Boranup

PLACE No BO-01	BORANUP MILL (SITE AND ARCHAEOLOGICAL REMAINS)
<i>Other Names</i>	
<i>Location</i>	Anchor Road, Boranup (Reserve 8437 (Lot 1977) Boranup Drive, Boranup) GPS: -34.145314 115.075019 (1997 survey reference) and -34.144778 115.075582 (brick rubble located in 2012)
<i>Photo(s)</i> (Feb 2012)	 <p data-bbox="424 1182 1382 1216">Brick rubble from a collapsed structure in the area of the old Boranup Mill</p>
<i>LGA Site No</i>	A4549
<i>PIN Number</i>	531457
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - Forestry; Specific – Timber Mill <i>Current:</i> General -Vacant; Specific – Unused
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04933 (* incorrect location details)
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p data-bbox="379 1906 858 1939">Boranup Mill (site) is of significance:</p> <ul data-bbox="387 1951 1374 2020" style="list-style-type: none"> • For its association with the establishment of a major timber industry in the Karridale district by M.C. Davies in the late nineteenth century.

	<ul style="list-style-type: none"> For its historical association with a larger group including the other M.C. Davies timber mills in the Karridale district and with the railway system that was established to service this industry. For its association with Millars Karri and Jarrah Company (later Millars Timber and Trading Co.) which was formed from an amalgamation of a number of major Western Australian sawmilling companies in 1902. As a major centre of local employment from 1886 to 1910. As an important former mill site, which has not been subject to redevelopment and which may retain significant archaeological evidence relating to the operation of the local timber industry in the late nineteenth to early twentieth century, and to the lives of the people who worked and lived in the mill settlement.
<i>Integrity</i>	Low: The use has been altered and the original use cannot be readily discerned.
<i>Authenticity</i>	Low: The place has been considerably altered, with the loss of significant fabric. The original intent/character is no longer clearly evident.
<i>Level of Significance</i>	Historic Site - The place is associated with an event or former place that is of particular significance for the local community. There may be some potential for significant archaeological remains.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	N/A
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>The site of the old Boranup Mill is now overgrown with mature native trees, with an open forest floor covered by heavy leaf litter. There are numerous mounds and depressions in the general area, but the leaf litter has concealed evidence of the nature of these formations or of any associated built elements.</p> <p>As part of the visual survey undertaken in February 2012, the concrete foundation identified in the 1997 archaeological survey was not located, but a collapsed corrugated iron structure (possibly a rainwater tank) and a pile of collapsed brickwork were identified. There are also linear depressions, which may relate to former snig tracks.</p> <p>Note: further archeological evidence may be identified if the site can be surveyed after a future controlled burn or other fire event has reduced the leaf litter.</p>
<i>Condition</i>	N/A
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Timber Industry (c.1840-Present)</p> <ul style="list-style-type: none"> Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914)
<i>Construction Date(s)</i>	<p>1886</p> <p>Rebuilt 1891</p>
<i>Year of Demolition</i>	Closed 1910 (and subsequently dismantled)

Associations	Builder: M C Davies
Historical Notes	<p>Boranup Mill was the site of the third timber mill erected and operated by M C Davies in the district (opened after Coodardup and Karridale).</p> <p>In the early 1880s the Karridale Mill had been connected by a railway system linking the Mill to harbours at Flinders Bay and Hamelin Bay. In 1884 this line was extended north to Boranup, 5km north of Karridale. Construction of the new Boranup Mill began in March 1885.</p> <p>Just prior to its opening the new mill was described as follows:</p> <p><i>Three miles from Karridale we pass Boranup a new Timber Station Mr. Davies has erected, and one of the best built stations in the Colony, having the appearance of strength and airiness. Several people reside here and are employed in felling trees and preparing the way for the Mill's speedy operations.</i></p> <p>The Boranup Mill was a major part of the Davies' timber industry and included a private mill settlement containing houses, shops and other community amenities for the timber workers. The range of facilities provided is at least partly illustrated by the following brief reference from 1890:</p> <p><i>The Boranupians are getting a huge ballroom erected at the Boranup Mills, and expect to have it completed this week.</i></p> <p>The original mill burnt down in 1891 but a new and more powerful mill had been completed by August of that year. Boranup was set amongst the most impressive karri trees and the tall chimney of Boranup Mill with its brick base was a notable landmark.</p> <p>In 1902, M.C. Davies Karri and Jarrah Company Ltd along with Imperial Jarrah Wood Corporation and six other timber companies in operation in Western Australia amalgamated. Karridale became part of the combined company, Millars' Karri and Jarrah Co. (1902) Ltd and this company continued to operate the Boranup Mill until market changes and reduced viability of the local timber practices led to its closure in 1910.</p> <p>In 1961, the Karridale fire destroyed almost all of what remained at the site of the old mill.</p> <p>In the 1996 Shire of Augusta-Margaret River Municipal Heritage Inventory the location of this site was given as near the old Arumvale siding. However, that site is less than 2km north of the site of the old Karridale Mill, while documentary evidence indicates that the distance between the mills was approximately 5km (which still places the Boranup Mill within the general Group Settlement locality of 'Arumvale').</p> <p>Based on further research, a 1997 survey by Dr Shane Burke, archaeologist, identified concrete machinery footings holding large iron bolts at the site described in this place record. Other archaeological evidence of the mill and associated settlement is likely to have survived.</p>

REFERENCES	
	<ul style="list-style-type: none"> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989 • <i>The Inquirer & Commercial News</i> 30 December 1885 p 5 • <i>The Inquirer & Commercial News</i> 19 January 1890 p 4 • <i>The West Australian</i>, 11 August 1933, p 22 • Email correspondence between Greenward Consulting (consultants for the 2011 Heritage Inventory) and Dr Shane Burke, archaeologist, 9 January 2012 • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
Historic Photo/s	 <p data-bbox="1038 1039 1417 1106">Boranup Timber Mill. c1900. Source: MRDHS Item 897.</p>
	 <p data-bbox="1038 1413 1417 1749">'Once A Mill - The old Chimney stack which is all that remains of what was once a busy timber mill. It is situated at Arum Vale, near Boranup.' <i>The West Australian</i>, 11 August 1933, p 22 (http://trove.nla.gov.au)</p>

PLACE No. BO-02	JARRAHDENE TIMBER MILL (SITE AND ARCHAEOLOGICAL REMAINS)
<i>Other Names</i>	
<i>Location</i>	Jarrahdene Road, Boranup (Located within Reserve 420765 (lot 1383) Boulter Road, Forest Grove) GPS Coordinates: -34.118282, 115.086809
<i>Current Photo/s</i> (Nov 2011)	 <p data-bbox="724 1120 1090 1153">Remnants of loading derrick</p>
<i>LGA Site No</i>	A5794
<i>PIN Number</i>	
<i>Place Type</i>	Other Built Type
<i>Use(s)</i>	<i>Original:</i> General - Forestry; Specific – Timber Mill <i>Current:</i> General -Vacant; Specific - Unused
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04963
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Jarrahdene Timber Mill (former) is of significance:</p> <ul style="list-style-type: none"> As an important former mill site, which has not been subject to redevelopment and which retains significant archaeological evidence relating to the operation of the local timber industry in the late nineteenth to early twentieth century, and to the lives of the people who worked and lived in the mill settlement.

	<ul style="list-style-type: none"> • For its association with the establishment of a major timber industry in the Karridale district by M.C. Davies in the late nineteenth century. • For its historical association with a larger group including the other M.C. Davies timber mills in the Karridale district and with the railway system that was established to service this industry. • For its association with Millars Karri and Jarrah Company (later Millars Timber and Trading Co.) which was formed from an amalgamation of a number of major Western Australian sawmilling companies in 1902. • As a major centre of local employment from 1895 to 1913.
<i>Authenticity</i>	Low: The place has been considerably altered, with the loss of significant fabric. The original intent/character is no longer clearly evident.
<i>Integrity</i>	Low: The use has been discontinued and the original use cannot be readily discerned.
<i>Level of Significance</i>	Exceptional - Highly significant part of the cultural heritage of the Shire of Augusta-Margaret River (historical archaeological site).
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	N/A
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>The site of the former mill is located on Jarrahdene Road (now a narrow forestry track) at the following coordinates: 34.118282, 115.086809.</p> <p>This site has evidence of heavy ground disturbance over a large area, including deep pits, cuttings, trenches and mounds. There is also clear evidence of former structures (metal frames, timber posts, brickwork and foundations) and surface evidence of site occupation (broken crockery etc).</p> <p>To the south and south-west of this site, in the vicinity of Boulter Road (another forestry track), there is an over-grown high embankment (clearly evident near the crossing over McLeod Creek – GPS Coordinates (-34.120346, 115.096607), which marks the alignment of the main railway line that served the local mills and was later adapted as the Western Australian Government railways line from Margaret River to Augusta. Jarrahdene was served by a spur off this main line (see 1911 newspaper article below), for which earthworks also remain.</p>
<i>Condition</i>	Poor
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Timber Industry (c.1840-Present)</p> <ul style="list-style-type: none"> • Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914)
<i>Construction Date(s)</i>	1895
<i>Year of Demolition</i>	Closed 1913 (and subsequently dismantled)
<i>Associations</i>	Builder: M.C. Davies

	Other: Gaven McGregor – manager
<i>Historical Notes</i>	<p>M C Davies established sawmills at Coodardup, Karridale, Boranup and Jarrahdene from the 1880-90s and almost single-handedly created a market and efficient industry for Karri and Jarrah hardwoods.</p> <p>Opened in 1895, Jarrahdene was the fourth timber mill erected by Davies Timber Co. It was served by a private railway which delivered logs and then transported the cut timber to jetties at Hamelin Bay and Flinders Bay (facilitating the export of timber to destinations around the world):</p> <p><i>There is a hungry mill down the line at Jarrahdene, awaiting the rake of jarrah logs [which the engine] has previously hauled from the "top" Jarrahdene is situated on a short branch line, and invisible from the main line, so that the visitor does not see the mill to which the logs are bound, the mail van being detached at the points and left standing in the bush until the logs are run up to the mill.</i></p> <p>In 1902, M.C. Davies Karri and Jarrah Company Ltd along with Imperial Jarrah Wood Corporation and six other timber companies in operation in Western Australia amalgamated. Karridale became part of the combined company, Millars' Karri and Jarrah Co. (1902) Ltd. However, market changes and reduced viability of the local timber practices led to the progressive closure of the local industry, with Jarrahdene being the last of the mills to close, in 1913.</p> <p>In the period following the closure of the mill, a number of buildings and materials were removed, as was common practice. For example, the Jarrahdene store was relocated to Augusta as the town's first hall.</p> <p>It appears that the mill and associated settlement was fully abandoned by 1917 when a visitor to the district described travelling:</p> <p><i>Past deserted Jarrahdene, past the ruined relics of the timber mill which once worked busily on the melancholy Boranup mere</i></p> <p>An archaeological investigation of the site was undertaken by Jodee Smith (supervised by Shame Burke) as an Honours dissertation in c.2004. This identified a large complex of material, relating to the mill, the site of the manager's house (McGregor's), which was on an elevated site, and the separate workers' living area, which was down the slope toward McLeod Creek.</p> <p>This research concluded that the Jarrahdene site is very important archaeologically.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • <i>The West Australian</i>, 17 July 1911, p. 8. • <i>Western Mail</i>, 21 December 1917, p. 12. • Email correspondence between Greenward Consulting (consultants for the 2011 Heritage Inventory) and Dr Shane Burke, archaeologist, 18-24 December 2011. • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None


5.5 Burnside

BU-01	Burnside (ruins and Moreton Bay Fig Tree)	Location 94, 121 and 482	Caves Road (corner Burnside Rd)	Burnside
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PLACE No. BU-01	BURNSIDE (RUINS AND MORETON BAY FIG TREE)
<i>Other Names</i>	
<i>Location</i>	Location 94, 121 and 482 Caves Road, Burnside Note: This place record refers specifically to the ruins of the house and outbuildings, the Moreton Bay Fig tree and their immediate setting. GPS: 33.944019 115.020962
<i>Current Photo/s</i> (Feb 2012)	<div data-bbox="456 555 1358 1144" data-label="Image"> </div> <div data-bbox="427 1160 719 1196" data-label="Caption"> <p>House (ruin) and palm</p> </div> <div data-bbox="456 1211 895 1496" data-label="Image"> </div> <div data-bbox="427 1512 539 1547" data-label="Caption"> <p>Fig Tree</p> </div> <div data-bbox="919 1211 1358 1496" data-label="Image"> </div> <div data-bbox="890 1512 1070 1547" data-label="Caption"> <p>Piggery (ruin)</p> </div>
<i>LGA Site No</i>	A3193
<i>PIN Number</i>	526918
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General – Residential; Specific – One-two Storey Residence <i>Other:</i> General – Commercial; Specific – Hostel/Boarding House <i>Current:</i> General – Vacant; Specific – Ruin
<i>Statutory Heritage Listings</i>	None


<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04936
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Burnside (site and Moreton Bay fig tree) is of significance:</p> <ul style="list-style-type: none"> As the former site of a residence developed and used by Francis (Fanny) Brockman (nee Bussell), who was part of an important pioneering family of the area. As a popular staging post and guesthouse for travellers wishing to view the local caves in the early years of the twentieth century.
<i>Integrity</i>	Low: The use has been altered and the original use cannot be readily discerned.
<i>Authenticity</i>	Low: The place has been considerably altered, with the loss of significant fabric. The original intent/character is no longer clearly evident.
<i>Level of Significance</i>	Moderate – Makes a positive contribution to the heritage of the Shire of Augusta-Margaret River.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p>General: Stone</p> <p>General: Concrete</p>
<i>Architectural Style</i>	(Ruin)
<i>Physical Description</i>	<p>Evidence of 'Burnside' remains visible as substantial, random rubble stone ruins and it is likely that the full extent of the floor plan remains as archaeological evidence (Note: in 1926 this was described as a 6-roomed house with extensive outbuildings). The main evidence of former gardens is a large palm adjacent to the ruin and a large Moreton Bay Fig Tree between the former house and Burnside Road (the latter located on loc 482). Immediately east of the ruin there is a linear, off-form concrete former piggery.</p> <p>The area is now partly overgrown with peppermint trees.</p>
<i>Condition</i>	Poor (ruin)
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Second Wave of Rural Settlement (c.1850-1922)</p> <ul style="list-style-type: none"> Settlement around the Margaret River <p>Tourism (c.1890s-Present)</p> <ul style="list-style-type: none"> The Beginnings of Local Tourism The Establishment of Tourist Accommodation
<i>Construction Date(s)</i>	C1893
<i>Year of Demolition</i>	?

Associations	<p>Previous Owners: Francis (Fanny) Brockman (nee Bussell)</p> <p>Builder: Tim Connelly</p> <p>Other: Tim Connelly (early tour guide for the caves of the region)</p>
Historical Notes	<p>Fanny Brockman (who had separated from her husband, John Brockman in the 1870s) lived at Ellensbrook and then Wallcliffe before purchasing Loc 94 and 121 (Burnside) from Robert Lockard in 1889. The house was constructed over a number of years by George Hill (builder) and Fanny is believed to have settled there at some stage between 1889-1893.</p> <p>Tim Connelly a local character and resident at Burnside, assisted in the house's construction, carting seasoned wood from Calgardup where the <i>Georgette</i> was wrecked to make floors and windows.</p> <p>While it was primarily a farming property, Burnside also operated as a staging point and boarding house for visitors to the region:</p> <p><i>Five miles from this well is a road which turns off to Burnside, the residence of Mrs. Brockman, where most of the visitors stay, as it is practically the starting place of the caves. Mr. Connolly and Mr. Fred Bussell were met here, and they spent the next few days showing us over the 199 arvelous caves. These certainly require to be seen to be appreciated. [The Inquirer & Commercial News 18 May 1900, p 4]</i></p> <p>and:</p> <p><i>COACH NOTICE. A FOUR-DAY TRIP, Busselton to Yallingup and Lake Caves, via Burnside, £3 13s. Reduction made for parties. This ticket includes one night Yallingup Accommodation House; two nights Burnside. Address C. J. HOUGH or B. VINES, Vasse Hotel, Busselton. Also Busselton to Yallingup; return, 12s. 6d. [The West Australian 6 Feb 1904, p 1]</i></p> <p>When people stayed at the house Tim Connelly would guide them on a tour of the nearby caves. (See Place # AU/MR-01)</p> <p>The property was offered for sale following Fanny's death in 1925:</p> <p><i>BURNSIDE ESTATE, MARGARET RIVER. On THURSDAY, NOVEMBER 4, 1926 Instructions from the Administrator of the Estate of FRANCES LOUISA BROCKMAN (deceased) to Offer for Sale by Public Auction SITUATED. – Prettily situated on the Yallingup Cave-road, 4 miles from Bramley Siding and 6 miles from Margaret River Station and Township.</i></p> <p><i>IMPROVEMENTS.-Consist of 60 acres of clearing good Stone House of 6 rooms and extensive outbuildings, including 10-roomed wood and iron boarding house adjacent; all fenced and subdivided into numerous paddocks and watered by the Margaret River, which runs along the boundary of the property.</i></p> <p><i>REMARKS.-The property, which aggregates 2847 acres is well and favorably, known in the Margaret River district, having been selected many years before any other land was taken up in the district, and comprises the most fertile spot on the river. Eminently suitable for sheep, cattle and dairying. This property has special advantages in as much as there are both limestone and granite country, thus obviating the shifting of stock. Its situation on the main road between the Margaret and Yallingup Caves makes</i></p>

	<p><i>it also suitable as a summer resort, for which, it has been used for a considerable period.</i> [Sunday Times, 24 October 1926 p 16]</p> <p>The main house was destroyed by fire in 1931, although what was known as ‘the Ark’ survived. In 1996 it was reported that only traces of the property remained, together with parts of the piggery and sheds built by a later owner, Mr Jonathon Terry, in the 1970s (Mr Terry lived nearby on Loc 121). In 1996 the property was overgrown with peppermint trees and had not been actively farmed for many years. An old, large, Moreton Bay fig tree was noted as a significant feature of the site.</p> <p>As at 2012, the place remains as a ruin.</p>
REFERENCES	
	<ul style="list-style-type: none"> • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996 • Heritage Council of Western Australia, Assessment Documentation for Walcliffe House • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989 • <i>The Inquirer & Commercial News</i>, 18 May 1900, p 4 • <i>The West Australian</i>, 6 Feb 1904, p 1 • <i>Sunday Times</i>, 24 October 1926 p 16 • Notes provided by the Margaret River & Districts Historical Society to the Shire of Augusta-Margaret River, June 2012.
<p>Historic Photo/s</p> <p>Source: <i>Western Mail</i>, 16 Dec 1905, p 30</p>	

5.6 Cape Leeuwin

CL-01	Cape Leeuwin Lighthouse and Quarters	Reserve 44660, Lot 5049	Leeuwin Road	Leeuwin
CL-02	Cape Leeuwin Waterwheel	Reserve 8428, Lot 304 (Quarry Bay)	Leeuwin Road	Leeuwin
CL-03	HMAS <i>Nizam</i> Memorial	Reserve 44660, Lot 5049 (Located within the Cape Leeuwin Lighthouse complex)	Leeuwin Road	Leeuwin
CL-04	Mathew Flinders Cairn	Reserve 25141, Lot 4125 (Point Matthew)	Leeuwin Road	Leeuwin

PLACE No. CL-01	CAPE LEEUWIN LIGHTHOUSE AND QUARTERS
<i>Other Names</i>	Cape Leeuwin Lighthouse, Quarters and Associated Stone Quarry
<i>Location</i>	Reserve 44660, Lot 5049, Leeuwin Road, Leeuwin
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A9915
<i>PIN Number</i>	1366335
<i>Place Type</i>	Other Built Type
<i>Use(s)</i>	<i>Original:</i> General – Water; Specific – Lighthouse <i>Current:</i> General – Water; Specific – Lighthouse
<i>Statutory Heritage Listings</i>	State Register of Heritage Places: Place Number 00104 – Permanent (13/05/2005)
<i>Other Heritage Listings and Surveys</i>	Commonwealth Heritage List, Place ID 105416 (22/06/2004) Classified by the National Trust: Lighthouse (13/08/1973) Classified by the National Trust: Cottages (01/05/1978) Register of the National Estate: Lighthouse, Registered, Place ID 9399 (21/10/1980) Register of the National Estate: Cottages, Registered, Place ID 9401 (21/10/1980) Survey of 20 th Century Architecture (01/03/1988)
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>The following is an extract from the Heritage Council of WA's Assessment Documentation for the place:</p> <p><i>Cape Leeuwin Lighthouse and Quarters</i>, a small precinct which contains a stone lighthouse, keepers' quarters (stone) and various service buildings, has cultural heritage significance for the following reasons:</p>

	<ul style="list-style-type: none"> the place is part of a system of coastal lights that was developed at the end of the nineteenth century by the various Australian colonies to improve the safety to shipping operating in Australian territorial waters. Although recognised as being of major importance to the eastern colonies, it was fully funded by the state government of Western Australia and the fourth coastal lighthouse constructed by the state government; the place, in particular the lighthouse, has retained a high degree of authenticity and integrity; the place has aesthetic value both in its design and as a striking landmark on Cape Leeuwin; the place was historically important to the local timber industry which relied on small ships to transport the timber to other ports. As Cape Leeuwin could be treacherous in bad weather, the light was a valuable navigational aide; the place represents a way of life that is no longer practised in Western Australia and one which is rapidly becoming scarce in other parts of Australia and the world; the place has strong associations with John Forrest who tried for many years to establish a new light near Cape Leeuwin; with M.C. Davies, an important entrepreneur in Augusta, who pushed for a light on Cape Leeuwin and George Temple Poole who supervised the construction of the light and was responsible for the design of the keepers' quarters; the place is socially important to the people of Augusta-Margaret River for its tourist potential; the place has the potential to reveal archaeological evidence about how people lived in isolated conditions; the lighthouse is a fine example of the type of stone towers erected during the nineteenth century to house lights; and the place at one time had the most powerful lamps in Australia and it was also the last to receive a modern tungsten lamp. <p>While the new service buildings on the western side of the cottages are considered to have some historic importance, they are architecturally intrusive and are assessed as having low significance.</p>
<i>Integrity</i>	High: The original use has been maintained.
<i>Authenticity</i>	Varies across the site: High (The original/significant fabric is largely intact) to Medium (The place has had some alterations, but the original intent/character is still clearly evident).
<i>Level of Significance</i>	Exceptional – Essential to the heritage of the locality. Rare or outstanding example.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General – Stone; Specific – Limestone</p> <p><i>Walls:</i> General – Stone; Specific – Granite</p> <p><i>Walls:</i> General – Fibrous Cement; Specific – Flat</p> <p><i>Roof:</i> General – Metal; Specific – Corrugated Iron</p> <p><i>Roof:</i> General – Fibrous Cement; Specific – Corrugated</p>

<i>Architectural Style</i>	
<i>Physical Description</i>	<p>The following is an extract from the Heritage Council of WA's Assessment Documentation for the place:</p> <p><i>Cape Leeuwin Lighthouse and Quarters comprises the stone lighthouse tower and oil store (1896), three stone cottages (1896) detached stone laundries to the cottages (1896), two asbestos cement garages (1953), asbestos cement store (former fuel room 1954), asbestos cement office (former power house, 1954), asbestos cement weather room (former radio hut 1954) and a new brick power house and beacon room (1970s).</i></p> <p>Detailed descriptions of each of the key elements of the site are included in the Heritage Council's Assessment Documentation (available on-line at www.heritage.gov.au)</p> <p>The quarry used for the construction of the original buildings is still visible near the lighthouse site and is an integral feature for the purpose of this place record.</p>
<i>Condition</i>	<p>Good</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Where the Coast Meets the Sea (1622-Present)</p> <ul style="list-style-type: none"> Coastal Corridors <p>Tourism (c.1890s-Present)</p> <ul style="list-style-type: none"> Wine, Food, Natural Environment and Cultural Heritage Tourism
<i>Construction Date(s)</i>	1895
<i>Year of Demolition</i>	
<i>Associations</i>	<p>Architect: George Temple Poole</p> <p>Builder: Wishart and Davies</p> <p>Other: Joseph Hill, Thomas James Waterhouse, John Forrest, M.C. Davies</p>
<i>Historical Notes</i>	<p>Agitation for a lighthouse in the south-west began around 1880, with one of the first sites suggested being St Alouarn Island. However the Forrest Government finally accepted the tender of Wishart and Davies (who had been lobbying for the lighthouse) in 1895. The selection for the Cape Leeuwin site was influenced not only by its excellent location but also because of the availability of limestone in the area, making construction much easier and less costly.</p> <p>A good description of the lighthouse and cottages was given not long after its erection by George Hope in his study of the south-western districts in 1898:</p> <p><i>A sharp descent brings us to the level of the cape. The waters from the hills has formed a grassy swamp at their base, which we skirt, and, bowling along a well-made road, we drive out down the peninsular of rock and draw rein at one of the three comfortable stone cottages which have been built for the use of the lighthouse keepers on the east side of the cape. The lighthouse itself stands at the extreme point of Cape Leeuwin, in latitude 34 deg. 24 min.</i></p>

south, and longitude 115 deg. 09 min, east, the site chosen is about 70 feet above high water mark. The foundations are carried down 23 feet to the granite bed-rock, and the contract for erect was let to Messrs Davies and Wishart in April, 1895, the price being just under £8000, exclusive of the dome and light. The tower is cylindrical in form, and is 135 feet high from base to vane. The focal plane of the light is 185 feet above water level. The stone was all quarried within a half a mile of the building, and is handsome white politic ironstone rock.

.....From the ground floor a door opens into the oil room where 10 large cylinders, five aside, with a capacity of 300 gallons each, hold the heavy mineral oil, of 240 deg. Test, which is specially adapted for lighthouse work.....Inside the walls, seven feet in thickness on the ground floor, an iron spiral staircase runs around the building to the summit, broken by seven floors at intervals. In the centre is a hollow iron column, which holds the chain and three-quarters of a ton weights propelling the clock-work that causes the lantern to revolve. On the fifth floor are the telephones connecting the lighthouse with the men's quarters, and also with the post office at Karridale, whence all messages are forwarded onto the proper quarter by telegraph.....Just overhead is a tank, which catches the rainfall from the dome, and from which it is drawn by a tap on this floor. Down the wall is a lightning conductor.

The culminating point of interest is, of course, the lighting apparatus. This is on the sixth floor, and was furnished by Chance Bros and Co, Limited, of Birmingham, and was the first of its kind made.....There is a raised balcony on the top of the masonry at the sixth floor, outside the dome, from which a grand view is obtained up the coast north towards Hamelin Bay, and east past the mouth of the Blackwood.....At the north-east corner of the structure is a large block of stone, inscribed on its northern aspect "Foundation stone laid by the Hon. Sir John Forrest, Premier of the Colony, 13th December, 1895," and on its eastern side, "Dedicated to the world's mariners, 10th December, 1896". This is commemorative of the two ceremonies which marked the commencement of the undertaking.

The lantern for the lighthouse cost £425 and the optical apparatus, £4.069.

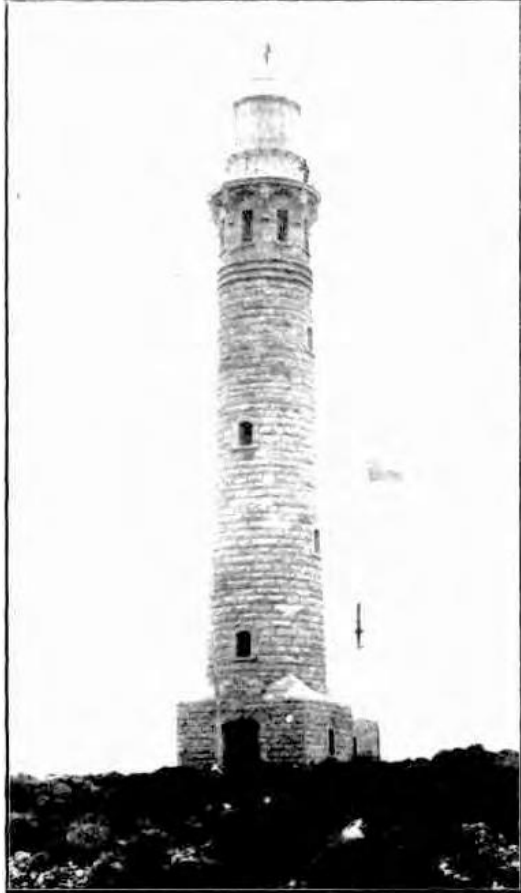
During the opening ceremony, newspapers of the colony and coins were placed in a jar and buried under the foundation stone and Mr Wishart presented the Premier with a silver trowel, suitably engraved, from the contracting firm, Davies and Wishart. The trowel is now in the Augusta Historical Museum.


The two southerly cottages were built of the same stone as the lighthouse, but the third northern cottage was constructed of granite/gneiss, also from the site. There was also a timber cottage erected at the time, though this is no longer standing.

An important associated feature, dating from the original development of the site, is the Cape Leeuwin Waterwheel (Place # CL-02).

Cape Leeuwin Lighthouse was automated in 1982 and the keepers were withdrawn.

As at 2012 the lighthouse continues to operate and has also been developed as a very popular tourist attraction.

REFERENCES	
	<ul style="list-style-type: none"> • George Hope, 'Westralia: South Western Districts' supplement to the <i>Geraldton Express</i>, 1898, p 48. • HCWA Assessment Documentation <i>Cape Leeuwin Lighthouse and Quarters</i> (00104) • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
Historic Photo/s	 <p data-bbox="938 1339 1257 1420"><i>Western Mail</i> 30 September 1905 p 30</p>

PLACE No. CL-02	CAPE LEEUWIN WATERWHEEL
<i>Other Names</i>	
<i>Location</i>	Reserve 8428, Lot 304 (Quarry Bay) Leeuwin Road, Leeuwin GPS: -34.368840 115.135388
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A11023
<i>PIN Number</i>	11851037
<i>Place Type</i>	Other Built Type
<i>Use(s)</i>	<i>Original:</i> General - Water; Specific - Other <i>Current:</i> General – Social/Recreational; Specific - Other
<i>Statutory Heritage Listings</i>	State Register of Heritage Places: Place Number 00106 - Permanent (14/05/2002)
<i>Other Heritage Listings and Surveys</i>	Classified by the National Trust (11/12/2000) Register of the National Estate, Registered Place ID 9412, (21/03/1978)
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>The following is an extract from the Heritage Council of WA's Assessment Documentation for the place:</p> <p><i>Cape Leeuwin Waterwheel</i>, comprising a timber waterwheel, supported on a limestone base together with a timber flume that carries water from a nearby spring, is considered to have cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> the use of a waterwheel to drive a pump to deliver fresh water is unique in Western Australia;

	<ul style="list-style-type: none"> the place was an essential part of the Cape Leeuwin Lighthouse precinct which became an important component in a national system of coastal lights and therefore, by association, contributed to the safety of mariners and coastal shipping; the industrial aesthetic of the gradually calcifying waterwheel, together with the adjacent lighthouse, provide a visual contrast to the surrounding natural environment; the place has strong social significance for the local community who have continued to maintain the structure over the years; the place displays an innovative use of waterwheel technology and is an excellent representative example of waterwheel technology; and, the place has strong associations with M.C. Davies who built the lighthouse and quarters and may have designed the waterwheel.
<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Exceptional - Essential to the heritage of the locality. Rare or outstanding example.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<i>Other:</i> General - Stone; Specific - limestone <i>Other:</i> General – timber
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>The following is an extract from the Heritage Council of WA's Assessment Documentation for the place:</p> <p><i>The water wheel sits just above the high tide line in a small cove approximately one kilometre to the north of the Cape Leeuwin Lighthouse Quarters. This area lies within the Leeuwin-Naturaliste National Park. The lighthouse can just be seen when looking south from the water wheel. The timber flume, which carried the water to the wheel, extends out eastward from the wheel and disappears in the low brush which is found throughout this area.</i></p> <p><i>The flume consists of three timber planks that have been screwed together to form a base and two sides. Cross-ties have been screwed to the top of the flume at regular intervals. The wheel assembly is located just above the high water mark. The flume rests on the ground, except close to the wheel where it is supported on limestone piers, as the land falls down towards sea level.</i></p> <p><i>At the base of the water wheel, on the southern side, there is evidence of the remains of the hydraulic ram. The air chamber is still in situ. Beyond the waterwheel, to the south, a small portion of concrete remains on the shoreline, displaying a long impression which was probably made by a pipe. This evidence indicates the line that the water pipe took from the waterwheel to the lighthouse keeper's quarters.</i></p>

	<p><i>The waterwheel's shaft rests between two limestone walls. Both the wheel and the walls have become heavily encrusted with lime which has been deposited over the years by the water which flows over the wheel. This accumulation has led to the wheel gradually becoming inoperable. Seepage along the wooden flume has also encrusted the limestone piers.</i></p> <p><i>The limestone coating affords the timber wheel some protection. It is considered to be in a stable condition at present. The flume appears to be a recent reconstruction, possibly dating from 1998 when CALM carried out work to allow water to flow over the wheel again. The timber flume extends some 60 metres into the scrub at which point it is replaced by a fibreglass trough. It is not known how far this trough extends into the scrub.</i></p>
Condition	<p>Fair</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
Historic Theme(s)	<p>Where the Coast Meets the Sea (1622-Present)</p> <ul style="list-style-type: none"> Coastal Corridors <p>Tourism (c.1890s-Present)</p> <ul style="list-style-type: none"> Wine, Food, Natural Environment and Cultural Heritage Tourism
Construction Date(s)	1895
Year of Demolition	
Associations	Builder: Wishart and Davies
Historical Notes	<p>The following is an extract from the Heritage Council of WA's Assessment Documentation for the place:</p> <p>Maurice Davies grew up in the Victorian goldfields and became a building supplier and contractor. He moved to Adelaide where he went into partnership with John Wishart. In 1875, Davies moved to Western Australia and as M C Davies & Co established a large timber milling business in the south west.</p> <p>Following the European settlement of Australia in 1788, lighthouses had gradually been erected at strategic locations around the coast. The majority of these lights were erected in the eastern colonies, generally at the expense of the colony in which the light was located. In 1873, at an inter-colonial conference, it was agreed that there was a need for two new lighthouses at Cape Naturaliste and Cape Hamelin that would benefit shipping heading towards the eastern colonies, and that the cost of erecting them should be borne by all the colonies and not just Western Australia.</p> <p>M C Davies also saw a need for a light near the south-west cape as his timber mills exported large quantities of timber from ports in this area. He began urging the construction of a light in 1881. However, when Sir John Forrest sought monetary support from the eastern colonies, he found them unwilling to assist. It was not until 1893 that the Western Australian Government was able to afford the cost of erecting a light with Cape Leeuwin being chosen as the most suitable site.</p>

	<p>Cape Leeuwin was a remote location in the 1890s and the only reliable water source was a fresh water spring located some miles to the north of the lighthouse site. One component of the contract stipulated the construction of a waterwheel which would provide water to the site. Maurice Davies and his partner John Wishart won the tender to erect a lighthouse, quarters and a waterwheel to supply water to the site, for the sum of £7,782.11s.6p. The contract period was to run from 2 April 1895 to 1 February 1896. The cost of erecting the wheel was to be borne by the contractors.</p> <p>The waterwheel was completed by the time the lighthouse was officially dedicated on 10 December 1896 and after the opening of the lighthouse, the official party visited the waterwheel for an inspection of the apparatus. Water was drawn from a freshwater spring lying to the east, located slightly above sea level and carried via a wooden flume to the waterwheel. The wheel supplied power to a hydraulic ram which then pumped water up to the lighthouse keepers quarters.</p> <p>In the 1920s an oil engine was included in this operation. The wheel was bypassed by a pipe leading to the hydraulic ram directly. In 1978 the lighthouse and cottages were connected to the Augusta town water supply. Cape Leeuwin Lighthouse was automated in 1982 and the keepers were withdrawn. <i>Cape Leeuwin Waterwheel</i> has become a popular tourist spot that is visited regularly by national and international tourists and also members of the local community.</p> <p>The Department of Conservation and Land management (CALM) began rudimentary maintenance operations in the late eighties in a bid to halt the deterioration of the waterwheel due to the decline in the amount of water available from Leeuwin Spring. The use of the spring water for the town water supply and the increasing draw down on the water resource led to the drying out of the timber flume and the waterwheel. This caused some of the lime deposit to flake off, exposing the timber to weathering. The local business association and CALM staff replaced the timber sections of the flume and extended its length in an attempt to obtain additional water flow over the wheel. Following this, CALM installed a pipeline from a toilet block to the east of the site and erected a trickle irrigation sprinkler system, which was designed to prevent the flume timbers from splitting. This proved ineffective due to the insufficient volume of water available through the water supply system from the toilet block. In 1999, the Water Corporation and CALM staff erected a separate pipeline directly from Leeuwin Spring to the flume in a bid to ensure the flume and waterwheel were kept moist at all times.</p> <p>In 2002 the place was entered on the HCWA Register of Heritage Places.</p>
REFERENCES	
	<ul style="list-style-type: none"> • HCWA Assessment Documentation <i>Cape Leeuwin Waterwheel (00106)</i> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996

Historic
Photo/s




The quaint old water-wheel, driven by water from a swamp, which conveys water to the quarters of the keeper of the Cape Leeuwin Lighthouse, in Western Australia

The Argus, 28 February 1931 Supplement p 4

PLACE No. CL-03	HMAS 'NIZAM' MEMORIAL
<i>Other Names</i>	
<i>Location</i>	Reserve 44660, Lot 5049, Leeuwin Road, Leeuwin (Located within the Cape Leeuwin Lighthouse complex) GPS: -34.375037 115.136588
<i>Current Photo/s</i> (Feb 2012)	 <p>The photograph shows a tall, rectangular stone monument made of rough-hewn, light-colored stone. It stands on a paved area with light-colored, irregular stones. A dark, rectangular plaque is mounted on the front face of the monument, containing text and a small emblem at the top. Below the main plaque is a smaller, lighter-colored plaque. The monument is set against a backdrop of a clear blue sky, a calm blue ocean, and some green coastal vegetation. A white stone wall is visible to the left of the monument.</p>
<i>LGA Site No</i>	A9915
<i>PIN Number</i>	1366335
<i>Place Type</i>	Historic Site
<i>Use(s)</i>	<i>Original:</i> General – Monument <i>Current:</i> General - Monument
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04976

CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>HMAS Nizam Memorial is of significance:</p> <ul style="list-style-type: none"> As a war memorial erected by the "N" Class Destroyers Assn. of Australia to commemorate a tragic maritime event, the loss of life and the sacrifices made during World War Two.
<i>Integrity</i>	High: The original use has been maintained.
<i>Authenticity</i>	High: The original/significant fabric is largely intact.
<i>Level of Significance</i>	Historic site - The place is associated with an event or former place that is of particular significance for the "N" Class Destroyers Association. A memorial has been erected at the site.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	Stone
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>This memorial has been constructed as roughly hewn, vertical stone plinth overlooking the ocean. The memorial plaques read:</p> <p><i>On the night of February 11, 1945 the destroyer HMAS NIZAM was struck by a freak wave at 22:15 hours, 11 miles due south of this point. Tragically, 10 ratings were swept overboard and lost at sea.</i></p> <p><i>The memorial was erected in their memory by the "N" Class Destroyers Assn. of Australia./ Lest We Forget./ Dedicated on 11th February 1993 by Captain W. F. Cook, L. V. O. R.A.N. (RTD) who was Commanding Officer of HMAS NIZAM.</i></p>
<i>Condition</i>	Good
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Where the Coast Meets the Sea (1622-Present)</p> <ul style="list-style-type: none"> Maritime Disasters
<i>Construction Date(s)</i>	<p>1945 (event)</p> <p>1993 (plaque)</p>
<i>Year of Demolition</i>	
<i>Associations</i>	
<i>Historical Notes</i>	<p>In February 1945, <i>HMAS Nizam</i> was hit by a heavy squall as she rounded Cape Leeuwin in Western Australia. A huge sea from the starboard quarter caused the ship to keel over an estimated 60 to 70 degrees, burying the whole of her port side in the water. The ship was travelling at 21 knots and the water swept down the ship sweeping boats, davits and sailors overboard. Ten were lost at sea and no trace of them has ever been found.</p>


	On 11 February 1993, a plaque was erected near the tip of Cape Leeuwin by the "N" Class Destroyers Association of Australia to commemorate this tragic war time event.
REFERENCES	
	<ul style="list-style-type: none"> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • Augusta Historical Society Heritage Booklet 2010. • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None

PLACE No. CL-04	MATHEW FLINDERS CAIRN, POINT MATHEW
<i>Other Names</i>	
<i>Location</i>	Reserve 25141, Lot 4125 (Point Matthew), Leeuwin Road, Leeuwin GPS: -34.366781 115.156348
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A4434
<i>PIN Number</i>	538048
<i>Place Type</i>	Historic Site
<i>Use(s)</i>	<i>Original:</i> General – Monument <i>Current:</i> General - Monument
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04954
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	Mathew Flinders Cairn is of significance: <ul style="list-style-type: none"> As a community memorial to a site associated with the discovery and exploration of the south-west of Australia by British maritime explorers.
<i>Integrity</i>	High: The original use has been maintained.
<i>Authenticity</i>	High: The original/significant fabric is largely intact.
<i>Level of Significance</i>	Historic site - The place is associated with an event or former place that is of particular significance for the local community. A memorial has been erected at the site.


PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	N/A
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>This site is located in a small carpark and viewing area overlooking the ocean. The memorial has been constructed with roughly squared granite blocks in the form of a small, tapered square plinth. This supports 4 brass plaques.</p> <p>The primary inscription reads:</p> <p><i>On 6 December 1801 Captain Matthew Flinders R.N. Commander of H.M.S. Investigator sighted Cape Leeuwin and commenced the mapping of the Australian coast.</i></p> <p><i>This memorial was erected by the Augusta Branch of the Royal W.A. Historical Society.</i></p>
<i>Condition</i>	<p>Good</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Where the Coast Meets the Sea (1622-Present)</p> <ul style="list-style-type: none"> • European Coastal Exploration <p>Tourism (c.1890s-Present)</p> <ul style="list-style-type: none"> • Wine, Food, Natural Environment and Cultural Heritage Tourism
<i>Construction Date(s)</i>	
<i>Year of Demolition</i>	
<i>Associations</i>	
<i>Historical Notes</i>	<p>Mathew Flinders, at the age of 27, was put in command of the <i>Investigator</i> with instructions to survey and chart the coast of New Holland, particularly the bays and river mouths, with the help of scientists on board his ship.</p> <p>In 1801, and then again in 1803, Flinders made accurate charts of the south-west coast during his circumnavigation of Australia. It was on these journeys that the area known as Cape Leeuwin was sighted and charted.</p> <p>The charts that Flinders made were used for well over a century.</p> <p>A memorial has been erected by the Augusta Historical Society, in the parking area near Groper Bay, to commemorate this event.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Monument Australia at www.monumentaustralia.org.au • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None


5.7 Cowaramup

CO-01	Cowaramup Community Park	45 (Lot 3151)	Bussell Highway	Cowaramup
CO-02	Cowaramup CWA Hall (former)	61 (Lot 3212)	Bussell Highway	Cowaramup
CO-03	Cowaramup Hall,	61 (Lot 3755)	Bussell Highway (Access from Hall Road)	Cowaramup
CO-04	Cowaramup Well	82 (Lot 1721) Pioneer Park	Bussell Highway	Cowaramup
CO-05	St Marys Anglican Church	82 (Lot 1721) Pioneer Park	Bussell Highway	Cowaramup
CO-06	Vasse Felix	Original Vines on Lot 101	Tom Cullity Drive	Cowaramup

PLACE No. CO-01	COWARAMUP COMMUNITY PARK
<i>Other Names</i>	Cowaramup Sports and Show Ground
<i>Location</i>	45 (Lot 3151) Bussell Highway (corner Waverley Road), Cowaramup GPS: -33.850401, 115.105296
<i>Current Photo/s</i> (Nov 2011)	
<i>LGA Site No</i>	A10685
<i>PIN Number</i>	529832
<i>Place Type</i>	Urban Park
<i>Use(s)</i>	<i>Original:</i> General – Social/Recreational; Specific - Other <i>Current:</i> General - Social/Recreational; Specific - Other
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04941
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Cowaramup Community Park is of significance:</p> <ul style="list-style-type: none"> • For its value to the community as the centre of sporting and social events and its contribution to the community spirit of the Cowaramup area since 1926. • As evidence of the community spirit and activity of the group settlers and later members of this farming community.
<i>Integrity</i>	High: The original use has been maintained.

<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	N/A
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>The site includes a large oval, 4 tennis courts, basketball court, modern sports rooms, children's playground and barbecue facilities.</p> <p>There are mature trees around the perimeter of the site, which provide a sense of enclosure.</p> <p>Associated places include the Cowaramup Hall (Place # CO-03) and the Cowaramup CWA Hall (Place # CO-02).</p>
<i>Condition</i>	<p>Good</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> • Group Settlement Scheme
<i>Construction Date(s)</i>	1926/27
<i>Year of Demolition</i>	
<i>Associations</i>	<p>Other: Cowaramup Progress Association</p> <p>Other: Group Settlement Scheme</p>
<i>Historical Notes</i>	<p>The Cowaramup district was opened up for closer settlement with the establishment of the Group Settlement Scheme in the early 1920s. Groups 12 and 13, which were in the immediate vicinity of the present town, were both established in April 1922. With the commencement of a railway service in 1924 Cowaramup siding became a busy local centre.</p> <p>The Cowaramup Community Park originated as part of a project of the Cowaramup Progress Association in 1926/27. The object was to provide a sports area and a show or agricultural ground for the district to service the group settlement community. All of the work was carried out by group settlers. The clearing and felling was done by Syd Percy of Group 13 (Cowaramup) and his sons Bert and Bob for £16. This was done by means of a tree puller and horse, burning and cross sawing of trees. The log clearing was carried out by Len Bell of Group 18 (Wurring) for £18. The fencing was done by Jim Gallagher of Group 17 (Bramley).</p>

	<p>The first Cowaramup Show was held on 5 November 1927 and was opened by His Excellency, The Governor Sir William Campion. An exhibition shed was built on the northern side of the grounds in time for the 1927 show. Shows were held on the grounds until 1932, after which time the exhibition shed served as a grandstand and afternoon tea servery for the many sporting events held on the oval. It was also used as a picture hall.</p> <p>In the early 1950s the shed was proving inadequate and a new complex was built, east of the tennis courts, which incorporated a grandstand and change room.</p> <p>During the early years the grounds were also used by the RSL for their yearly sports meeting, an event which was eventually taken over by the Hall and Reserve Committee after the Second World War.</p> <p>Until the mid 1970s the place was one of the busiest sports grounds in the area. Sports played included cricket, football, and men's and women's hockey. After this time the ground remained unused until the yearly Cowaramup Fair was inaugurated in 1982, funds raised from this event being used to maintain the oval and surrounds. Trees have been planted on the east, south and north boundaries and in 1985 a pine post fence was erected on two sides of the ground, marking the renaming of the ground to Cowaramup Community Park.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Blond, Philip E M, <i>A Short History of the Cowaramup District: 1900-1988</i>, Published by P E M Blond, 1989 • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<p><i>Historic Photo/s</i></p>	<p>Western Mail (Perth, WA : 1885 - 1954), Thursday 10 November 1927, page 6</p>  <p>A RED LETTER DAY - The opening of the first Cowaramup Show by the State Governor (Sir William Campion) last Saturday</p>

PLACE No. CO-02	COWARAMUP CWA HALL (FORMER)
<i>Other Names</i>	
<i>Location</i>	61 (Lot 3212) Bussell Highway, Cowaramup GPS: -34.850299 115.103872
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A4397
<i>PIN Number</i>	529828
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General – Social/Recreational; Specific – CWA Hall <i>Current:</i> General – Social/Recreational; Specific – Other Sports Building
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Cowaramup CWA Hall (former) is of significance:</p> <ul style="list-style-type: none"> • For its association with the efforts and influence of the women of the district; their social and economic contribution to Cowaramup and surrounding areas. • As a long-standing focal gathering point for the women of the community.
<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.


<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Concrete; Specific – Concrete Block</p> <p><i>Roof:</i> General - Metal; Specific – Corrugated Steel (Colorbond)</p>
<i>Architectural Style</i>	Inter War Bungalow
<i>Physical Description</i>	<p>The CWA Hall was designed as a domestic style meeting room, with a simple projecting bay under a gable end on one side of the main façade, flanked by a front verandah under the main hipped roofline.</p> <p>The walls were constructed of concrete blocks, with bevel-edged blocks used to form ‘quoins’ at the front corners. The casement windows have a large lower pane with two small panes at the top of each panel. The front door is of a simple, high-waisted, three-panel, inter-war style.</p> <p>Internally there is a main meeting room across the full width of the building. The ceiling appears to have been replaced, but the central fireplace, timber floor, panelled doors and picture rails appear original.</p> <p>The major alteration to the place has been the construction of a fibre cement ‘weatherboard’ enclosure on the southern end, linking to the adjacent tennis courts. This provides an undercover area with access to the old CWA hall via new double doors through the side wall.</p> <p>The hall is set back from the main road (reminiscent of a residence) and is backed by the mature trees to the perimeter of the Cowaramup Community Park (Place # CO-01). It also has a visual relationship to the Cowaramup Hall (Place # CO-03).</p>
<i>Condition</i>	<p>Fair</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
<i>Construction Date(s)</i>	1941
<i>Year of Demolition</i>	
<i>Associations</i>	Builders: Arthur & Leslie Mann
<i>Historical Notes</i>	The Cowaramup district was opened up for closer settlement with the establishment of the Group Settlement Scheme in the early 1920s. With the commencement of a railway service in 1924 Cowaramup siding became a busy

	<p>local centre. The first town site (west of the railway siding) was surveyed in 1925 and the present site was gazetted in 1930.</p> <p>The Country Women's Association began in Western Australia in 1924 as a non-party political, non-sectarian and not for profit organisation with the first branch being at Nungarin. The aim of the Association then, and still, is to improve the wellbeing of all people, especially those in country areas by promoting courtesy, cooperation, community effort, ethical standards and the wise use of resources. The CWA was formed to meet the needs of the time – to help women in isolated rural communities and to provide a voice to Government to seek solutions to the difficulties facing families in such areas.</p> <p>The Cowaramup CWA Hall was built in 1941 by local builders and brothers Arthur & Leslie Mann. The hall was officially opened on 26 April 1941.</p> <p>As at 2012 the place is used as a meeting room by the Cowaramup Tennis Club.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Blond, Philip E M, <i>A Short History of the Cowaramup District: 1900-1988</i>, Published by P E M Blond, 1989 • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989 • <i>The West Australian</i> 18 June 1941 p 4 • <i>Shire of Augusta-Margaret River Heritage Inventory</i>, nomination form, December 2011 • CWA of WA: http://www.cwaofwa.asn.au/history.html
<i>Historic Photo/s</i>	None

PLACE No. CO-03	COWARAMUP HALL
<i>Other Names</i>	
<i>Location</i>	61 (Lot 3755) Bussell Highway, Cowaramup (Access from Hall Road) GPS: -33.850897, 115,103809
<i>Current Photo/s</i> (Nov 2011)	
<i>LGA Site No</i>	A4397
<i>PIN Number</i>	529828
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General – Social/Recreational; Specific – Other Community hall/Centre <i>Current:</i> General - Social/Recreational; Specific – Other Community hall/Centre
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Note: This place has two database entries: Place Numbers 04940 and 19845
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Cowaramup Hall is of significance:</p> <ul style="list-style-type: none"> • For its value to the community as the centre of social events and its contribution to the community spirit of the Cowaramup area since the early 1930s. • As evidence of the community spirit and activity of the group settlers and later members of this farming community.



<i>Integrity</i>	High: The original use has been maintained.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<i>Walls:</i> General - Timber; Specific - Weatherboard <i>Roof:</i> General - Metal; Specific – Zincalume
<i>Architectural Style</i>	Functional
<i>Physical Description</i>	<p>The Cowaramup Hall is a rectangular, timber-framed building. The walls are clad with flat edged weatherboard with four tall windows and a rear door along each side. The windows retain their timber outer frames, but the glazing is now in 4 panes with aluminum framing. The gabled roof is clad with zincalume with ogee profile gutters and round, pvc downpipes. There is a skillion addition at rear, which is probably the 1932 supper room addition. The front (western) façade features a modern twin gable addition constructed of rendered masonry. This includes a small projecting entrance porch, leading to the main entrance.</p> <p>Limited views through the windows indicate that the hall has an unlined ceiling, timber floor, and a timber wainscott with plain plasterboard walls over. The hall is located on the southern side of the Cowaramup Community Park (see Place # C0-01) and is set between a sealed car park and tennis courts.</p>
<i>Condition</i>	Good *Assessed from streetscape survey only
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> Group Settlement Scheme
<i>Construction Date(s)</i>	1930
<i>Year of Demolition</i>	
<i>Associations</i>	<p>Original owner: Cowaramup Progress Association and Agricultural Society Builder: Mr Falkingham (Busselton) Other: Ralph Featherstone (secretary of the Cowaramup Progress Association and Agricultural Society) Other: Group Settlers (particularly from Groups 12 and 13)</p>
<i>Historical Notes</i>	The Cowaramup district was opened up for closer settlement with the establishment of the Group Settlement Scheme in the early 1920s. Groups 12 and 13, which were in the immediate vicinity of the present town, were both established in April 1922. With the commencement of a railway service in

	<p>1924 Cowaramup siding became a busy local centre. The first town site (west of the railway siding) was surveyed in 1925 and the present site was gazetted in 1930.</p> <p>In October 1929, the Cowaramup Progress Association and Agricultural Society called for tenders for a new 60ft x 30ft hall and they subsequently employed the services of Mr Falkingham of Busselton, who built the hall for £102/5/6. The timber was supplied by Phil Ryan from Swan Saw millers, of Busselton. Millars supplied all the materials at a cost of £200. The hall was opened with a ball on 29 November 1930.</p> <p>A stage was put in the hall in 1931, and a supper room was added in 1932. The hall was eventually paid off by the shire in 1945, vested in the shire, and subsequently run by the Hall and Reserves Committee.</p> <p>An extension was built to the north side of the hall in 1960. A front porch was added in 1985 (no longer extant) and further renovations were undertaken in 2000.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Blond, Philip E M, <i>A Short History of the Cowaramup District: 1900-1988</i>, Published by P E M Blond, 1989 • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989 • <i>The West Australian</i>, 19 October 1929, p. 13 • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None

PLACE No. CO-04	COWARAMUP WELL
<i>Other Names</i>	23 Mile Well
<i>Location</i>	Pioneer Park, 82 (Lot 1721) Bussell Highway, Cowaramup GPS: -33.851669, 115.101976
<i>Current Photo/s</i> (Nov 2011)	
<i>LGA Site No</i>	A4365
<i>PIN Number</i>	529802
<i>Place Type</i>	Other Structures
<i>Use(s)</i>	<i>Original:</i> General - Other; Specific - Well <i>Current:</i> Historic site
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 0494
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Cowaramup Well is of significance:</p> <ul style="list-style-type: none"> • For its historic use as an important stopping place by earlier pioneers and travellers. • As the centre of the Group 12 campsite and an important source of water for the Cowaramup townspeople from 1923 until 1950.
<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.



<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<i>Other:</i> General - Timber; Specific – Slab
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>The site of the old well is enclosed by a post and rail fence and overhung by a peppermint tree. It features a metal pump and pipes and a replica wooden horse trough (installed by the Lions Club in 1990).</p> <p>An adjacent memorial to 'the noble draught horse' consists of a brass plaque on a granite stone base.</p>
<i>Condition</i>	<p>Good</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Second Wave of Rural Settlement (c.1850-1922)</p> <ul style="list-style-type: none"> Settlement around the Margaret River <p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> Group Settlement Scheme
<i>Construction Date(s)</i>	C1894
<i>Year of Demolition</i>	
<i>Associations</i>	Other: Group Settlement Scheme
<i>Historical Notes</i>	<p>The original name - the 23 Mile Well – was also the original name of the town site known as Cowaramup.</p> <p>The well was a watering place for many early travellers and their horses or stock, making their way along the road between Augusta and Busselton from about 1894 (when the new Busselton to Karridale Road was opened). It was also a vital water supply for Group 12 Settlers, who arrived in the area in 1922, and nearby farmers until about 1948.</p> <p>The well at first had axe hewn lining, which was later replaced with a sawn timber lining. It had surround rails from before 1922 until 1934. A pump was installed by Group 12 in 1934 and in 1990 this was updated by the Lions Club.</p>

REFERENCES	
	<ul style="list-style-type: none">• Blond, Philip E M, <i>A Short History of the Cowaramup District: 1900-1988</i>, Published by P E M Blond, 1989.• <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None

PLACE No. CO-05	St MARYS ANGLICAN CHURCH
<i>Other Names</i>	
<i>Location</i>	Pioneer Park, 82 (Lot 1721) Bussell Highway, Cowaramup GPS: -33.851257, 115.102147
<i>Current Photo/s</i> (Nov 2011)	 
<i>LGA Site No</i>	A4365
<i>PIN Number</i>	529802
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - Religious; Specific - Church <i>Current:</i> General - Religious; Specific - Church
<i>Statutory Heritage Listings</i>	None

<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 00122
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>St Mary's Anglican Church is of significance:</p> <ul style="list-style-type: none"> • As a relatively rare surviving example of a group settlement church still in use. • As a representative and highly intact example of the many small churches erected by the group settlers in the south west. • As evidence of the community spirit and activity of the group settlers and later members of this farming community. • For its social value to members of the congregation, those associated with important personal services at the church, and the descendants of these people.
<i>Integrity</i>	High: The original use has been maintained.
<i>Authenticity</i>	High: The original/significant fabric is largely intact.
<i>Level of Significance</i>	Considerable - Very important to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Timber; Specific - weatherboard</p> <p><i>Roof:</i> General - Metal; Specific – corrugated Colorbond</p>
<i>Architectural Style</i>	Inter-War Gothic
<i>Physical Description</i>	<p>St Mary's Anglican Church is a small rectangular, timber-framed building (roughly 8m x 5m) with a small gabled porch over the main entrance (south-east) and a skillion lean-to at the rear (north) corner.</p> <p>The walls are clad with oiled, bevelled-edged weatherboards and feature two pointed-arched windows to either side (all fitted with plain clear glass). There is also a pointed arch to front door, which is board and brace with decorative hinges.</p> <p>The gable roof has been clad with red Colorbond and has modern, flat profile gutters and rectangular downpipes.</p> <p>Internally the church has a plasterboard ceiling, which exposes the plain bottom beams to the 2 central roof trusses. The walls are also plasterboard (with a plain painted chair rail) and the floor is timber with a plain, square profile timber skirting.</p> <p>Furnishings include plain timber pews, which appear to be original.</p> <p>The church is located in a public park and is surrounded by lawns and mixed domestic style planting, including roses, lavender, daisies, mixed shrubs, and agapanthus, plus various trees including pines and peppermint trees.</p> <p>Small brick walls for the internment of ashes are located at the end of a short brick path to the north of church.</p>

<i>Condition</i>	Good *Assessed from streetscape survey only
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960) <ul style="list-style-type: none"> • Group Settlement Scheme
<i>Construction Date(s)</i>	1929
<i>Year of Demolition</i>	
<i>Associations</i>	
<i>Historical Notes</i>	<p>The Cowarump district was opened up for closer settlement with the establishment of the Group Settlement Scheme in the early 1920s. Groups 12 and 13, which were in the immediate vicinity of the present town, were both established in April 1922. With the commencement of a railway service in 1924 Cowaramup siding became a busy local centre. The first town site (west of the railway siding) was surveyed in 1925 and the present site was gazetted in 1930.</p> <p>In 1929 it was reported that a new Anglican Church was in the course of erection in Cowaramup.</p>
REFERENCES	
	<ul style="list-style-type: none"> • <i>Western Mail</i>, 7 March 1929, p. 48
<i>Historic Photo/s</i>	None

PLACE No. CO-06	VASSE FELIX VINEYARD
<i>Other Names</i>	
<i>Location</i>	<p>Original vines on Lot 101 Caves Road (near corner Tom Cullity Drive), Cowaramup (as shown below)</p>  <p>GPS: -33.822775 115.048378</p>
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A5050
<i>PIN Number</i>	530227
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<p><i>Original:</i> General – Farming/Pastoral; Specific - Other</p> <p><i>Current:</i> General - Farming/Pastoral; Specific - Other</p>


<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04987
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Vasse Felix Vineyard is of significance:</p> <ul style="list-style-type: none"> • As the site of the first commercial plantings of vineyards in the region. • As the site of the first successful commercial production of wine in the Margaret River region. • For its direct association with the establishment of an important new local industry, viticulture, which has since made Margaret River a world-renowned wine producing region and major tourist attraction. • For its continuity of use as the Vasse Felix Winery since the early 1970s.
<i>Integrity</i>	High: The original use has been maintained.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Considerable - Very important to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	N/A
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>This place record specifically refers to the original vineyard plantings, as defined in the plan, above.</p> <p>The larger vineyard site, which is located on the north-eastern corner of Caves Road and Tom Cullity Drive, continues be used as a vineyard and winery, with a cellar door and restaurant at the Tom Cullity Drive frontage.</p> <p>The main publicly accessible area has been landscaped with lawns and a pathway along a water course, which link the main carpark with the two storey cellar door and restaurant building. This is a highly articulated building constructed of timber, stone, rendered masonry and glass, with gabled, hipped and raked roof forms with varied pitches.</p> <p>At the beginning of the pathway from the carpark to the cellar door, there is a small stone plinth, which directs views towards some of the original vines. This has a plaque that reads:</p> <p style="text-align: center;"><i>VASSE FELIX</i></p> <p style="text-align: center;"><i>These are the oldest vines in the Margaret River wine region.</i></p>

	<p><i>In 1967 the founder of Vasse Felix, Dr Tom Cullity, planted these original Cabernet Sauvignon, Shiraz, Malbec, Verdelho and Riesling vines on the estate and, in doing so, became the pioneer of modern viticulture in Margaret River. The site was chosen for have well draining, gravel and loam soils and its North Easterly aspect.</i></p> <p><i>The first vintage in 1971 from four year old vines was disheartening, with most of the fruit either destroyed by rot or eaten by native birds. The next vintage was a success and produced a small quantity of Reisling, which received a Gold Medal at the Perth Royal Agricultural Show.</i></p> <p><i>To protect the grapes from bird damage during harvest, falconry was attempted. The exercise, however, proved unsuccessful, as the first tome the falcon was released to circle the vineyards it disappeared into the surrounding forest, never to be seen again.</i></p>
Condition	<p>Good</p> <p>*Assessed from streetscape survey only</p>
HISTORICAL DESCRIPTION	
Historic Theme(s)	<p>Post-War Services and Diversification (c.1945-Present)</p> <ul style="list-style-type: none"> • Agriculture and Dairying – Modernisation and Diversification <p>Tourism (c.1890s-Present)</p> <ul style="list-style-type: none"> • Wine, Food, Natural Environment and Cultural Heritage Tourism
Construction Date(s)	Original vines planted by Dr Thomas Cullity between 1967 and the mid 1970s.
Year of Demolition	
Associations	Other: Dr Thomas Cullity
Historical Notes	<p>The land now known as the Vasse Felix Estate was originally selected for group settlement in the early 1920s.</p> <p>Vasse Felix is one of two farm blocks selected by Dr Thomas Cullity and Dr Kevin Cullen (of Willyabrup Wines). It was Dr Cullity who purchased the land following the publication of a 1965 thesis by a research officer with the department of Agriculture, John Gladstone, and based upon the advice and encouragement from Dc Cullen. After discussions with the District Officer in Charge for the Agriculture Department, Stan Dilkes, it was found that this land contained the typical soil and micro-climate suggested in the Gladstone thesis. Cullity, Cullen and Geoff Junipers first attempt at the experimental planting in 1966 of the vines on a property owned by Henry Wright, which was opposite the present Vasse Felix Vineyard was unsuccessful. It was actually the second attempt by Dr Cullity alone during the following year that it was successful. Dr Cullity then established the first commercial vineyard of Vasse Felix. They removed the original group house and built the first wine making premises.</p> <p>In 1972 Vasse Felix won an award with its first wine and released its first commercial wine in the following year.</p> <p>Within a few years more vineyards had been established in the region and were producing wine under a range of labels including Cape Mentelle, Sandalford</p>

	<p>and Leeuwin Estate. Margaret River is now the largest wine producing region in Western Australia. There are nearly 5,000 hectares under vine and well over 200 wine producers in the region. Although the region contributes only 3 per cent of the country's wine grapes, it commands over 20 per cent of today's premium wine market.</p> <p>The original wine making shed at Vasse Felix has been developed and added to over the years and now houses a restaurant and wine selling/tasting area. The majority of the infrastructure relating to the winery and cellar door has been developed since the current owners acquired the property in 1987.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • Margaret River Wine Industry Association: http://www.margaretriverwine.org.au/ • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None

5.8 Darradup




DA-01	Sue's Bridge, Blackwood River	Reserve 47670, Lot 5561	Sues Road (Blackwood River crossing)	Darradup
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PLACE No. DA-01	SUE'S BRIDGE, BLACKWOOD RIVER
<i>Other Names</i>	
<i>Location</i>	Reserve 47670. Lot 5561, Sues Road (9km north of the junction with Brockman Highway), Darradup GPS: -34.076618, 115.391879
<i>Current Photo/s</i>	
<i>LGA Site No</i>	A11225
<i>PIN Number</i>	11480906 and 11481229
<i>Place Type</i>	Other Structures
<i>Use(s)</i>	<i>Original:</i> General – Transport & Communication; Specific – Road Bridge <i>Current:</i> General - Transport & Communication; Specific – Road Bridge
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 13065 Statewide Large Timber Structures Survey (11/12/1998)
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	Sue's Bridge is of significance: <ul style="list-style-type: none"> • As the tallest timber bridge in the south west (17.5m) • For the improvements it made to road access through this part of the Shire.
<i>Integrity</i>	High: The original use has been maintained.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.

<i>Level of Significance</i>	Considerable - Very important to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<i>Other:</i> General - Timber;
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	Length: 96.45m Spans: 16 Width: 8.64m Headroom: 17.5m Pile length (max): 21.5m Road surface: Concrete overlay
<i>Condition</i>	Good <i>*Assessed from streetscape survey only</i>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	Post-War Services and Diversification (c.1945-Present) <ul style="list-style-type: none"> The Closure of the Railway and Improvements to Other Transport Routes
<i>Construction Date(s)</i>	1966
<i>Year of Demolition</i>	
<i>Associations</i>	<i>Other:</i> Public Works Department
<i>Historical Notes</i>	<p>Sues Road was named after Suzette Morrison, the wife of Forestry Officer, Ian Morrison who was in charge of the roads put in for timber assessment and logging in the 1950s.</p> <p>Prior to the construction of Sue's Bridge in 1966 the only crossing at this point was a ford at what is now the nearby canoe launching area.</p> <p>The road was widened and sealed in 1995 to accommodate the anticipated increase in traffic for mining to the south at Beenup. The bridge was strengthened at that time by driving steel piles in behind the existing jarrah piles and adding additional cross and cantilever members.</p>
REFERENCES	
	<ul style="list-style-type: none"> Interpretation panels at the Sue's Bridge Camping and Picnic Area
<i>Historic Photo/s</i>	None.

5.9 Deepdene

DE-01	Deepdene	10048	Caves Road	Deepdene
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PLACE No. DE-01	DEEPDENE
<i>Other Names</i>	
<i>Location</i>	<p>10048 Caves Road, Deepdene</p> <p>Note: This place record refers specifically to the original c.1881 house and its immediate setting. It does not include the modern house, shed and the farm paddocks etc that comprise the remainder of the 40ha property.</p> <p>GPS: -34.262293 115.054010</p>
<p><i>Current Photo/s</i></p> <p>Shire of Augusta-Margaret River, Feb 2012</p>	 <p>Rear (north-east) Elevation</p>  <p>Side (north-west) Elevation</p>  <p>Side (south-east) Elevation</p>
<i>LGA Site No</i>	A6628
<i>PIN Number</i>	538439
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<p><i>Original:</i> General - Residential; Specific – single storey residence</p> <p><i>Current:</i> General - Residential; Specific – single storey residence</p>

<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	Register of the National Estate, Indicative Place (30/04/2004) HCWA Database (Assessment Program): Place Number 03342
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Deepdene is of significance:</p> <ul style="list-style-type: none"> • For its associations with the Allnutt family, who were early pioneers of the district and instrumental in its development. • As a relatively rare surviving example of the houses erected by pastoral settlers in the Augusta-Margaret River region in the late nineteenth century. • As a dilapidated, but highly authentic example of a late nineteenth century farmhouse of the region.
<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident (albeit in a deteriorated condition).
<i>Level of Significance</i>	Considerable - Very important to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Timber</p> <p><i>Roof:</i> General - metal; Specific – corrugated iron</p>
<i>Architectural Style</i>	Vernacular
<i>Physical Description</i>	<p>This place record refers specifically to the original c.1881 house and its immediate setting. It does not include the modern house, shed and the farm paddocks etc that comprise the remainder of the 40ha property.</p> <p>In 1996 the old house was described as having four main rooms with small rooms to the side and back. The main verandah overlooked a deep bank to Turner Brook, at the entrance to Turner Brook cut and Deepdene Cliff.</p> <p>In 2012 the house is in an overgrown and dilapidated state, but its original layout and form is still clearly evident. The basic plan form is linear with return verandahs, verandah infills and skillion additions. The hipped roof is clad with red-painted corrugated iron and the walls are clad with a mixture of vertical slabs with cover battens over the joints; vertical, square edged weatherboards; and, to the later lean-to, horizontal weatherboards.</p> <p>There is a brick chimney to the ridgeline near the north-west end, an old stone (possibly kitchen) chimney to a collapsed verandah infill at the south-east end, and a brick chimney in a lean-to at the rear (north-east).</p> <p>Internally there is surviving evidence of pressed metal to the walls and ceilings (with pressed metal ceiling roses), boarded ledge and brace doors and simple</p>

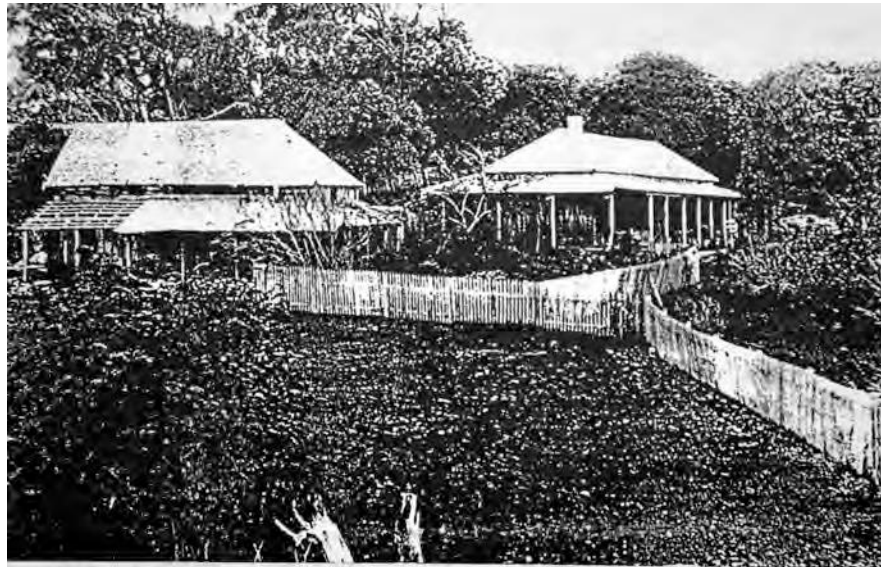
	<p>moulded timber architraves and skirtings. Surviving detailing indicates that the house had casement windows to the main façade</p> <p>The house is now surrounded by mature native trees and the ground to the embankment at the rear densely covered by exotic weeds. Views of the main façade have been obscured by the mainly exotic vegetation. The steep roofed outbuilding seen immediately north of the house in the 1911 newspaper photograph is no longer in evidence.</p>
<i>Condition</i>	<p>Poor</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Second Wave of Rural Settlement (c.1850-1922)</p> <ul style="list-style-type: none"> • Resettlement of Augusta and Nearby Areas
<i>Construction Date(s)</i>	1881
<i>Year of Demolition</i>	
<i>Associations</i>	Original Owner: John Allnutt
<i>Historical Notes</i>	<p>In the 1830s, Thomas Hunter painted the site now known as Deepdene, showing “the craggy limestone cliffs towering along one side of dell or dene which gives the place its name.” [RN 585]</p> <p>In the 1860s settlers returned to Augusta, including the Brennans, Longbottoms, Cross and Deere families. Brady settled three miles west of Augusta and Charles Layman settled near Cape Hamelin. In 1869, Layman sold his property at Turner Brook to his brother-in-law, John Allnutt, (40 acres for £50). Allnutt then built a house on this site, which burnt down in 1870. By 1873 he had built it up into an extensive beef and dairy property of some 11,000 acres (although his primary place of residence was Nelson Grange, near Bridgetown, where he had built a family home in the 1860s.)</p> <p>In 1881 Allnutt built another house on his Turner Brook property, called ‘Deepdene.’ During the 1880s the Allnutt’s Sussex pastoral leases amounted to 27,000 acres – 11,000 of which was the Deepdene estate. A traveller’s account of Deepdene in 1886 follows:</p> <p><i>The road from Karridale to Deepdene (Mr. Allnutt's residence) is necked with many a pretty spot. Before reaching Deepdene we cross an extensive plain of about two and a half miles in length, covered with foliage, and from the hilltops that skirt this domain a deep gully stretches down towards the sea, presenting a magnificent view. Mr. Allnutt's house is properly named 'Deepdene' (this was a name suggested by Governor Weld) for the traveller comes upon it all at once, creating some surprise that so far down in the world should be found a home whose hospitality has passed into a proverb and where music enlivens the glen-like solitude. The large dairy industry fostered here is equalled by few, as much as a hundred pounds of first class butter having frequently been turned out in a week; and at special seasons a much larger quantity. Mr. Allnutt's run extends for fourteen miles along the coast, going beyond the noted Cape Leeuwin, and from many spots of this</i></p>

	<p><i>vast estate there is some of the wildest and finest scenery the southern part of W. A. can boast. Immense rocks run out a considerable distance into the sea, and fine fishing nooks abound to tempt the angling propensities of Deepdene visitors. Many an enjoyable day can be passed in this romantic homestead. I was very sorry to hear of the accident which befell its suave and agreeable proprietor, but latest reports state that the injured arm is recovering its wonted strength. I should like to give a description of the large cave known as 'Allnutt's Cave'; but as I have already trespassed too much on your space I must reserve other interesting descriptive matter for future notice. I cannot close without testifying to the enjoyable evening I spent in the musical company of Mr., Mrs., and Miss Allnutt, who are well known as accomplished vocalists.</i></p> <p>By 1911 the property was occupied by John's son, Frank Gustavus Allnutt (born 1869, married Mabel Lee Steere 1912). During Frank's tenure, the house was renovated by local builders, the Mann brothers, Arthur & Leslie. The payment for their work was in stock, common practice in that period.</p> <p>Frank moved into Augusta in about 1930 (later farming at Kudardup) and the property (described as the estate of his recently deceased wife, M.C. Allnutt) was advertised for sale:</p> <p><i>IMPROVEMENTS :-Fencing: The whole of the property has been fenced and subdivided. Water: Permanent running brook through the property, together with numerous soaks and springs. "Deepdene" is exceptionally well watered. Buildings: Jarrah house of 4 rooms, kitchen, storeroom, washhouse," etc. Outbuildings: Sheds, stables, stockyards, etc.</i></p> <p><i>GENERAL DESCRIPTION: The timber on the property is mostly yate, karri, and peppermint, with patches of jarrah, and comprises some of the best grazing land in the district. Up to 200 head of cattle, have been depastured thereon. The property is an ideal grazing, fattening, dairying, and dealing proposition, and one of the oldest selected properties in the district.</i></p> <p>Deepdene was purchased by Mary and Reg O'Halloran in 1932 and remained in that family until 1968 when William Halligan and George Davies took over. These men undertook considerable works, such as fencing, clearing, restoration of the original house and garden. A new house was later built on the property and Deepdene has been vacant for many years.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Rose Watson, <i>"The History of Deepdene"</i>, Typescript, c1970 • RN 585 [Battye Library research note]. • <i>The Inquirer & Commercial News</i> 21 Jul 1886 p 5. "Sketches Of The Karridale (Augusta) District." • <i>Sunday Times</i>, Sunday 12 October 1930, p 17. • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996.

Historic
Photo/s



*"Deepdene" Mr J Allnutt's Dairy Cattle Station, Near Cape Leeuwin
Western Mail, 28 January 1911, p 29 (Trove)
(*Showing the front, south-west, elevation)*




*Deepdene. J Allnutt residence, Turner Brook.
Courtesy Batty Library, 72299 P*

Historical photograph from the place record for Deepdene in the *Shire of Augusta-Margaret River Municipal Heritage Inventory*, 1996

5.10 Gracetown

GR-01	Ellensbrook	Reserve 22673	Ellens Brook Road	Gracetown
GR-02	Glenbourne Homestead	134 (Lot 354)	Old Ellen Brook Road	Gracetown
GR-03	Gracetown Memorial	Reserve 27618 (Huzza's Beach)	Salter Street	Gracetown

PLACE No. GR-01	ELLENSBROOK
<i>Other Names</i>	Ellensbrook Farm Home for Aboriginal Children Ellensbrook Farmhouse, Dam & Waterfall
<i>Location</i>	Reserve 22673, Ellens Brook Road, Gracetown GPS: -33.910476 114.991326
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A4420
<i>PIN Number</i>	-
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - Residential; Specific – Single storey residence <i>Current:</i> General – Educational; Specific - Museum
<i>Statutory Heritage Listings</i>	State Register of Heritage Places: Place Number 00115 - Interim (17/07/1992)
<i>Other Heritage Listings and Surveys</i>	Classified by the National Trust (01/05/1978) Register of the National Estate (21/10/1980)
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>The 2002 Conservation Plan for Ellensbrook found that it is of exceptional significance because:</p> <ul style="list-style-type: none"> • <i>The place is an excellent and rare representative example of original settlement in the Margaret River district and with the pioneering development of dairy farming and sheep and cattle grazing in the Augusta-Margaret River area in the colonial period;</i> • <i>The place has association with the Bussell family, and other pioneer settlers at Augusta and Busselton;</i>

	<ul style="list-style-type: none"> • <i>The place reflects pioneer building techniques and the use of local materials;</i> • <i>The place has association with the pioneering development of tourism in the Augusta-Yallingup area;</i> • <i>The place demonstrates changing land-uses from pre-settlement to the present time as well as the application of changing government policy and land regulations in the 19th and 20th centuries;</i> • <i>The place demonstrates the functions and processes of natural physical systems and for specific features which include: the coastal dunes; caves and waterfall; geologic formations of the Leeuwin-Naturaliste Ridge; Ellen Brook indigenous flora and fauna;</i> • <i>The place is significant as a cultural landscape which demonstrates the successive impacts of Aboriginal and white settlement on the natural environment;</i> • <i>The place has Aboriginal associations which include the archaeological site; Meekadarribee legend; waterfall and cave; Aboriginal people linked with building and working on Ellensbrook and Ellensbrook Farm Home for Aboriginal children.</i>
<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	High: The original/significant fabric is largely intact.
<i>Level of Significance</i>	Exceptional - Essential to the heritage of the locality. Rare or outstanding example.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Earth; Specific – Wattle and Daub</p> <p><i>Roof:</i> General - Metal; Specific – corrugated iron</p> <p><i>Other:</i> General - timber; Specific – weatherboard</p>
<i>Architectural Style</i>	Vernacular
<i>Physical Description</i>	<p>The following description is an extract from the Heritage Council's assessment documentation for the place:</p> <p><i>Comprises: a single storey vernacular style homestead constructed of local materials including field granite, locally quarried limestone, paperbark, hand-split timber slabs, driftwood and a timber roof beam from the rig of a small ship, located in a grassed clearing alongside Ellen Brook in a natural bush setting behind the coastal dune system, and including a family grave site (1850s-1860s), stone dam wall, flume and waterwheel (1950s), remnant Tea Tree hedge (Leptospermum laevigatum) (date unknown) [destroyed by bushfire in November 2011], Mulberry tree (Morus sp.) (date unknown) and 1950s plantings of Moreton Bay Fig (Ficus macrophylla), Norfolk Island Pine (Araucaria excelsa), Flame Tree (Erythrina sp), Pepper Tree (Schinus terebinthifolia) and Hydrangeas (Hydrangea sp.)</i></p>

	At the time of inspection (February 2012) the immediate bush setting was in the very early stages of recovery from a major bushfire.
<i>Condition</i>	Good *Assessed from streetscape survey only
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	Second Wave of Rural Settlement (c.1850-1922) <ul style="list-style-type: none"> • Settlement around the Margaret River Tourism (c.1890s-Present) <ul style="list-style-type: none"> • Wine, Food, Natural Environment and Cultural Heritage Tourism
<i>Construction Date(s)</i>	1855 (and progressively extended)
<i>Year of Demolition</i>	
<i>Associations</i>	Owners: Alfred and Ellen Bussell
<i>Historical Notes</i>	<p>Ellensbrook is a small cluster of wattle and daub buildings built for Alfred and Ellen Bussell. Construction began in 1855 when the Bussells had left their home in the Vasse to settle near the Margaret River on a 10 acre land grant given to Alfred. They chose a site, close to the sea, which had a brook (Ellen Brook) running through the property. This is where the new house was located. Driftwood was used as a ridge beam and rough bush poles and paperbark were used to create a framework for the house which was later sealed with a special type of plaster. With the help of the local Aborigines they created a plaster by burning limestone from nearby dunes.</p> <p>Ellen established a dairy and a garden at their home, and there were also crops of potatoes and other vegetables, oats, barley and wheat. As the years passed, Ellensbrook grew as the family grew. The additions to the house took on an L-shape, following the contours of the land.</p> <p>In the early years at Ellensbrook, until they were able to grow their own crops successfully, life was not easy for the Bussells. They were isolated and supplies were short and expensive. Ellen was often left alone with the children, especially as Alfred kept adding to his property and had to erect many miles of post and rail fence, as well as bridges. By 1858, the Bussells had outgrown Ellensbrook and had to look for other land upon which to build a new home. This new home was known as Wallcliffe (Pace # PR-02).</p> <p>In addition to the house, the Ellensbrook property also holds a gravesite in Ellen's peppermint grove where three of the Bussell's sons were buried – Jasper, Christopher and Hugh. William Cheesewell, who was a servant of the Bussells is also buried there. There are remains of a post and rail fence which was part of the Ellensbrook original fencing south of the Cowaramup Bay turnoff.</p> <p>The Noongar know the place as Mokidup, a place which had been a traditional summer camping spot for thousands of years. Just 500 metres away from the homestead is the <i>Mika Darabi</i> (Meekadarribee) which means 'place where the moon rests.' The Dreaming story goes that 'the waterfall flowed down the hillside, past the cave, where the moon came 'when she vanished from the sky</p>

	<p>to bathe and recover her gleaming silver in the hidden store within the cavern.’ The cave is home to Aboriginal spirits of Mitanne and Nobel, lovers who are reunited and the waterfall ‘echoes their laughter.’</p> <p>After Alfred and his family moved from Ellensbrook to Wallcliffe the property was taken over by his sisters Fanny and Edith. In 1898 Edith established an Aboriginal Mission on the property, the ‘Ellensbrook Farm Home for Aboriginal Children.’ Noongar people were allowed to stay and work on the property in return for food and shelter. The mission operated until 1917. To the Noongar Ellensbrook stands as a ghost house, representing the pain suffered by their people.</p> <p>Ellensbrook continued to be owned and mostly occupied by direct descendents of the Bussell family until 1956, including Frances (Fanny) Brockman, Edith Bussell, and Lennox and Frances Terry.</p> <p>In 1979 the homestead was donated to the National Trust and since then major restoration works have taken place.</p> <p>In 1992 <i>Ellensbrook Farmhouse, Dam and Waterfall (0115)</i> were added onto the Heritage Council of Western Australia’s Register of Heritage Place (Interim Status).</p> <p>As at 2012 the place is a National Trust managed property, open to the public.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • Frances Terry, <i>They came to the Margaret</i>, Bunbury, 1978 • Collard, Len, <i>A Nyungar Interpretation of Ellensbrook & Wonnerup Homesteads</i>, for the National Trust of Australia (WA), 1994. • Ellensbrook: Conservation Plan, 2002. • Emails correspondence from the National Trust of Australia (WA) to the Shire of Augusta-Margaret River dated 18 June 2012. • Department of Education website at http://www.det.wa.edu.au/aboriginaleducation • Australian Institute of Aboriginal and Torres Strait Islander Studies at http://www.aiatsis.gov.au/
<i>Historic Photo/s</i>	None


PLACE No. GR-02	GLENBOURNE HOMESTEAD
<i>Other Names</i>	
<i>Location</i>	<p>134 (Lot 354) Old Ellen Brook Road, Gracetown</p> <p>Note: This place record refers specifically to the c.1888 house, the old oven and their immediate setting.</p> <p>GPS: -33.915394 115.011314</p>
<i>Current Photo/s</i> (Feb 2012)	<div data-bbox="445 548 1350 1135" data-label="Image"> </div> <p data-bbox="826 1144 970 1178">Homestead</p> <div data-bbox="445 1187 882 1476" data-label="Image"> </div> <p data-bbox="587 1485 734 1518">Homestead</p> <div data-bbox="911 1187 1350 1476" data-label="Image"> </div> <p data-bbox="1086 1485 1155 1518">Oven</p>
<i>LGA Site No</i>	A2799
<i>PIN Number</i>	526637
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<p><i>Original:</i> General – residential; Specific – single storey residence</p> <p><i>Current:</i> General - residential; Specific – single storey residence</p>
<i>Statutory Heritage Listings</i>	State Register of Heritage Places: Place Number 0116 - Permanent (27/11/1998)
<i>Other Heritage</i>	Classified by the National Trust (01/09/1978) (Recorded place only) Register of the National Estate (Indicative Place)

<i>Listings and Surveys</i>	
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>The following is an extract from the Heritage Council of WA's Assessment Documentation for the place:</p> <p><i>Glenbourne Homestead</i>, a timber slab, stone and weatherboard farm house (partly demolished) and associated stone oven, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> • the place has potential to yield information about, and promote the understanding of, a range of nineteenth century construction techniques used by early settlers in the South West region; • the place contributes to an understanding of the pattern of European settlement in the South West of the State and is associated with the development of the dairying, agricultural, timber and hospitality industries in that region; and, • the place is highly valued by the local community for its associations with the Keenan family and the development of Margaret River and the South West region.
<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Exceptional - Essential to the heritage of the locality. Rare or outstanding example.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls</i>: General - Timber; Specific - Slab</p> <p><i>Walls</i>: General – Earth; Specific – Wattle and Daub</p> <p><i>Roof</i>: General - Metal; Specific – corrugated iron</p> <p><i>Other</i>: General - Stone; Specific - granite</p>
<i>Architectural Style</i>	Vernacular
<i>Physical Description</i>	<p>The following is an extract from the Heritage Council of WA's Assessment Documentation for the place (dated 1998):</p> <p><i>Glenbourne Homestead is situated on a grassy rise in established farmland to the north of the Ellens Brook water course.</i></p> <p><i>The homestead is in a semi-demolished state, with only three of the rooms with any semblance of intactness.</i></p> <p><i>The homestead is located in a fenced area peppered with peach, apple and almond trees and a large mulberry tree. The remains of a concrete path approaches the verandah from the east. Two corrugated iron cement lined water tanks stand on the south-west corner of the house in very poor condition.</i></p> <p><i>A rough stone oven [ruin] is located to the south west of the house just</i></p>

	<p><i>outside the existing fence line. This oven consists of uncut local stone piled up and mortared together, with iron bar lintels supporting the fire box roof. Several materials have been used to clad the exterior walls of the house: timber slab, weatherboard, stone and asbestos cement. Slab wall construction was used on the eastern, northern and western elevations, stone work on a small area of the south western corner, and weatherboard on the southern elevation and an enclosed portion of the verandah. Asbestos cement cladding is confined to wet area additions constructed in the 1950s. Wall construction is chiefly vertically placed split timber slab. This also determines the oldest part of the structure. The slabs are earth fast and fixed at the top with a dressed timber rail or plate. Dressed corner posts and intermediate studwork (for openings) have also been used. The external face of the slabs has been left undressed and the internal face lined with lath and plaster. Ti-Tree timber laths are rough split in the traditional way, and fixed to the slabs with flat head nails. Plaster appears to have been made from lime and sand and then coated with lime wash. Internal slab walls are lined with lath and plaster on both sides.</i></p> <p>Since that time extensive conservation works have been undertaken and the place has been restored to a weather tight condition, including the repair of walls, the replacement of fibrous cement sheeting with square-edged weatherboards, the installation of new casement windows, and a new corrugated profile roof.</p> <p>The immediate area includes the old fruit trees and new vegetable gardens and retains an informal setting. The place is overlooked by (but well-separated from) a large new residential building further up the hillside.</p> <p>There is no evidence that the place is actively used.</p>
<i>Condition</i>	<p>Good to Fair</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Second Wave of Rural Settlement (c.1850-1922)</p> <ul style="list-style-type: none"> • Settlement around the Margaret River
<i>Construction Date(s)</i>	<p>1888</p> <p>2002 (conservation works commenced)</p>
<i>Year of Demolition</i>	
<i>Associations</i>	<p>Builder: Stewart Keenan & James Armstrong</p> <p>Original Owner: Stewart and Isabella Keenan</p>
<i>Historical Notes</i>	<p>In 1870 Stewart Keenan took up a cattle run at the Margaret, securing 4000 acres around the area of Margaret River. The original lease was for a Mr Forrest and Mr Abbey as well as Keenan, but eventually Keenan took over the whole lease.</p> <p>In 1887 Keenan took up a 200 acre block on the north bank of Ellensbrook, facing Spring Road [now Caves Rd] and in 1888, together with his son-in-law, James Armstrong, began splitting timber for the building of a home.</p>

	<p>The original structure consisted of a large dining/living area at the south end, another good sized room and an adjoining sitting room. A gable roof covered this part of the building. At the rear of these rooms, under a skillion roof, were two small bedrooms and a kitchen with a stone floor. A door opened from the kitchen to a cobble stoned area at the back of the house and washing facilities were arranged on a rough wooden slab running along the outside of the kitchen wall.</p> <p>The family moved into their new home in the winter of 1889, and commenced dairy farming operations and a large, associated, cattle run consisting of 2000 acres in Rosa Brook area, and 2000 acres north of Margaret River, up to Bramley.</p> <p>About the turn of the century, Grace and Jack Catherall (niece and nephew to Keenan) lived at Glenbourne and added two more rooms higher up the hill at the north end of the front veranda. Although the Catheralls stayed only a short time this part of Glenbourne became known as 'Jack's House' (demolished in the 1960s).</p> <p>The Keenan's two daughters later cut a track between Glenbourne and the railway (north of the Margaret River) so that produce could be transported by horse and cart instead of by horseback. This track is now called Carters Road.</p> <p>During this early period, Glenbourne also had an association with the local Noongar community. It was visited by Aborigines, and Queen Jinny stayed there on a number of occasions. It is believed that Queen Jinny and Isabella Keenan formed a strong relationship, particularly after King Bungitch died.</p> <p>Of Stewart and Isabella Keenan's nine children, Robert John and Mary Ellen (a.k.a. Minnie) were the only ones to remain at Glenbourne. They inherited the property after Isabella's death and Minnie stayed on at the property until 1958, when it was sold due to her failing health.</p> <p>Glenbourne was purchased by John Williams, who owned it for two years before selling it to Robert and Thelma Brooke. The Brookes owned the property for fourteen years, during which time caretaker Albert Atkins occupied Glenbourne Homestead.</p> <p>The Margaret River Conservation Farming Club then purchased the property, in March 1977. One of the conditions of sale was that Albert be allowed to live in Glenbourne Homestead for as long as he wished. The Margaret River Conservation Farming Club, one of several established in the South-west during the 1970s, acquired Glenbourne with the object of combining simple farming with recreation and nature conservation. The Club built a large Clubhouse, which extends along a ridge above Glenbourne Homestead, and did not use the old farmhouse, aside from the occasional storage of timber.</p> <p>By the early 1990s, Glenbourne Homestead had become derelict and some members of the Club, who feared it could be dangerous to children, decided to commence demolition. Other members opposed this action, but by the time the demolition was halted considerable damage had been done to the fabric. When inspected in September 1997, the house remained fenced-off, unused, and in a semi-collapsed condition.</p> <p>Glenbourne was entered in the State Register of Heritage Places in 1998. A conservation plan was written in 2000 and major conservation works were undertaken in 2002.</p>
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REFERENCES	
	<ul style="list-style-type: none"> • HCWA Assessment Documentation <i>Glenbourne Homestead (00116)</i> • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996 • Tamblyn M, 'Johns, Joseph Bolitho (1827–1900),' Australian Dictionary of Biography, National Centre of Biography, Australian National University, http://adb.anu.edu.au/biography/johns-joseph-bolitho-3859/text6139. • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • Hocking Planning and Architecture, <i>Glenbourne Homestead: Conservation Plan</i>, for Margaret River Conservation Farming Club with a Grant from the HCWA Heritage Grants Program 1998/99, 2000. • Glenbourne Homestead: conservation works 2002.
<i>Historic Photo/s</i>	None


PLACE No. GR-03	GRACETOWN MEMORIAL
<i>Other Names</i>	
<i>Location</i>	Salter Street, Huzza's Beach, Gracetown, 6284 (Part Reserve 27618, Lot 85, Bayview Drive, Gracetown) GPS: -33.865441 114.983461
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A4451
<i>PIN Number</i>	523526
<i>Place Type</i>	Historic Site
<i>Use(s)</i>	<i>Original:</i> General – Monument; Specific - Monument <i>Current:</i> General – Monument; Specific - Monument
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Gracetown Memorial is of significance:</p> <ul style="list-style-type: none"> • As a community memorial to the nine people whose lives were lost at Gracetown on 27 September 1996 • As a memorial to a tragic event that widely affected the local community.
<i>Integrity</i>	Memorial - High: The original use has been maintained.

<i>Authenticity</i>	Memorial - High: The original/significant fabric is largely intact.
<i>Level of Significance</i>	Historic site - The place is associated with a tragic event that is of particular significance for the local community. A memorial has been erected at the site.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<i>Other:</i> General – Stone and metal
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>The memorial comprises a roughly hewn sandstone panel with nine wrought iron arms and a stainless steel plaque, overlooking the ocean. It records a poem for contemplation and remembrance and the name of the nine people who died near this site in 1996.</p> <p>The final dedication reads:</p> <p style="text-align: center;"><i>For the families and friends</i> <i>From the Communities of the South West</i> <i>In memory of those we lost in the Gracetown Cliff Tragedy</i> <i>September 27th 1996</i></p>
<i>Condition</i>	<p>Memorial - Good</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Where the Coast Meets the Sea (1622-Present)</p> <ul style="list-style-type: none"> • Other Events Associated with Sea and Coastline
<i>Construction Date(s)</i>	1997
<i>Year of Demolition</i>	
<i>Associations</i>	<p>In memory of:</p> <p>Lindsay Thompson; Gina Iddon; Ian Bremer; Lyndell Otto; Rachel Waller; Madeline Wall; Rebecca Morgan; Peter McFarlane and Nathan Sotiriadis</p>
<i>Historical Notes</i>	<p>On 27 September 1996, four children and five adults were killed when a limestone cliff collapsed during a school surfing carnival at Gracetown in Western Australia. They had been sheltering from the rain under an overhanging limestone cliff when it collapsed without warning. There was one survivor. The victims' families established a temporary memorial at the South Point car park shortly after the tragedy.</p> <p>A rehabilitation project was commenced on the cliff tops overlooking the site where the tragedy occurred in 1997. Stairways, a lookout shelters and fencing were built and vegetation replanted to stabilise the cliffs over Cowaramup Bay.</p> <p>The Shire replaced the temporary memorial with a permanent one, directly above the collapse site itself.</p>

REFERENCES	
	<ul style="list-style-type: none">• Monument Australia: http://monumentaustralia.org.au/• Remembering Gracetown 10 years on,' Margaret River Mail, http://www.margaretrivermail.com.au/news/local/news/
<i>Historic Photo/s</i>	None


5.11 Hamelin Bay

HB-01	Hamelin Bay Gravesite	Reserve 8428, Lot 304	Hamelin Bay Road	Hamelin Bay
HB-02	Hamelin Bay Jetty and Settlement (former)	Reserve 8428, Lot 304	Hamelin Bay Road (western end)	Hamelin Bay
HB-03	Karridale Cemetery	(approx. 200m south of Hamelin Bay Road)	Caves Road	Hamelin Bay
HB-04	Lime Kiln (former)	Reserve 8428, Lot 304	Hamelin Bay Road	Hamelin Bay
HB-05	<i>Lovespring</i> Anchor (memorial) and wreck sites in Hamelin Bay	Reserve 8428, Lot 304	Hamelin Bay Road (western end)	Hamelin Bay
HB-06	Wagganninup	9569	Caves Road	Hamelin Bay

PLACE No. HB-01	HAMELIN BAY GRAVESITE
<i>Other Names</i>	Hamelin Bay Cemetery The Lonely Grave Grave of James A Smith
<i>Location</i>	North of Hamelin Bay Road, Hamelin Bay (Located within Reserve 8428 Caves Road Margaret River) GPS: -34.220145 115.042131
<i>Current Photo/s</i>	
<i>LGA Site No</i>	A11023
<i>PIN Number</i>	11850700
<i>Place Type</i>	Other Built Type
<i>Use(s)</i>	<i>Original:</i> General – Monument/Cemetery <i>Current:</i> General - Monument/Cemetery
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04961

CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Hamelin Bay gravesite is of significance:</p> <ul style="list-style-type: none"> • as a reminder of the small harbour community that existed at Hamelin Bay at the height of the timber industry in the late 1800s. • for the association of the burial area with the storm that sunk three ships in the harbour in July 1900, with the loss of five lives.
<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>The old cemetery is located on an elevated site with clear views over Hamelin Bay. In 2012 there is only one extant cemetery memorial, which reads:</p> <p style="text-align: center;"><i>In memory of James Smith. Drowned at Hamelin, 19 August 1897 Aged 40 years Erected by his friends at Hamelin.</i></p> <p>This grave is enclosed by a well-maintained, modern picket fence and is accessed by a narrow walking track from an unsealed 4-wheel drive road.</p>
<i>Condition</i>	<p>Good</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Where the Coast Meets the Sea (1622-Present)</p> <ul style="list-style-type: none"> • Maritime Disasters <p>Timber Industry (c.1840-Present)</p> <ul style="list-style-type: none"> • Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914)
<i>Construction Date(s)</i>	1897
<i>Year of Demolition</i>	
<i>Associations</i>	

<i>Historical Notes</i>	<p>The gravesite marks where James A Smith was buried on 19th August 1897. Smith had drowned in Hamelin Bay, reputedly after drinking too much of the local illegal brew.</p> <p>In addition to Smith's grave, there are believed to be six other graves in the near vicinity. Those believed to be buried there include: Ah Jim (a Chinese seaman from the 'Matilda', who died of consumption); Ah Hung (a brakeman on an M C Davies timber truck who was accidentally killed on the Hamelin railway); and four sailors who lost their lives when three barques, 'Norwester' 'Katinka' and 'Lovespring' were wrecked in a gale in 1900 (Place # HB-05). By 1996 only Smith's grave was still marked with a memorial and fenced.</p>
REFERENCES	
	<ul style="list-style-type: none"> • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None

PLACE No. HB-02	HAMELIN BAY JETTY AND SETTLEMENT (FORMER)
<i>Other Names</i>	
<i>Location</i>	Western end of Hamelin Bay Road, Hamelin Bay (Within Reserve 8428, Lot 304, Caves Road, Margaret River) GPS: -34.221088 115.027890
<i>Current Photo/s</i>	
<i>LGA Site No</i>	A11023
<i>PIN Number</i>	11895854
<i>Place Type</i>	Other Built Type
<i>Use(s)</i>	<i>Original:</i> General – Transport/Communication; Specific – Water <i>Current:</i> General – Historic site; Specific – Historic site
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Hamelin Bay Jetty and Settlement (Former) is of significance:</p> <ul style="list-style-type: none"> • For its historical association with the small harbour community that existed at Hamelin Bay at the height of the timber industry in the late 1800s. • For its essential role in the success of the local timber operation run by M.C. Davies and his successors from the early 1880s until c.1900. • As a site of potential historical and maritime archaeological significance

<i>Integrity</i>	Low: The use has been altered and the original use cannot be readily discerned.
<i>Authenticity</i>	Low: The place has been considerably altered, with the loss of significant fabric. The original intent/character is no longer clearly evident.
<i>Level of Significance</i>	Considerable - Very important to the heritage of the locality (with particular reference to the significant maritime archaeological remains of the jetty).
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	N/A
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>The surviving remains of the jetty structure include numerous round timber piles at the shoreline and breaking the surface of the water out into the bay. These clearly illustrate the orientation of the jetty and, through interpretation of the documentary evidence, the former railway alignment.</p> <p>Physical evidence of the structures and other development associated with the nineteenth century timber industry settlement and harbor infrastructure at Hamelin Bay has not been identified or inspected (although oral evidence suggests that remnants of building materials have been seen in the vicinity of the small lake near the bay). However, given the length of occupation as a timber industry settlement (1880s to early 1900s) it is likely that there is archaeological evidence of this era.</p> <p>There is currently (2012) no prominent interpretation of the jetty, or the associated settlement and timber industry.</p>
<i>Condition</i>	Poor
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Where the Coast Meets the Sea (1622-Present)</p> <ul style="list-style-type: none"> • Coastal Corridors • Maritime Disasters • Maritime Resources <p>Timber Industry (c.1840-Present)</p> <ul style="list-style-type: none"> • Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914) <p>Tourism (c.1890s-Present)</p> <ul style="list-style-type: none"> • The Establishment of Tourist Accommodation • Post War Tourism
<i>Construction Date(s)</i>	1882
<i>Year of Demolition</i>	
<i>Associations</i>	
<i>Historical Notes</i>	In 1875, Maurice Coleman Davies, a contractor in Adelaide, visited Western Australia to inspect the timber industry. Davies was to become the driving

force behind the timber industry in the South West, promoting Western Australian timber in Australia and internationally.

Davies' first mill was operating at Coodardup (now Kudardup) by 1881 and at around the same time he built a jetty at Hamelin Bay and laid a 3'6" gauge railway (with steel rails) to connect the harbour with the locality of Karridale. In 1882, work commenced on a new jetty at Flinders Bay, also to be connected by rail to Karridale, thereby providing Davies' operations with alternative ports for shipment of timber - Flinders Bay used in winter, and Hamelin Bay used in summer. Tram lines were built along the length of both jetties, enabling timber to be unloaded by crane onto the waiting ships. From these ports the Karri and Jarrah timbers were shipped around the world.

The Hamelin Bay jetty was constructed in two phases and eventually attained a length of 1800 feet (*approx.* 550 metres).

During this period a small community was established at Hamelin Bay to accommodate the workers at the port.

With the closure of the local timber industry in 1913, Hamelin Bay was abandoned and the remains of the jetty settlement were left to rot away, as reported in 1917:

The decaying jetty is cumbered with rusting anchors and cables, rotting ropes and broken wreckage. Fragments of hull and spar lie embedded on the beach, and the skeletons of wrecks, whose ribs are still held together by stubborn keels, show ghastly clear through the crystal waters a cable length from shore. It was a wild nor'-wester that, years ago, burst on that lovely bay, driving the great ocean rollers in thunderous crash and sheets of spray, and swept every vessel in port ashore.

The rusting rails and trailing telephone wire on the jetty decking, the rotting lighters on the beach, all show what once has been. Looking landward, where the forest clad ranges dip down to the sea and a little lagoon above high water-mark, the roofs of huts and houses peep through the dense undergrowth and scrub which curtain their paneless windows, choke their tumble-down chimneys, and obliterate their one-time garden patches. All are eloquent of abandonment and desertion. But it was not the great storm that killed Hamelin; it was the cutting out of the timber. There are no inhabitants to speak of now, but the beautiful little bay will surely have a thriving future as a seaside and forest resort.

Hamelin Bay then remained largely undeveloped until the 1950s, but one example of a small local maritime industry was the commercial fishing of salmon around Hamelin Bay from the late 1940s, when professional fishermen camped at the bay during the spawning run in March/April, cleaning the fish on the beach and then trucking them to canning factories in Perth.

In 1953-54 a new phase of development, linked to the growth of local tourism, was established with the opening of the Hamelin Bay Caravan Park (where the old timber yard of M.C. Davies had been set at the approaches to the jetty).

In 2004 an archaeological survey reported that the surviving remains of the jetty structure were mostly represented by piles that break the surface in three sections and a terrestrial section (part of the shore section), comprised of two bents and other supporting structure.

REFERENCES


- *Western Mail*, 21 December 1917, p 12
- *The West Australian*, 15 February 1949, p.12
- Gainsford, M., *Hamelin Bay Jetty*, Thesis submitted for the degree of masters of Maritime Archaeology, Flinders University of South Australia, 2004

*Historic
Photo/s*





Timber yard at Hamelin Bay during M.C. Davies' time.


Source; MRDHS Item 428

PLACE No. HB-03	KARRIDALE CEMETERY
<i>Other Names</i>	
<i>Location</i>	Caves Road, Hamelin Bay (approximately 200m south of the intersection of Caves Road and Hamelin Bay Road) GPS: -34.230617 115.054768
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A7009
<i>PIN Number</i>	538508
<i>Place Type</i>	Other Structures
<i>Use(s)</i>	<i>Original:</i> General – Monument/Cemetery; Specific - Monument/Cemetery; <i>Current:</i> General - Monument/Cemetery; Specific - Monument/Cemetery;
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Karridale Cemetery is of significance:</p> <ul style="list-style-type: none"> • As the burial ground for many people involved in the settlement and development of the region from the late nineteenth century. • For its social value through its religious, historical, familial, and personal associations.
<i>Integrity</i>	High: The original use has been maintained.




<i>Authenticity</i>	High: The original/significant fabric is largely intact.
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	N/A
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>The Karridale Cemetery has an open, undulating rural setting with informally scattered peppermint and pine trees. It is laid out over a large area with several distinct developed sections, including a memorial area for the early Pioneers (which displays a list of the known unmarked graves).</p> <p>The site has a random rubble walls and steel gates to the carpark frontage and, adjacent to the entry, a memorial wall and shelter.</p>
<i>Condition</i>	<p>Good</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Second Wave of Rural Settlement (c.1850-1922)</p> <ul style="list-style-type: none"> • Resettlement of Augusta and Nearby Areas <p>Timber Industry (c.1840-Present)</p> <ul style="list-style-type: none"> • Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914) <p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement</p> <ul style="list-style-type: none"> • Group Settlement Scheme
<i>Construction Date(s)</i>	1898
<i>Year of Demolition</i>	
<i>Associations</i>	
<i>Historical Notes</i>	<p>The site of the Karridale Cemetery was originally gazetted as part of a Police Reserve in 1887 (Reserve 1214).</p> <p>On 6 May 1898 approximately 5 acres of Reserve 1214 was set aside for a cemetery and gazetted as Reserve 4236.</p> <p>Burials are believed to have commenced at that time, but an on-line list of burials for the site notes that the first marked gravesites date from 1901.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Watson R F, 'Karridale Cemetery,' Occasional Paper No 11, Augusta Historical Society Library.


	<ul style="list-style-type: none">• Detailed list of burials at www.australiancemeteries.com/wa/augusta_margaretriver/karridaledata.htm• Hardwick, G., <i>Heritage Survey for the Old Karridale Burial Ground</i> (c.2004).• Shire of Augusta-Margaret River Heritage Inventory nomination form (2011)
<i>Historic Photo/s</i>	None

PLACE No. HB-04	LIME KILN (FORMER)
<i>Other Names</i>	
<i>Location</i>	<p>Hamelin Bay Road, Hamelin Bay (Within Reserve 8428 Caves Road, Margaret River)</p> <p>Approximate location, north of Hamelin Bay Road and east of Colyer Drive shown below:</p>  <p>(Base map sourced from Google Maps - ©2012 Google)</p>
<p><i>Photos provided by Mr Rory Neal, who located and inspected the site after a bushfire.</i></p>	

	
<i>LGA Site No</i>	A11023
<i>PIN Number</i>	11850700
<i>Place Type</i>	Other Structures
<i>Use(s)</i>	<i>Original:</i> General – Industrial/manufacturing; Specific - Other <i>Current:</i> General - Unused; Specific - Unused
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	The lime kiln (former) is of significance: <ul style="list-style-type: none"> as evidence of the building practices in this remote rural area in the late nineteenth century.
<i>Integrity</i>	Low: The use has been altered and the original use cannot be readily discerned.
<i>Authenticity</i>	High: The original/significant fabric is largely intact.
<i>Level of Significance</i>	Considerable - Very important to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	N/A

<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>The 2011 nomination form described this site as a natural rock forming a flume that was used for the burning of lime.</p> <p>Photographic evidence (see attached) shows that it is a curved rock formation with a vertical face approximately 1.5 to 1.8 m high, with rough limestone capping to the upper edge.</p> <p>The site also includes evidence of a levelled track providing access, either as a road or as a spur from M.C. Davies' Hamelin Bay railway.</p> <p>The photographs were taken after a bushfire and the site has since been concealed by heavy regrowth.</p>
<i>Condition</i>	<p>Good</p> <p><i>*Based on photographic evidence</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Second Wave of Rural Settlement (c.1850-1922)</p> <ul style="list-style-type: none"> • Resettlement of Augusta and Nearby Areas
<i>Construction Date(s)</i>	C1840-1890
<i>Year of Demolition</i>	
<i>Associations</i>	
<i>Historical Notes</i>	<p>The Heritage Inventory nomination form stated that this natural rock formation was used for the burning of lime to produce quick and slack lime for the local building industry of the nineteenth century.</p> <p>No other documentary evidence has been located regarding this lime kiln, but it has been speculated that it may have been used by M.C Davies to provide the lime for the construction of the Cape Leeuwin Lighthouse, as well as for other local building works.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Shire of Augusta-Margaret River Heritage Inventory nomination form (2011) • Telephone conversation and email correspondence with Mr Rory Neal in February 2012.
<i>Historic Photo/s</i>	The following photographs were provided by Mr Rory Neal:

<p>Evidence of track [or bed for rail spur] to the kiln</p>	
<p>Base of the kiln</p>	
<p>Stone capping to the upper edge</p>	

PLACE No. HB-05	LOVESPRING ANCHOR (MEMORIAL) AND HAMELIN BAY WRECK SITES
<i>Other Names</i>	
<i>Location</i>	Hamelin Bay (Lovespring Anchor (memorial) located within Reserve 8428 lot 304) GPS: - 34.221229 115.028638
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A11023
<i>PIN Number</i>	11851949
<i>Place Type</i>	Other Structures
<i>Use(s)</i>	<i>Original:</i> General – Monument <i>Current:</i> General - Monument
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04967
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Lovespring Anchor and Hamelin Bay Wreck Sites:</p> <ul style="list-style-type: none"> • The wrecks in Hamelin Bay illustrate the dangerous nature of this harbour and have the potential to provide important maritime archaeological evidence about the timber industry era. • The anchor was placed at the foreshore as a community memorial relating to the storm that sunk three ships in the harbour in July 1900, with the loss of five lives.
<i>Integrity</i>	N/A

<i>Authenticity</i>	N/A
<i>Level of Significance</i>	Historic Site - The place is associated with events that are of particular significance for the local community. A memorial has been erected at the site.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	N/A
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	The memorial is an anchor from the 'Lovespring' that has been placed in a semi-circular landscaped area adjacent to the coastal walkway and carpark at Hamelin Bay. There is currently (2012) no interpretation of the anchor or the associated wrecks,
<i>Condition</i>	Memorial - good
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	Where the Coast Meets the Sea (1622-Present) <ul style="list-style-type: none"> • Maritime Disasters
<i>Construction Date(s)</i>	
<i>Year of Demolition</i>	
<i>Associations</i>	
<i>Historical Notes</i>	<p>On 22 July 1900 a fierce gale hit Hamelin Bay. The West Australian newspaper reported that the barques <i>Norwester</i> and <i>Katinka</i> were wrecked, and that the barque <i>Lovespring</i> (or <i>Lövspring</i>)</p> <p><i>was moored on the north side of the jetty, and hung on well till nearly midnight, when she, too, snapped her lines and was blown on to the Mushroom Rock, which she struck heavily, and then slid off into deep water and sank, the top of her bulwarks and masts alone being visible. The crew took to the rigging, and were all rescued this morning!</i></p> <p>The papers also printed a copy of the official telegram:</p> <p><i>OFFICIAL TELEGRAM. The following telegram has been received by the Postmaster-General from the postmaster at Karridale:- "Regret having to report a violent hurricane in this district during Sunday last. The barques Norwester, Lovespring, and Kintinka parted their cables, and were blown ashore in Hamelin Harbour. Five men were lost off the latter vessel, including the chief mate. The effects of the storm on shore are very serious, one of the wires on the main line and that to Cape Leeuwin being in a deplorable condition. Messrs. Davies' lines are also equally damaged, there being 351 trees and large limbs across their line over a distance of eight miles. The coach driver reports that the line right through to the Vasse is down. No messenger is in from Cape Leeuwin yet but a messenger is in</i></p>

	<p><i>from Flinders Bay, who states that the wire is literally off the poles all the way. I am doing my utmost to secure men to put the lines in repair."</i></p> <p>Four of the Katinka's crew are buried in Hamelin Bay Gravesite (See Place # HB-01). The fifth crew member to die was buried at Fremantle.</p> <p>The Lovespring's anchor was salvaged and erected as a monument on the shore of the Bay.</p> <p>Other wrecks recorded at Hamelin Bay include:</p> <p><i>Agincourt</i></p> <p>On 19 April 1882, this British barque broke from its mooring whilst fully laden with timber. One member of the crew of eight was drowned when the longboat capsized in the surf. The remains of a wreck still laden with timber and believed to be <i>Agincourt</i> lie on sand in 4–5 metres of water about 200 metres offshore.</p> <p><i>Chaudiere</i></p> <p>On 4 July 1883 this British barque was wrecked whilst laden with timber at Hamelin Bay. A wreck fitting the description of <i>Chaudiere</i> lies on a sand bottom near <i>Agincourt</i>.</p>
REFERENCES	
	<ul style="list-style-type: none"> • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996 • Augusta Historical Society Heritage Booklet 2010 • <i>The West Australian</i>, 25 Jul 1900 p 4. • Hamelin Bay Wreck Trail (www.wadivers.com.au/forums/viewtopic.php?f=10&t=3955)
<i>Historic Photo/s</i>	None

PLACE No. HB-06	WAGGANNINUP
<i>Other Names</i>	Silvia Cross' House
<i>Location</i>	9569 Caves Road, Hamelin Bay (access off Wagganup Lane) Note: This place record refers specifically to the c.1894 house, old outbuildings and their farmyard setting. GPS: -34.230027 115.058637
<i>Current Photo/s</i> (Feb 2012)	<div data-bbox="450 593 1353 1178" data-label="Image"> </div> <div data-bbox="850 1184 946 1220" data-label="Caption">House</div> <div data-bbox="450 1232 1353 1816" data-label="Image"> </div> <div data-bbox="788 1823 1018 1859" data-label="Caption">Detached Kitchen</div>
<i>LGA Site No</i>	A5202
<i>PIN Number</i>	538405
<i>Place Type</i>	Individual Building(s) or Group

<i>Use(s)</i>	<i>Original:</i> General - residential; Specific – single storey residence <i>Current:</i> General - residential; Specific – single storey residence
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04988
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	Wagganninup is of significance: <ul style="list-style-type: none"> • For its associations with the Cross family, early pioneers of the southwest. • As a relatively rare surviving example of the houses erected by pastoral settlers in the Augusta-Margaret River region in the late nineteenth century. • As a dilapidated, but highly authentic example of a late nineteenth century farmhouse of the region.
<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	High: The original/significant fabric is largely intact (albeit in a deteriorated condition)
<i>Level of Significance</i>	Considerable - Very important to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<i>Walls:</i> General – timber; Specific - weatherboard <i>Roof:</i> General - metal; Specific – corrugated iron <i>Other:</i> General - metal; Specific – pressed metal (internal wall cladding)
<i>Architectural Style</i>	Victorian (functional)
<i>Physical Description</i>	<p>Wagganninup is located in a rural setting and faces west onto Wagganup (sic) Lane. It comprises a main house, a detached kitchen and three outbuildings in what would have originally been a house garden (from which small sections of picket fence remain) and adjacent farmyard. The house is now closely surrounded by large native trees and is at risk from falling branches.</p> <p>The main house is a basic four roomed building with a skillion addition to the rear (east) and an infilled verandah to the south). It has a steep, hipped, corrugated iron roof, which extends as broken back roofs over return verandahs on three sides. The external walls are clad with square edged weatherboards and feature double hung windows.</p> <p>The verandah is supported on chamfered timber posts with simple mouldings, and there are scalloped timber panels within the raked profile of the verandah roof at either end of the main façade (similar to the infill panels often used at the ends of a non-return verandah).</p>

	<p>Internally the floors have wide, butt-jointed boards, while the walls and ceilings of the main rooms are clad with pressed metal. There are moulded timber architraves and simple timber skirtings, plus a moulded timber fireplace surround to a brick fireplace on the southern side of the building.</p> <p>Immediately east of the house is a small rectangular building with a corrugated iron gabled roof and a partly enclosed, east facing verandah. This building has an externally mounted, flat metal sheet fireplace and chimney at the northern end. It has timber casement windows and is lined externally with flat edged weatherboards and internally with horizontal bevel-edged boards. This was used as a detached kitchen, with a small attached laundry wing.</p> <p>There are three weatherboard and corrugated iron farm buildings nearby, each with simple raked roofs.</p>
<i>Condition</i>	<p>Poor (deterioration of timber elements from termite damage and rot)</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Second Wave of Rural Settlement (c.1850-1922)</p> <ul style="list-style-type: none"> • Resettlement of Augusta and Nearby Areas
<i>Construction Date(s)</i>	C1894
<i>Year of Demolition</i>	
<i>Associations</i>	<p>Builder: James Cross</p> <p>Other: Silvia Tomlinson – nee Cross</p>
<i>Historical Notes</i>	<p>In 1868 Charles Layman took up two freehold 40 acre lots at Sussex Location 58. Wagganninup was one and Deepdene was the other.</p> <p>In 1877 it was stated that George Cross had been running cattle at Wagganninup from as early as 1874, although his principal place of residence was Busselton:</p> <p><i>George Cross, being sworn, said:- I am a storekeeper residing at Busselton. I had a number of cattle running, in 1874, on my runs at Wakinnerup.(sic)</i></p> <p>George's son, James, took over his father's pastoral run at Wagganninup from c.1879 and married Hannah Longbottom at Busselton in March 1880. One of their sons, also James, was born at Karridale in 1885, suggesting that the family were resident there by that time. It is therefore assumed that James Cross was responsible for the construction of this house.</p> <p>James remained in the area for the rest of his life and became a prominent member of the local community, as reported at the time of his death in 1939:</p> <p><i>An old and very esteemed settler in the person of Mr. James Cross. J.P. of Wagemnup (sic), Karridale, died at his late residence on May 19 Mr. James Cross settled over 60 years ago at Wagemnup and engaged in pastoral pursuits. Mr. Cross took a very active part in everything for the advancement of the district, and was for many years a member of the Augusta Road Board, and its chairman for several years, a trustee of the</i></p>

	<p><i>Karridale Agricultural Hall, and a member of the Karridale Cemetery Board.</i></p> <p>Later, Silvia Tomlinson (nee Cross)(the youngest daughter of James and Hannah) lived in the house. Silvia died at Karridale, aged 77 years, in 1972. The 1996 Municipal Inventory stated that the kitchen to the eastern side of the building had been transported to the site from the Hamelin Bay settlement.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Rose Watson, “<i>The History of Deepdene</i>”, Typescript, c1970 • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996 • <i>The Western Australian Times</i>, 16 February 1877, p 2. • <i>The Inquirer & Commercial News</i>, 26 October 1881, p 3 • <i>The Western Australian</i>, 26 May 1939, p 9. • <i>Entries for the Cross family in the Brady family tree at www.bradyfamilytree.org/genealogy/getperson.php?personID=I25077&tree=BRADY2008</i>
<i>Historic Photo/s</i>	None

5.12 Karridale




KA-01	Davies Park and Foundry Chimney	Reserve 22875, Lot 3702, Caves Road,		Karridale
KA-02	Old Karridale Cemetery	9310 (Lot 411),	Caves Road	Karridale
KA-03	Site of MC Davies' Karridale House	Lot 42	Caves Road	Karridale

PLACE No. KA-01	DAVIES PARK AND FOUNDRY CHIMNEY	
<i>Other Names</i>	Old Mill Chimney Karridale Mill site	
<i>Location</i>	Reserve 22875, Lot 3702, Caves Road, Karridale GPS: -34.214550 115.075165	
<i>Current Photo/s</i> (Feb 2012)	<div data-bbox="397 512 845 1182" data-label="Image"> </div> <div data-bbox="466 1198 770 1238" data-label="Caption">Stone furnace chimney</div> <div data-bbox="920 512 1372 1182" data-label="Image"> </div> <div data-bbox="979 1198 1310 1238" data-label="Caption">Cast iron donkey engine</div> <div data-bbox="557 1252 1236 1700" data-label="Image"> </div> <div data-bbox="818 1713 970 1751" data-label="Caption">Brick oven</div>	
<i>LGA Site No</i>	A4422	
<i>PIN Number</i>	-	
<i>Place Type</i>	Historic Site	
<i>Use(s)</i>	<i>Original:</i> General - Forestry; Specific – Timber Mill <i>Current:</i> General – Park/Reserve;	

<i>Statutory Heritage Listings</i>	State Register of Heritage Places: Place Number 00124 – Permanent (21/09/2001)
<i>Other Heritage Listings and Surveys</i>	Classified by the National Trust (01/05/1978)
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>The following is an extract from the Heritage Council of WA's Assessment Documentation for the place:</p> <p><i>Davies Park and Foundry Chimney</i>, a culturally modified landscape containing a substantial and massively proportioned part of a furnace flue, oven ruin, donkey engine boiler, and other archaeological material relating to Karridale Mill, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> • the foundry flue was constructed in c. 1883, by M C Davies shortly after he founded the mill at Karridale, and it was an integral part of the timber company's operation from its completion until the early twentieth century and is the only substantial evidence of the mill; • the remaining evidence of the industrial processes associated with timber milling in the late nineteenth and early twentieth century are amongst the few remaining of their type and therefore have rarity value; • it is closely associated with M C Davies and his family, whose company developed the place, and after whom the site is now named Davies Park. The place is also associated with Millars' Karri and Jarrah Company, which owned and operated the mill following the amalgamation of 1902; and, • the stone construction remaining section of flue is a finely constructed piece of Victorian industrial architecture. <p>The park entrance portal, stone construction barbecue and fences to parts of the site perimeter, together with re-growth plant material have little significance.</p>
<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	Low: The place has been considerably altered, with the loss of significant fabric. The original intent/character is no longer clearly evident.
<i>Level of Significance</i>	Exceptional - Essential to the heritage of the locality. Rare or outstanding example.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<i>Walls</i> : General - Stone; Specific - Granite
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	Davies Park and Foundry Chimney is located in a reserve to the east of Caves Road. It comprises the remains of a furnace chimney, remains of an oven, and a donkey engine, in a setting of re-growth forest. The area is likely to contain

	<p>other archaeological material relating to the milling operation and related uses. The cultural features are all located at the far eastern side of the site, alongside the old rail permanent way, and set within a zone between 9 and 21 metres from the boundary fence. The foundry furnace (constructed of random rubble granite) is located in the north-eastern corner, the oven (also random rubble granite) in the south-eastern corner, and the cast iron donkey engine a few metres west of the oven.</p> <p>Other features relating to the development of the site as a park include a stone barbecue, and an entry portal to the Caves Road frontage, constructed in bushpoles, with a cattle grid under it.</p> <p>The site is quite overgrown, with re-growth Jarrah, Peppermint trees, Acacia and bracken ferns. The vegetation obscures clear views of all the cultural material, and the main feature, the foundry chimney, can no longer be seen from the road.</p> <p>For a more detailed description of the place, see the HCWA Assessment Documentation <i>Davies Park and Foundry Chimney (00124)</i> at http://register.heritage.wa.gov.au/.</p>
<i>Condition</i>	<p>Variously Fair to Poor</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Timber Industry (c.1840-Present)</p> <ul style="list-style-type: none"> • Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914) <p>Tourism (c.1890s-Present)</p> <ul style="list-style-type: none"> • Wine, Food, Natural Environment and Cultural Heritage Tourism
<i>Construction Date(s)</i>	<p>1882 (Timber Mill)</p> <p>C1982 (Development of public reserve)</p>
<i>Year of Demolition</i>	1961 (fire destroyed most of the mill remains)
<i>Associations</i>	<p>Builder: M C Davies</p> <p>Other: Millars' Karri and Jarrah Company</p>
<i>Historical Notes</i>	<p>In 1875, Maurice Coleman Davies, a contractor in Adelaide, visited Western Australia to inspect the timber industry. Davies was to become the driving force behind the timber industry in the South West, promoting Western Australian timber in Australia and internationally.</p> <p>Davies' first mill was operating at Coodardup by 1881 and at around the same time he built a jetty at Hamelin Bay and laid a 3'6" gauge railway (with steel rails) to connect the harbour with the locality of Karridale. In 1882, work commenced on a new jetty at Flinders Bay, also to be connected by rail to Karridale, therefore providing Davies' operations with alternative ports for shipment of timber - Flinders Bay used in winter, and Hamelin Bay used in summer.</p> <p>The Coodardup mill was moved to Karridale in early 1882 and increased to double the capacity. Over the next twenty years a self-contained private mill town was developed to accommodate the timber workers.</p>

	<p>In 1902, M.C. Davies and seven other timber companies in operation in Western Australia amalgamated into Millars' Karri and Jarrah Co. Ltd. However, the era of prosperity in timber was coming to an end with market changes and reduced viability of the local timber practices. The Karridale mill closed in c1905 and a number of buildings and materials were subsequently removed from the site, as was common practice.</p> <p>On 23 December 1948, the place was declared Public Reserve 22875.</p> <p>In 1961, bush fires raged in many areas of Western Australia. On 3 March, the 60 Karridale residents were evacuated. The hall, post office and general store, St. Augustine's Church, and two houses were destroyed. The only remaining buildings in the town were the CWA Rest Room, and seven houses. At the former mill site, the stone foundry chimney was almost all that remained after the fire. The only other remains at the mill site were a boiler which stood horizontal, supported by sections of rail line, and a nearby brick oven. The town was never rebuilt.</p> <p>Circa 1982, a tall timber archway was erected at the entrance to the Public Reserve, on which was painted the name by which the park is now known, <i>Davies Park</i>, in commemoration of the Davies family. A memorial plaque made by Wilsons Engraving Works was laid at the foundry chimney as a reminder of the timber industry (which was the reason for the town's existence), of the town itself and the people that worked and lived there.</p> <p>On 19 August 1988, a change of purpose for the Reserve was gazetted, changing it from Public Utility to Parklands and Historical Site; and the site was vested in the Shire of Augusta-Margaret River in trust for that purpose.</p> <p>As at 2012, the place continues as a park and historic site.</p> <p>For a more detailed history of the M C Davies Karridale mill from its establishment in 1883 to its closure in 1913, see the HCWA Assessment Documentation <i>Davies Park and Foundry Chimney (00124)</i> at http://register.heritage.wa.gov.au/.</p>
REFERENCES	
	<ul style="list-style-type: none"> • HCWA Assessment Documentation <i>Davies Park and Foundry Chimney (00124)</i> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None

PLACE No KA-02	OLD KARRIDALE CEMETERY	
Other Names		
Location	9310 (Lot 411), Karridale	
Current Photo/s (Feb 2012) Courtesy of the Shire of Augusta-Margaret River	<div></div> <div></div> <div></div>	
LGA Site No	A7594	
PIN Number	11596435	
Place Type	Other Structures	
Use(s)	Original: General – Monument/Cemetery; Specific - Monument/Cemetery; Current: General - Monument/Cemetery;; Specific - Monument/Cemetery;	
Statutory Heritage Listings	None	
Other Heritage Listings and Surveys	None	
CULTURAL HERITAGE SIGNIFICANCE		
Statement of Significance	<p>Old Karridale Cemetery is of significance:</p> <ul style="list-style-type: none">As the burial ground for a number of people involved in the European settlement of the region, in particular those associated with the timber industry initiated by M.C. Davies.	

	<ul style="list-style-type: none"> For its social value through its religious, historical, familial, and personal associations.
<i>Integrity</i>	Low: The use has been altered and the original use cannot be readily discerned.
<i>Authenticity</i>	Low: The place has been considerably altered, with the loss of significant fabric. The original intent/character is no longer clearly evident.
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
Construction Materials	N/A
Architectural Style	N/A
<i>Physical Description</i>	<p>The site has not been maintained as a cemetery since the early twentieth century and is now heavily overgrown.</p> <p>The only remaining headstone is a marble monument featuring a trefoil cap with an engraved dove of peace (which has been broken from the base). This monument reads:</p> <p style="text-align: center;"><i>Erected By his sorrowing widow In memory of Robert Ross, Who died August 13, 1892, Aged 46 years. "In the midst of life we are in death"</i></p> <p>Other evidence noted during a site inspection in 2012 included a burnt timber memorial set at the head of an area roughly marked out by fieldstones, and a second mound of fieldstones that may mark another burial site.</p>
<i>Condition</i>	<p>Poor</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Timber Industry (c.1840-Present)</p> <ul style="list-style-type: none"> Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914)
<i>Construction Date(s)</i>	C1882
<i>Year of Demolition</i>	
<i>Associations</i>	
<i>Historical Notes</i>	A heritage survey of the old Karridale Cemetery, undertaken in 2004, concluded that this was just one of the burial grounds that were used in association with timber milling operations in the area during the late nineteenth

	<p>century (see also Place # HB-01, Hamelin Bay Gravesite), in addition to the more established public cemeteries at Augusta and Busselton. It was also noted that the lack of formal burial registers meant that the actual location of local burials was not recorded (including reference to the specific burial ground).</p> <p>Burials are believed to have commenced at the old Karridale Cemetery in about 1882 (with the establishment of the Karridale Mill). As noted above, documentary evidence is scanty, but there may have been about 20 to 35 burials in this location between c.1882 and c.1898.</p> <p>It is possible that a few related burials may have continued at the old burial sites into the very early twentieth century, but in 1898 the original timber milling cemeteries were effectively replaced when the new Karridale Cemetery was gazetted near Hamelin Bay (Place # HB-03).</p> <p>In 2004 it was reported that there were only two surviving headstones within an overgrown bush site, including the marble headstone for Robert William Ross, an engine driver who was killed by a falling log in August 1892.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Hardwick, G., <i>Heritage Survey for the Old Karridale Burial Ground</i> (c.2004). • Shire of Augusta-Margaret River Heritage Inventory nomination form (2011)
<i>Historic Photo/s</i>	None

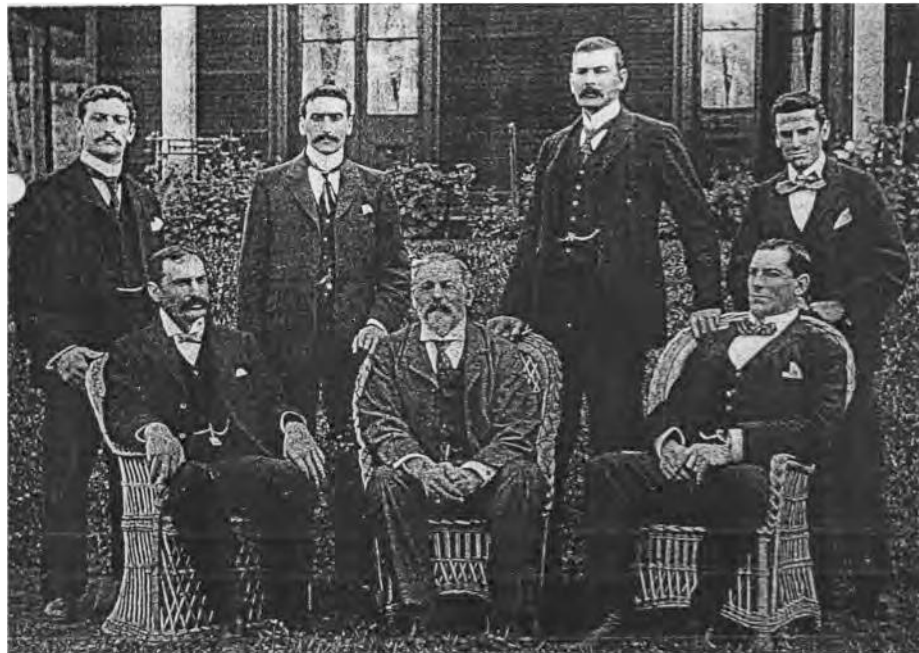
PLACE No. KA-03	SITE OF M.C DAVIES' KARRIDALE HOUSE
<i>Other Names</i>	
<i>Location</i>	Lot 42, Caves Road, Karridale GPS: -34.213545 115.074138
<i>Current Photo/s</i>	Historic Site (redeveloped since the original house was relocated in c.1950) - not inspected as part of the field work in February 2012
<i>LGA Site No</i>	A7595
<i>PIN Number</i>	1314921
<i>Place Type</i>	Other Structures
<i>Use(s)</i>	<i>Original:</i> General – Residential <i>Current:</i> Historic site
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>The site of M.C Davies' Karridale house of significance:</p> <ul style="list-style-type: none"> For its association with the original development and use of the former Karridale residence of M.C. Davies, who was important for his part in the establishment and development of the timber industry in the region in the late nineteenth century. <p>Recent advice suggests that there is a well and/or in-ground water tanks at the site which may be of potential significance:</p> <ul style="list-style-type: none"> As the only in-situ evidence of structures relating to this site (Note: The house was relocated to Margaret River in 1952 and the site impacted by fire in 1961) <p>*This will need to be reviewed against a future physical inspection and any further research that arises from this.</p>
<i>Integrity</i>	N/A – Historic Site
<i>Authenticity</i>	N/A – Historic Site
<i>Level of Significance</i>	The place is associated with an event or former place that is of particular significance for the local community. There may be some potential for significant archaeological remains.
PHYSICAL DESCRIPTION	

Construction Materials	N/A – Historic Site
Architectural Style	N/A – Historic Site
Physical Description	Historic Site (redeveloped since the original house was relocated in c.1950) - not inspected as part of the field work in February 2012
Condition	TBC <i>*To be assessed from streetscape survey only</i>
HISTORICAL DESCRIPTION	
Historic Theme(s)	Timber Industry (c.1840-Present) <ul style="list-style-type: none"> Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914)
Construction Date(s)	C1885
Year of Demolition	C1950 (house relocated)
Associations	
Historical Notes	<p>A visit to M.C. Davies' new timber milling enterprise in the Karridale region in 1885 by his wife and family instigated their move from South Australia into the so-named 'Big House' at Karridale, which was built shortly after their visit. The house had twenty seven rooms, but was described as having:</p> <p><i>a simple dignity, following the early Australian style, with wide verandahs where distinguished visitors could sit at ease, looking out across grounds and garden to the towering karri forest. (Calder)</i></p> <p>The Davies' were known as gracious hosts and for their generous hospitality, and the house was built to accommodate their many social evenings. The house had a croquet lawn, tennis courts, Ballroom and grand piano and was</p> <p><i>in the shape of a hollow square, with the western side open, beyond which rose the scrub-covered slope of the dune. The building was surrounded by a wide verandah, while the central, enclosed portion of the house provided a pleasant, well-sheltered area, open to the sky, very suitable for outdoor activities. (Cresswell, p 91)</i></p> <p>Despite the closure of the local timber operations in 1913, the house appears to have remained in the ownership of Millars, as in 1939 it was reported:</p> <p><i>THE Augusta-Karridale branch [of the CWA] are pleased with the generous offer of Millar's Ltd. for the use of a room in the Big House for a rest room.</i></p> <p>The house was vacant when purchased by the Catholic Church in 1950, after which it was dismantled and partly reconstructed in Farrelly Street, Margaret River (Place # MR(T)-06). A major bushfire damaged the former site of the house in 1961.</p> <p>In 2012 it has been suggested that in-ground tanks and/or a well may remain from the original period of development (further verification required).</p>

REFERENCES

- Cresswell, Gail J, *The Light of Leeuwin: the Augusta/Margaret River Shire History*, Augusta/Margaret River Shire History Group, 1989
- HCWA Assessment Documentation for *Davies Park and Foundry Chimney* (00124)
- *The West Australian*, 4 Sep 1905, p 5
- *Sunday Times*, 18 June 1939, p 47
- Calder, Mary, *Big Timber Country*, Rigby, Adelaide, 1980
- Shire of Augusta-Margaret River Heritage Inventory nomination form (2011)

*Historic
Photo/s*



M C Davies and sons in front of the 'Big House' in 1899.

Source: Unidentified photocopied article in Margaret River Library Local History Collection.

5.13 Kudardup

KU-01	Kudardup Store	18867 (Lot 5564)	Kudardup Road	Kudardup
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PLACE No. KU-01	KUDARDUP STORE
<i>Other Names</i>	Kudardup Post Office
<i>Location</i>	Bussell Highway (immediately south of the intersection of Kudardup and Poole Roads), Kudardup (Reserve 18867, Lot 5564 Kudardup Road, Kudardup) GPS: -34.263194 115.124034
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A7108
<i>PIN Number</i>	11195808
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - Commercial; Specific – Shop/Retail Store (single) <i>Current:</i> General – Vacant/Unused; Specific - Vacant/Unused;
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Kudardup Store is of significance:</p> <ul style="list-style-type: none"> • As one of only a few recorded surviving examples of the local stores established to serve the needs of the Group Settlements in the 1920s. • As evidence of the small local community centres that were established in the various Group Settlements throughout the region.

<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Timber; Specific - Weatherboard</p> <p><i>Roof:</i> General - Metal; Specific – pre-painted corrugated steel</p>
<i>Architectural Style</i>	Inter War (functional)
<i>Physical Description</i>	<p>The old Kudardup Store has a rectangular plan form, with rear additions including a garage and a projecting residential wing.</p> <p>It is constructed of square-edged weatherboards and has a gabled Colorbond roof, with exposed rafters.</p> <p>The main façade is constructed near the street frontage and features a rendered plinth, and large, timber-framed, vertically proportioned, shop-front windows with narrow highlights. These windows have enclosed shop display areas backed with pegboard.</p> <p>The main door is asymmetrically placed in the façade and located in a splayed recess. The whole of the main façade is protected by a simple, raked verandah, supported on chamfered posts.</p> <p>Along the northern (side) façade there is a single double hung window near the front of the building, and horizontal highlight windows behind (consistent with an early use of much of the internal wall area for display shelves).</p> <p>Planter beds along the side and at the front are relatively recent additions.</p> <p>As at February 2012 the place is not being used for commercial purposes.</p>
<i>Condition</i>	<p>Good</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> • Group Settlement Scheme
<i>Construction Date(s)</i>	c1928
<i>Year of Demolition</i>	
<i>Associations</i>	
<i>Historical Notes</i>	In 1875, Maurice Coleman Davies, a contractor in Adelaide, visited Western Australia to inspect the timber industry. In 1881 his first mill in the Augusta

	<p>region was built at Coodardup (later renamed Kudardup). This mill employed one hundred workers and operated around the clock with circular, vertical and crosscut saws.</p> <p>The Coodardup Mill was moved to Karridale in 1882 and the town was largely abandoned until 1922, when Kudardup (Groups 3 & 4) became the first Group Settlement areas in the region.</p> <p>The current Kudardup Store was built c1928 and run by Mr & Mrs Hillier, who also operated the postal service for Kudardup. The Hilliers retired in 1948 and a succession of owners occupied the store.</p> <p>In recent years the store has been a cabinet makers, nursery and recycled clothing store.</p> <p>As at February 2012 the store is vacant.</p>
REFERENCES	
	<ul style="list-style-type: none"> • HCWA Assessment Documentation <i>Davies Park and Foundry Chimney (00124)</i>. • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • Shire of Augusta-Margaret River Heritage Inventory nomination form (2011)
<i>Historic Photo/s</i>	None

5.14 Margaret River Locality (Outside town boundaries)


MR(L)-01	Basildene Farmhouse	187 (Lot 100)	Wallcliffe Road	Margaret River
MR(L)-02	Bridge House (site & garden)	5923 (Lot 110)	Caves Road	Margaret River
MR(L)-03	Garthowen	6256 (Lot 191)	Caves Road	Margaret River
MR(L)-04	Glen Ellie	3 (Lot 1)	Glenellie Road	Margaret River
MR(L) 05	Isaacs Fence (ruin)	5962 (Lot 410 and 6006 (Lot 2 Caves Road	Caves Road	Margaret River
MR(L) 06	Le Souef Boatshed	Reserve 43268 Lot 4981	Wooditch Road	Margaret River
MR(L)-07	Margaret River Cemetery	Reserve 12298, Lot 5122	Wallcliffe Road	Margaret River
MR(L)-08	Ravenswood	535	Wallcliffe Road	Margaret River
MR(L)-09	Trinder's School (Site and Pine Tree)	221	Roxburgh Road	Margaret River
MR(L)-10	Wadandi Track Pedestrian Bridge		Carters Road	Margaret River

PLACE No. MR(L)-01	BASILDENE FARMHOUSE
<i>Other Names</i>	Grand Mecure Basildene Manor
<i>Location</i>	187 (Lot 100), Wallcliffe Road, Margaret River GPS: -33.956331 115.053613
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A1029
<i>PIN Number</i>	537677
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - Residential; Specific – Two storey residence <i>Current:</i> General - Commercial; Specific – Hotel, Tavern or Inn
<i>Statutory Heritage Listings</i>	State Register of Heritage Places: Place Number 00107 - Permanent (07/10/1997)
<i>Other Heritage Listings and Surveys</i>	Classified by the National Trust (01/05/1978) Register of the National Estate (21/10/1980)
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>The following is an extract from the Heritage Council of WA's Assessment Documentation for the place:</p> <p><i>Basildene Farmhouse</i>, a two-storey stone house with modern ground floor extensions, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> • the place is highly valued by the community in its own right and for its potential tourist value; • the place has aesthetic value in its harmonious proportions and generous volumes;

	<ul style="list-style-type: none"> the place has historic significance because of its association with several generations of the farming Willmott family; the place demonstrates excellence in design and workmanship in the jarrah staircase and the large central hall; and, the building contributes to the community's sense of place. <p>The 1980 ground floor extensions are of little heritage significance.</p>
<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Exceptional - Essential to the heritage of the locality. Rare or outstanding example.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Stone; Specific – Local Stone</p> <p><i>Roof:</i> General - Metal; Specific - Corrugated</p>
<i>Architectural Style</i>	Victorian Georgian
<i>Physical Description</i>	<p>The following is based on extracts from the Heritage Council of WA's Assessment Documentation for the place. A more detailed description of the interior and exterior is available online at www.heritage.wa.au:</p> <p>Basildene Farmhouse is located in a small, steep valley on the south side of Wallcliffe Road, about 1.5km from the township of Margaret River and 200m east of Yalgardup Creek.</p> <p>Basildene Farmhouse was built in two stages. The original house was built in 1912 in the Victorian Georgian style. Large extensions were built in the late twentieth/early twenty-first century (relating to its use as a guest house).</p> <p>The construction of the original house is as follows. The floor construction consists of timber floorboards, probably on traditional bearers and stumps. The walls are of random stone. The haunched sashes of the double hung timber windows are divided into two panes each. Windows and doors have stucco surrounds.</p> <p>The design of the roof is such that the ridge line is parallel to the east, north and west external walls giving the appearance of a normal hipped roof. However, when viewed from the south or rear of the building, two box gutters and three separate hipped roofs are evident. The boxed gutters run north-south and are located over the southern part of the east and west walls of the central hallway.</p>
<i>Condition</i>	<p>Good</p> <p><i>*Assessed from streetscape survey only</i></p>

HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Second Wave of Rural Settlement (c.1850-1922)</p> <ul style="list-style-type: none"> Settlement around the Margaret River <p>Tourism (c.1890s-Present)</p> <ul style="list-style-type: none"> Wine, Food, Natural Environment and Cultural Heritage Tourism
<i>Construction Date(s)</i>	<p>1912 (original house)</p> <p>1980 (major extensions)</p>
<i>Year of Demolition</i>	
<i>Associations</i>	<p>Builder: Robert Donald</p> <p>Original Owner: Percy and Margaret Willmott</p>
<i>Historical Notes</i>	<p>The following is an extract from the Heritage Council of WA's Assessment Documentation for the place:</p> <p>Basildene Farmhouse was built in 1912 by William Henry Percival Willmott, who was commonly known as Percy. Willmott became the first Head Lightkeeper of Cape Leeuwin Lighthouse when it was completed in 1895 and spent fourteen years in that capacity, residing with his wife and growing family in one of the lighthouse cottages, before taking up land at Margaret River.</p> <p>Sussex Location 632 on Yalgardup Brook was originally surveyed in December 1908 for T.E. Higgins who initially took up the land under Conditional Purchase Lease 18736/55.</p> <p>Records cannot be located detailing the transfer of this lease to Willmott, but this probably took place about 1910 when he reputedly moved onto the property. The family are said to have lived in a shack made from flattened kerosene tins while they cleared the land and decided where to build.</p> <p>In 1911, the family sailed for England where they spent twelve months holidaying and visiting relatives. It was during this period that Willmott is thought to have designed the house he planned to build on his Margaret River land. The design was based on a relative's property near Reading called 'Basildon'.</p> <p>On his return to Western Australia, Willmott engaged Yallingup builder Robert Donald to construct his house, a two-storey edifice with four rooms upstairs and four downstairs. It was built of local stone and locally milled jarrah and karri timber with a jarrah staircase leading to the upper rooms. The large central hallway occupying a two-storey space in the centre of the building was a distinctive feature of the design.</p> <p>Percy Willmott died in February 1920. Willmott's descendants continued to live there and farm the property, which eventually passed into the hands of his grandson, Ross Willmott, in 1972.</p> <p>The house was classified by the National Trust in 1978.</p> <p>In 1984, Basildene Farmhouse was sold for \$850 000 to Amberwave Pty Ltd, a subsidiary of the Colonial Development Corporation. This company announced plans for restoration of the building, which was to be converted to a BYO restaurant and holiday accommodation. In 1991, Basildene Farmhouse was</p>

	<p>purchased by Ron and Kay Macfarlane who commenced renovations which were completed in 1992. The main changes made to the building at that time were the addition of ensuites to each guest room.</p> <p>In 1997 the place was added into the HCWA Register of Heritage Places.</p> <p>A 'Heritage Wing' was later added featuring Courtyard Suites with enclosed patios, and Balcony/Lakeview Suites with private balconies, overlooking farmlands, the lake and gardens.</p> <p>As at 2012, the place is 'Grand Mecure Basildene Manor.'</p>
REFERENCES	
	<ul style="list-style-type: none"> • HCWA Assessment Documentation <i>Basildene Farmhouse (00107)</i> • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996 • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • Basildene Manor at http://www.basildene.com.au
<i>Historic Photo/s</i>	None

PLACE No. MR(L)-02	BRIDGE HOUSE (SITE & GARDEN)
<i>Other Names</i>	Ferndene
<i>Location</i>	5923 (Lot 110) Caves Road, Margaret River GPS: -33.950063 115.016515
<i>Current Photo/s</i> (Feb 2012)	 <p data-bbox="667 1064 1150 1099">Approximate site of the Bridge House</p>
<i>LGA Site No</i>	A3193
<i>PIN Number</i>	526918
<i>Place Type</i>	Historic Site
<i>Use(s)</i>	<i>Original:</i> General - Residential; Specific – One storey residence <i>Other:</i> General - Commercial; Specific – Hotel, Tavern Or Inn <i>Current:</i> Historic site and garden
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04935
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Bridge House (Site and Garden) is of significance:</p> <ul style="list-style-type: none"> • For its association with an early wayside service, offering food and accommodation for travellers on the road from Busselton to Karridale. • As the site of a house associated with a number of early settlers of the Margaret River area.

<i>Integrity</i>	Low: The use has been altered and the original use cannot be readily discerned.
<i>Authenticity</i>	Low: The place has been considerably altered, with the loss of significant fabric. The original intent/character is no longer clearly evident.
<i>Level of Significance</i>	Historic site - The place is associated with an event or former place that is of particular significance for the local community but, with the exception of some mature garden elements, retains little or no physical evidence.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	N/A – Historic site
<i>Architectural Style</i>	N/A – Historic site
<i>Physical Description</i>	<p>The site of Bridge House is located on a small area of level ground immediately adjacent to the high southern embankment of the Margaret River, and in close proximity to the original (and current) bridge.</p> <p>The original house has been demolished and the only associated remains are the extensive, informal cottage gardens. These have been progressively developed since the early 1920s, when the place was occupied by Alfred and Dorothy Peirce, but there are believed to be some trees and possibly roses dating from the earlier periods of occupation.</p> <p>There are two later houses on the allotment, located further up the slope from the original house site.</p>
<i>Condition</i>	N/A – Historic site
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Second Wave of Rural Settlement (c.1850-1922)</p> <ul style="list-style-type: none"> • Settlement around the Margaret River
<i>Construction Date(s)</i>	C1880
<i>Year of Demolition</i>	1957
<i>Associations</i>	<p>Builder: Alfred Bussell</p> <p>Other: Thomas and Elizabeth Higgins</p> <p>Other: Stewart and Isabella Keenan</p>
<i>Historical Notes</i>	<p>Tenders for the first bridge over the Margaret River (in the area known as Ferndene, later Burnside) were called in 1877 and the new bridge was built in the following year, replacing the previous rocky ford.</p> <p>Old Bridge House on Caves Road was built c1880 in order to cater for the increase in traffic through the area as Karridale developed in relation to the timber industry. According to the Margaret River & Districts Historical Society to the Shire of Augusta-Margaret River it was constructed by Mr Brooks (builder) on behalf of Fanny Brockman (nee Bussell).</p>

Later on, Stewart Keenan rented the house (before building his own home, Glenbourne, in 1888) and in 1885 it was reported that this was “*the usual stopping place between Augusta and the Vasse*” for travellers along this road, with Mrs Keenan noted “*for her unvarying kindness and attention to travellers.*”

In 1889, with increasing traffic through to the timber mills at Karridale, Keenan applied for a liquor licence for the house at the bridge:

As regards the wayside house at the Margaret Bridge, it would supply a great want. There is already a good deal of traffic to Augusta, and there is no stopping-place, where travellers can rest for the night, and find refreshment for themselves and their horses. Such a house would, break the journey into two comfortable days travelling. I sincerely trust in the interest of those travelling this road, that Mr. Keenan, the proprietor of the house, may have his license granted him.

It does not seem that a liquor licence was issued, but a wayside service continued to operate here, offering livery stables and meals for travellers. It was at about this time that Tom and Elizabeth Higgins took over the lease (as later referred to in a 1947 newspaper article):

Tommy Higgins had the Ferndene house, a slab hut (still there) by the bridge, a convenient place to rest the horses overnight between the Vasse and Karridale.

When the new inland road from Busselton to Karridale was opened in 1894 (now the Bussell Highway), attracting much of the through traffic, the Higgins’ took opportunity to move their business to the upper Margaret (at what is now the Margaret River townsite). There they managed M.C. Davies’ livery stables and built a new accommodation house (Place # MR(T)-02, Bridgefield, Site and Monuments).

Throughout this time, Bridge House remained part of the Walcliffe estate, which in 1902 was sold to A C Loaring and N McLeod.

In 1921 the Bridge House site was taken over by Albert Loaring’s daughter, Dorothy Evelyn, on her marriage to Alfred Peirce. According to family history the couple initially had to camp at the site as the old house had been vacant for some time and was covered by blackberries.



A new family home was later built on higher ground and the old slab cottage finally fell down in c.1957.

Dorothy was a keen gardener and progressively developed a large cottage garden around Bridge House, which continues to be maintained by her daughters. Oral history suggests that this includes some elements (including roses) that are believed to date from the early period of development of Bridge House.

A second modern house was constructed in c.1987.

A detailed history of Bridge House and the current garden has recently been compiled in *A Garden on the Margaret: the path to Old Bridge House* by Gillian Lilleyman (2011).

REFERENCES	
	<ul style="list-style-type: none"> • Gillian Lilleyman, <i>A Garden on the Margaret: The Path to Old Bridge House</i>, Claremont WA, 2011 • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996 • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • <i>The Inquirer & Commercial News</i>, 3 October 1877, p 2 • <i>The Inquirer & Commercial News</i>, 30 December 1885, p 5 • <i>The West Australian</i>, 27 February 1889, p 3. • <i>The West Australian</i>, 29 November 1947, p 4 • Oral history provided by Shirley Peirce, February 2012 • Notes provided by the Margaret River & Districts Historical Society to the Shire of Augusta-Margaret River, June 2012.
<i>Historic Photo/s</i>	None

PLACE No. MR(L)-03	GARTHOWEN
<i>Other Names</i>	Wild Brook Paul Rigby's Studio
<i>Location</i>	6256 (Lot 191) Caves Road, Margaret River GPS: -33.974719 115.030304
<i>Current Photo/s</i> (Feb 2012)	 <p data-bbox="408 1111 1406 1178">Showing the current main entrance of the house (facing south) under the early 1960s roofline.</p> <p data-bbox="587 1189 1227 1223">Renovated and extended workers cottage on LHS.</p>  <p data-bbox="730 1827 1086 1861">Detail of the eastern façade.</p>
<i>LGA Site No</i>	A8220
<i>PIN Number</i>	11070552
<i>Place Type</i>	Individual Building(s) or Group


<i>Use(s)</i>	Original: General - residential; Specific – Single storey residence Current: General - residential; Specific – Single storey residence
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04956
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	Garthowen is of significance: <ul style="list-style-type: none"> As the inter-war home of members of the Terry family, early settlers of the Augusta Margaret River area.
<i>Integrity</i>	High: The original use has been maintained.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident (at close inspection).
<i>Level of Significance</i>	Some - Makes some contribution to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<i>Walls:</i> General - Timber; Specific - Weatherboard <i>Roof:</i> General - Metal; Specific - Corrugated
<i>Architectural Style</i>	
<i>Physical Description</i>	<p>Garthowen is a single storey residence, which has been developed in a number of stages, including major renovations and internal alterations in the early twenty-first century.</p> <p>The external style of the place is largely defined by major alterations undertaken in c.1963-64, which extended the house and covered the whole area with a new, low-pitched gable roof (replacing a traditional, small, gable roof that had attached, raked-roof skillions).</p> <p>The original front verandah faces east towards Caves Road, while the current main entry faces south. The east façade retains the original square edged weatherboards, and inter-war (or early post-war) door and window detailing. The rooms facing onto this verandah retain the highest level of earlier detailing (although with some modifications). Other external walls are clad with a mixture of weatherboard and flat sheet fibrous cement.</p> <p>The house is set in a cottage garden bounded by a post and rail fence. To the south, this opens up onto an informal access drive and carpark, which serves the house, farm buildings and the studio. Also on the southern side of the house, is a small cottage, which has been extended and adapted from workers quarters.</p>
<i>Condition</i>	Good *Assessed from streetscape survey only

HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> • Development of the Dairy Industry and Evolution of the Earlier Pastoral Stations
<i>Construction Date(s)</i>	<p>C.1936 (original house) C.1964 (house extended and extensively altered)</p>
<i>Year of Demolition</i>	
<i>Associations</i>	<p>Owner: Lennox and Mary Terry Other Owners: Allan and Margaret Salmon Other Owners: Paul Rigby, Artist and Cartoonist</p>
<i>Historical Notes</i>	<p>From around 1910 the Garthowen property was owned by Marmaduke and Filumena (nee Bussell) Terry.</p> <p>Marmaduke and Filumena were married in 1900 and in 1910 Marmaduke purchased the former Bussell house, Wallcliffe, from Loaring and McLeod - although he only secured 10 acres of the original property. The Terrys then added a further 1000 acres to the estate, 200 acres of which eventually became the part of the property known as 'Garthowen' – which was apparently named after their first child, Owen, with the 'Garth' prefix meaning 'farm' or 'pasture of land.'</p> <p>The 200 acres at Garthowen was used by the Terrys as a winter pasture for cattle from Wallcliffe (which was their main family residence).</p> <p>It is not known if any houses were built on Garthowen in the early years. However, from the mid 1930s it was the place of residence of Marmaduke and Filumena's third child, Lennox Terry, and had possibly become his family home after his marriage to Francis Mary Giles in 1936.</p> <p>At some stage during the 1940s the property was occupied by Allan and Margaret Salmon, who were listed in the 1949 electoral roll as dairy farmers of "Garthowen". They remained there until the early-mid 1970s and would therefore have been responsible for the major works to the house in the early 1960s.</p> <p>In 2003 Garthowen became the residence of Paul Rigby, an award-winning Australian cartoonist and artist who worked for newspapers in Australia, the UK and the USA.</p> <p>As at 2012, 'Garthowen' is a private residence.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996 • Australian Electoral Rolls • Obituary, Paul Rigby, Cartoonist, <i>The Australian</i>, 20 Nov 2006 • http://en.wikipedia.org/wiki/Paul_Rigby - cite_note-4.

*Historic
Photo/s*





Photograph of Garthowen, pre 1963 (from records held by Mrs M. Rigby)

PLACE No. MR(L)-04	GLEN ELLIE
<i>Other Names</i>	
<i>Location</i>	3 (Lot 1), Glenellie Road, Margaret River GPS: -33.994157 115.029022
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A3808
<i>PIN Number</i>	537841
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - residential; Specific – single storey residence <i>Current:</i> General - residential; Specific – single storey residence
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04958
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Glen Ellie is of significance:</p> <ul style="list-style-type: none"> As the rural retreat and later retirement home of Col. Ernest Albert Le Souef, the founding director of the Perth Zoo, and an important figure in the history of the Shire of Augusta-Margaret River. <p>This relates to the historical associations of the site and is not embodied in the current buildings.</p>
<i>Integrity</i>	High: The original use has been maintained.

<i>Authenticity</i>	Low: The place has been considerably altered, with the loss of significant fabric. The original intent/character is no longer clearly evident.
<i>Level of Significance</i>	Some - Makes some contribution to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<i>Walls:</i> General - Timber; Specific - Weatherboard <i>Roof:</i> General - Metal; Specific - Corrugated
<i>Architectural Style</i>	
<i>Physical Description</i>	Glenellie has been extensively modified in the late-twentieth to early twenty-first century. Some evidence of the original framework for an original gable roofed cottage may remain, but the high quality detailing, extensions and garden setting are modern throughout and the form of the building does not reflect its original design.
<i>Condition</i>	Good *Assessed from streetscape survey only
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	Second Wave of Rural Settlement (c.1850-1922) • Settlement around the Margaret River
<i>Construction Date(s)</i>	C1915
<i>Year of Demolition</i>	
<i>Associations</i>	Significant Occupant: Col. Ernest Albert Le Souef
<i>Historical Notes</i>	<p>Glen Ellie was originally built as a coastal beach house for Colonel Ernest Albert Le Souef, who was reported to have taken up 500 acres on the upper Margaret in 1905 (and has been recorded as a rate-payer from 1909).</p> <p>Colonel Le Souef was an eminent veterinarian and zoologist who was brought to Western Australia in 1897 by the government to establish the Perth Zoological Gardens. He also worked with the Agricultural Department in the experimental development of grasses and was renowned for his work in this field, introducing kikuyu in 1907.</p> <p>In 1901 Le Souef was commissioned lieutenant in the Australian Army Veterinary Corps. He served in the Boer War, and when he left the military in 1930 he had achieved the rank of Colonel.</p> <p>During this time he remained active at Margaret River and is believed to have erected Glen Ellie in about 1915. In 1922 it was reported that he was breeding ponies “extensively” at the Margaret, including the Welsh and Shetland breeds. Le Souef moved permanently to Margaret River after his retirement from the Perth Zoo in 1932, taking up an appointment as Veterinary Adviser for the Agricultural Bank (subsequently providing advice to Group Settlers and other local farmers). He was also on the Augusta Roads Board from 1934-1937.</p>

	<p>When Le Souef died in 1937 the local flags flew at half-mast and Sir James Mitchell, who was in the area at the time, attended the funeral. His gravestone at the Margaret River Cemetery (Place # MR(L)-05) simply reads: 'The Colonel.'</p> <p>After his death his son, Dr Leslie Le Souef, developed and maintained the property. Dr Le Souef was to later form a partnership with John Hohnen Snr and Allan Salmon, and eventually the property was bought by the Hohnen family – a well-known winemaking family.</p> <p>As at 2012, it is a private residence.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989 • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996 • <i>Western Mail</i>, 14 January 1905, p 5 • <i>The West Australian</i>, 6 April 1922, p 8 • <i>The West Australian</i>, 6 May 1932, p 21 • Australian Dictionary of Biography http://adb.anu.edu.au/biography/le-souef-ernest-albert-7746
<i>Historic Photo/s</i>	None

PLACE No. MR(L)-05	ISAACS' FENCE (RUIN)
<i>Other Names</i>	Post and rail boundary fence, Fernbrook
<i>Location</i>	<p>The fence ran along what is now the boundary between properties at Lot 410 (No. 5962) Caves Road and Lot 2 (No. 6006) Caves Road.</p>  <p>Location of fence when extant (pre 2011 fire). (HCWA inHerit database) The ruin is in the wetland next to the Margaret River.</p>
<i>Current Photo/s</i>	
<i>LGA Site No</i>	
<i>PIN Number</i>	530937 and 530940
<i>Place Type</i>	Other Built Type
<i>Use(s)</i>	<p><i>Original:</i> General - Post and rail boundary fence <i>Current:</i> General – Unused; Specific - Unused</p>

<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database: Place Number 4981
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Isaacs' Fence (Ruin) is of significance:</p> <ul style="list-style-type: none"> • For its association with Sam Isaacs, an Aboriginal labourer who worked for the Bussells from their time at Ellensbrook, and who was involved in the rescue of survivors of the 'Georgette,' for which he was awarded a bronze medal for bravery. • For being built by Sam Isaacs on the boundary of 100 acres of land (Location 243) near Wallcliffe that was granted to him in 1897, called "Fernbrook".
<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	Low: The place has been considerably altered through the extensive damage caused by the 2011 bushfire, with major loss of significant fabric.
<i>Level of Significance</i>	Some - Makes some contribution to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<i>Other:</i> General - Timber
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>The fence ran along what is now the boundary between properties at Lot 410 (No. 5962) Caves Road and Lot 2 (No. 6006) Caves Road.</p> <p>The majority of the fence was destroyed during the Margaret River fires of 23-26 November 2011. All that remains is a small section and some solitary upright posts in the wetland of the Margaret River, which show evidence of fire damage.</p>
<i>Condition</i>	Poor (Ruin)
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Where the Coast Meets the Sea (1622-Present)</p> <ul style="list-style-type: none"> • Maritime Disasters <p>Second Wave of Rural Settlement (1850 - c.1922)</p> <ul style="list-style-type: none"> • Settlement around the Margaret River
<i>Construction Date(s)</i>	c1897
<i>Year of Demolition</i>	23-26 November 2011
<i>Associations</i>	Builder: Sam Isaacs

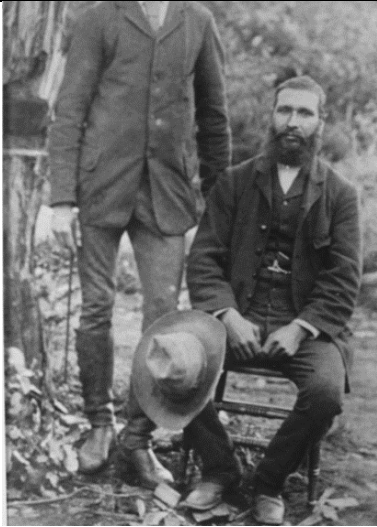
<p><i>Historical Notes</i></p>	<p>In 1872, Alfred Bussell was nominated to the Legislative Council and Ellen, her daughters and Sam Isaacs were largely responsible for planning and the running of the farm. Sam Isaacs was an Aboriginal labourer who had worked for the Bussell's since their time at Ellensbrook.</p> <p>In 1876, Sam Isaacs and Grace Bussell were involved in the rescue of many survivors of the ship "Georgette", which had foundered off Calgardup (now known as Redgate). Although press coverage at the time brought much praise to Grace Bussell, it is now generally accepted that Sam Isaacs played a major part in the rescue. The survivors were put up at Wallcliffe House, which caused certain disruption to the running of the farm. Named "Australia's Grace darling" by the press, Grace instantly became famous and was awarded a silver medal for bravery.</p> <p>Sam had also taken great personal risks in facing a huge sea and assisting the stranded crew and passengers to shore. Sam was awarded a bronze medal for bravery and in 1897 was granted 100 acres of land (Location 243) near Wallcliffe, close to the Margaret River. This property was called "Fernbrook". The post and rail boundary fence was almost certainly built by Sam Isaacs, as it forms part of the boundary of his land grant. Isaacs was also building similar fences in the areas for the Bussells and others before and after 1897. The Isaacs were a well-respected family in the Margaret River district, and during his life, Sam had worked on many timber mills throughout the district, as well as many years of service for the Bussells. He became well-known for his reliability and versatile skills. The Isaacs were the last family of Aboriginal descent to be established in the district, as all itinerant Aboriginal people were rounded up and sent to the mission in Busselton when the <i>1905 WA Aboriginal Act</i> came into force.</p> <p>Sam died in an unfortunate horse and buggy accident on Burnside Road in 1920. His family lived on the Fernbrook property until the mid-1930s when his son, Fred Isaacs sold the property and moved into the township of Margaret River where work and children's education was more accessible.</p> <p>Only 50 metres of the original fence remained in 1996, when it was listed as a Category 2 Place on the Shire's MHI. At this time the fence terminated at a sheep creek bed which runs on for another 200 metres and enters the Margaret River.</p> <p>The majority of the fence was destroyed during the Margaret River fires of 23-26 November 2011. All that remains is one section in the wetland of the Margaret River, and some upright posts that show evidence of fire damage.</p> <p>When the inventory was updated in 2012, the remains could not be found, and the place record was removed from the inventory.</p> <p>A site visit by a Shire officer in May 2020 rediscovered and photographed the remnant ruin.</p>
<p>REFERENCES</p>	
	<ul style="list-style-type: none"> • "LOCAL AND GENERAL." The Western Australian Times (Perth, WA : 1874 - 1879) 4 January 1878: 2. Web. 30 Mar 2020 <http://nla.gov.au/nla.news-article2978555>. • Heritage Council database, No. 4981 http://inherit.stateheritage.wa.gov.au/Public/ <p>Site added to Heritage Survey in 2021</p>

*Historic
Photos*

A fence at Ferndale, 1900 (SLWA 025892PD)



Isaacs family and farm, c1914. (SLWA 5009B/2)




Sam Isaacs (seated). (SLWA 025889PD)

*Current
photos*







Photos 12 May 2020 (Shire of Augusta-Margaret River)


PLACE No. MR(L)-06	LE SOUEF BOATSHED
<i>Other Names</i>	
<i>Location</i>	Lot 4981 of R43268 (west of Lot 1 (90) and Lot 401 (89) Wooditch Road, Margaret River)
<i>Current Photo/s</i>	
<i>LGA Site No</i>	R43268
<i>PIN Number</i>	526809
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> Unknown
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Le Souef Boatshed is of significance:</p> <ul style="list-style-type: none"> • For its association with the Le Souef family (yet to be confirmed). • For its vernacular design which has some aesthetic value in the natural landscape setting of the riverbank.

<i>Integrity</i>	Medium: The original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Some - Makes some contribution to the heritage of the locality but does not meet the threshold for entry in the Heritage List.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<i>Other:</i> Stone
<i>Architectural Style</i>	Vernacular
<i>Physical Description</i>	The structure is rectangular or square, constructed of local stone, in a random course rubble, with cement mortar. There are window openings of different shapes and sizes, and at different heights, with steel lintels which look like railway girders. There is no roof; only some timber beams. The site is fenced off from access on three sides with mesh link fence. The entrance of the Boatshed opening to the river has a steel lintel, a timber architrave, and double gates of corrugated iron with timber frame. Inside on one wall is an iron ring, presumably to tether a boat.
<i>Condition</i>	Poor (Ruin) *Assessed from streetscape survey only
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	Second Wave of Rural Settlement (c.1850-1922) • Settlement around the Margaret River
<i>Construction Date(s)</i>	c1955 (TBC)
<i>Year of Demolition</i>	
<i>Associations</i>	Original owner: Le Souef family
<i>Historical Notes</i>	<p>Certificate of Title Vol 1166 Fol 637 shows Sussex Loc 243 Lot 4 was owned by Marjorie Edna Le Souef in 1954.</p> <p>Marjorie was wife of Dr Leslie Le Souef, who owned Glen Ellie (See MR(L)-04) inherited from his father, Colonel Ernest Le Souef. The Colonel was reported to have taken up 500 acres on the upper Margaret in 1905 (and has been recorded as a rate-payer from 1909).</p> <p>Lot 4 was later subdivided into the following: Lot 1 (No. 90) Wooditch Rd, Lot 2 (No. 6006) Caves Rd and Lot 3 (No. 5992) Caves Rd.</p> <p>A copy of a 1954 photograph belonging to a Le Souef family member and sighted by Ken Mackenzie (owner of 90 Wooditch Rd) shows a shack which is still extant on his property; the doors of which are now on the Boatshed. This anecdotal evidence suggests that the Boatshed was built when the Le Souef</p>

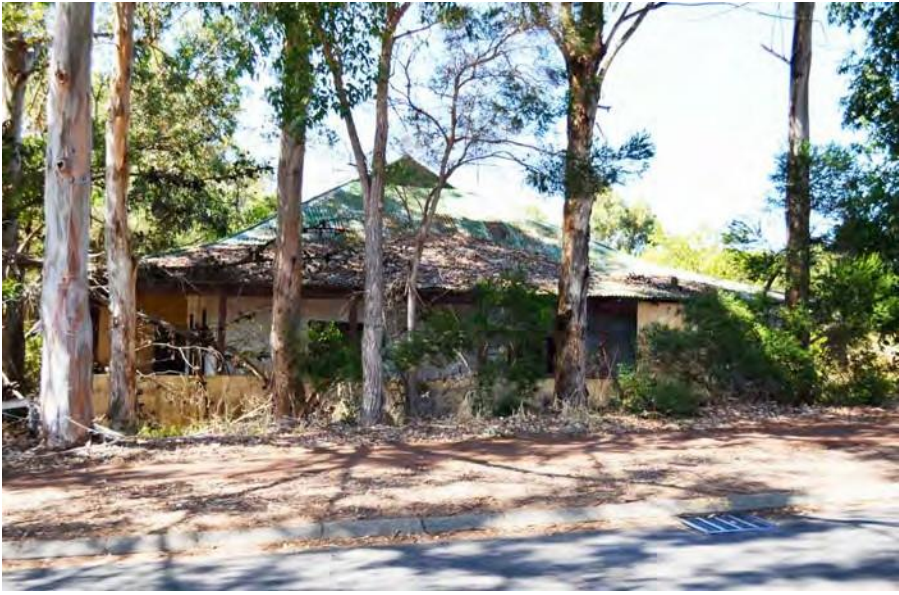
	<p>family owned the land, but after the photograph was taken, since the shack's doors were removed for the boatshed.</p> <p>The terrain near the Boatshed indicates that the boatshed was built from rocks blasted out of the ground on site.</p> <p>Ken recalls that when he was a youth the boatshed had horizontal iron bars across the window openings. At one point the shed was used to store his friend's Canadian canoe.</p> <p>More information and research is required to confirm when the boatshed was built and by whom. (It may not have been built by the Le Souef family, in which case the name should be amended.)</p>
REFERENCES	
	<ul style="list-style-type: none"> • Personal communications with Ken Mackenzie, 13 May 2020. • Certificate of Title Vol 1166 Fol 637, 1954 (Marjorie Le Souef) • Dunbavin Butcher, 'Le Souef, Ernest Albert (1869–1937)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, http://adb.anu.edu.au/biography/le-souef-ernest-albert-7746/text12401, published first in hardcopy 1986, accessed online 31 March 2020. • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989 <p>Site added to Heritage Survey in 2021</p>
<i>Current Photo/s</i>	 

	 The left photograph shows a close-up of a rough stone wall with two horizontal wooden beams resting on top. The right photograph shows a wider view of the same stone structure, with several wooden beams and a small pool of water visible in the background.
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Site
photos 12
May 2020
(Shire of
Augusta-
Margaret
River)


PLACE No. MR(L)-07	MARGARET RIVER CEMETERY
<i>Other Names</i>	
<i>Location</i>	Reserve 12298, Lot 5122, Wallcliffe Road, Margaret River GPS: 33.966839 115.018420
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A6535
<i>PIN Number</i>	1217435
<i>Place Type</i>	Cemetery
<i>Use(s)</i>	<i>Original:</i> General – Monument/Cemetery; Specific - Cemetery <i>Current:</i> General - Monument/Cemetery; Specific - Cemetery
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Margaret River Cemetery is of significance:</p> <ul style="list-style-type: none"> • As the burial ground for many people involved in the development of the area leading up to, and following, Group Settlement, including members of families associated with that Scheme. • For its social value through its religious, historical, familial, and personal associations. • For its contribution to the local community's sense of place.

<i>Integrity</i>	High: The original/significant fabric is largely intact.
<i>Authenticity</i>	High: The original use has been maintained.
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	N/A
<i>Architectural Style</i>	N/A03)
<i>Physical Description</i>	The Margaret River cemetery is located on a relatively open, flat site with a dense backdrop of native trees and an informal landscape of scattered peppermint trees. It has iron gates to the Wallcliffe Road frontage (similar to those at the Karridale Cemetery, Place # HB-03).
<i>Condition</i>	Good *Assessed from streetscape survey only
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960) <ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
<i>Construction Date(s)</i>	C1920
<i>Year of Demolition</i>	
<i>Associations</i>	
<i>Historical Notes</i>	The oldest memorial observed during the 2012 site inspection related to the burial of W,H.Percival Willmott (of Basildene) in February 1920. Other burials date from the early to mid 1920s (following the establishment of Group Settlement in the area in 1922).
REFERENCES	
	<ul style="list-style-type: none"> Site inspection (February 2012)
<i>Historic Photo/s</i>	None

PLACE No. MR(L)-08	RAVENSWOOD
<i>Other Names</i>	Ravenswood Dairy Supplies Brotherton's
<i>Location</i>	535 Wallcliffe Road (corner Caves Road), Margaret River GPS: -33.966289 115.020222
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A3442
<i>PIN Number</i>	530965
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - Residential; Specific – Single Storey residence <i>Current:</i> General - Vacant; Specific - Unused
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04983
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Ravenswood is of significance:</p> <ul style="list-style-type: none"> • As an example of one of the more substantial houses built during the early phase of the Post World War One agricultural development of the district (contrasting with the very modest Group Settlers cottages). • For its association with the development and operation of the dairy industry in Augusta Margaret River.


	<ul style="list-style-type: none"> As the last remaining building of Ravenswood Dairy Supplies, which is reputed to have provided the first organised milk supply to the township of Margaret River. As a local landmark marking the road to Prevelly.
<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident (albeit in a deteriorated condition).
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General -; Specific -</p> <p><i>Roof:</i> General - Metal; Specific – corrugated iron</p>
<i>Architectural Style</i>	Interwar - Bungalow
<i>Physical Description</i>	<p>Ravenswood has a roughly square floor plan covered by a hipped, corrugated iron roof with gablets at the ridgeline. The roof continues on a broken back line over return verandahs, with verandah infill rooms to the side and rear.</p> <p>The external walls are constructed of rendered stone and the internal walls of plastered concrete block (laid on edge). The verandah is supported on simple square posts and has a low balustrade of fibrous cement sheeting. Opening onto the verandah there is a mixture of casement windows and French doors. Internal detailing is inter-war in character.</p> <p>The building is in a deteriorated condition and is open to the elements through broken windows. Timber detailing has some evidence of rot and there is cracking to the walls.</p> <p>Mature native trees have grown in close proximity to the house (on both the verge and in the garden).</p>
<i>Condition</i>	<p>Poor (the building is no longer weather tight)</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Second Wave of Rural Settlement (c.1850-1922)</p> <ul style="list-style-type: none"> Settlement around the Margaret River <p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> Development of the Dairy Industry
<i>Construction Date(s)</i>	c1920
<i>Year of Demolition</i>	
<i>Associations</i>	Builder: Leopold Aubin

<i>Historical Notes</i>	<p>This site was originally selected by David Wilson who had been a cook for workers at M C Davies Timber Mills. Wilson built a small hut in his retirement. He was found dead in camp by stockman, Fred Isaacs, and was buried in the nearby Margaret River Cemetery as the third interment.</p> <p>Soon after, in the early 1920s, a furniture maker named Aubin took up the land and built the house and a dairy, called Ravenswood Dairy Supplies. The actual dairy was situated on the eastern side of Caves Road. (Note: In 1925 the electoral rolls listed Leopold Aubin as a farmer in the Sussex district).</p> <p>Aubin was then followed by Richard Brotherton, his wife Mary and son Bob (who had been listed at Group 7, Nuralingup, in the electoral roll of 1925). Dick and Mary Brotherton ran the dairy and they were very well known and respected in the district for their generosity and warmth.</p> <p>The Brothertons were one of the first to provide daily milk delivery to the residents of Margaret River. They continued this service by horse and cart up until the middle years of World War Two. (Richard died, aged 70 years, in 1955)</p> <p>In 1996 it was reported that some of the features of Ravenswood House were high ceilings, ornate cornices, picture railing, floorboards and bay windows. A new house has been built to the rear and Ravenswood has been vacant since c1970.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None

PLACE No. MR(L)-09	TRINDER'S SCHOOL (SITE AND PINE TREE)
<i>Other Names</i>	
<i>Location</i>	221 Roxburgh Road, Margaret River GPS: -33.568509 115.041403
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A2302
<i>PIN Number</i>	537860
<i>Place Type</i>	Historic Site
<i>Use(s)</i>	<i>Original:</i> General - Educational; Specific – Primary School <i>Current:</i> General - Vacant
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04986

CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	Trinder's School (Site and Pine Tree) is of significance: <ul style="list-style-type: none"> As the location of the first government school in the Margaret River district.
<i>Integrity</i>	N/A – historic site
<i>Authenticity</i>	N/A – historic site
<i>Level of Significance</i>	<p>Historic Site: The place is associated with an event or former place that is of particular significance for the local community.</p> <p>Pine Tree: Moderate - Makes a positive contribution to the heritage of the Shire of Augusta-Margaret River.</p>
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	N/A – historic site
<i>Architectural Style</i>	N/A – historic site
<i>Physical Description</i>	<p>The old school site, which is located on the southeast corner of Roxburgh and Salmon Roads, is accessed by a private track off a narrow unsealed road. The allotment is now a bush block (which covers approx. 2.5ha).</p> <p>The former school site is marked by a small clearing under a large pine tree (which may date from the earliest years of the school).</p> <p>The pine tree is located towards the northwest corner of the block and a modern residence has been constructed towards the southeast corner (well separated from the historic site).</p>
<i>Condition</i>	N/A – historic site
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Second Wave of Rural Settlement (c.1850-1922)</p> <ul style="list-style-type: none"> Settlement around the Margaret River
<i>Construction Date(s)</i>	1909
<i>Year of Demolition</i>	c.1928? (TBC)
<i>Associations</i>	Builder: A E Wilkes
<i>Historical Notes</i>	In 1907 Albert Loaring of Wallcliffe requested that the Education Department build a school for the growing population in the Margaret River area. Subsequent correspondence settled on a site roughly halfway between the main groups of children in the small settlement at the upper Margaret and closer to the coast. The original building consisted of one room, and was constructed of weatherboard with an iron roof and verandah with wall hooks for students' coats. It had a fireplace and toilets 40 metres away.

	<p>Entries from the school journal and accounts from former students portray an important picture of the beginnings of formal education in the district and an insight into the lives of the children living in the area.</p> <p>In the mid 1920s numerous new schools were erected in the wider Augusta-Margaret River region, following the establishment of the Group Settlement Scheme in 1922. In March 1927 tenders were called for a new 'Margaret Townsite School' reflecting the consolidation of the upper Margaret settlement as an important local township.</p> <p>All that remains to mark the school is an enormous pine tree, easily seen from the adjacent Roxburgh Road.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Margaret River Primary School: http://www.mriverps.wa.edu.au/ • John Ridders, <i>WA Schools 1830-1980</i>, Vol 3 • <i>Sunday Times</i>, 20 March 1927, p 2 • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None

PLACE No. MR(L)-10	WADANDI TRACK PEDESTRIAN BRIDGE
<i>Other Names</i>	WAGR Bridge 9293
<i>Location</i>	West of Carters Road, Margaret River 33°56'17.2"S 115°04'08.2"E
<i>Current Photo/s</i>	
<i>LGA Site No</i>	A11809
<i>PIN Number</i>	11843707
<i>Place Type</i>	Other Structures
<i>Use(s)</i>	<i>Original:</i> General - Transport/Communications; Specific - Other <i>Current:</i> General - Social and civic activities; Specific - Sport, recreation and entertainment
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Wadandi Track Pedestrian Bridge (fmr WAGR Bridge 9293), an 11 span, 6.8 metre high, timber former railway bridge that traverses the Margaret River, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> the place represents the evolving history of the South West, originating as part of M.C. Davies & Sons railway system (later Millars Timber and Trading Co) (1898-1913), followed by its basis for the WAGR rail line between Margaret River and Augusta (1925-1957); and its adaptive reuse as part of the Wadandi Track; the place is increasingly rare as a large timber bridge dating from 1925 built by the PWD;

	<ul style="list-style-type: none"> the place is associated with the Flinders Bay railway and M.C. Davies & Sons, the driving force behind the timber industry in the South West; and, the place has social value as the main entry to the Wadandi Track from the Margaret River townsite.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Level of Significance</i>	Considerable - Very important to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	General - Timber
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>The structure is an 11 span timber bridge. The width between spans varies from 4.24 to 4.65 metres. From Abut 1 (south side of the river) to Abut 2 (north side) the total length of the bridge is 50.15 metres. The pedestrian path is timber deck boards (75 mm deep x 150 mm wide) installed in 2021. The bridge has three log stringers on corbels supported by a half cap, ten timber pile bents with pile legs, walings and cross bracing. At its height the bridge is 6.8 metres above ground level (Piles 7 & 8). Three of the footings are concrete (Piles 1, 2 and 10). The bridge has a timber balustrade on both sides with steel mesh infill</p>
<i>Condition</i>	<p>Good</p> <p><i>*Assessed from visual survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Timber Industry (c.1840-Present)</p> <ul style="list-style-type: none"> Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914) Revival of the Timber Industry after World War One (1921-present) <p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> Improved Transport Corridors <p>Post-War Services and Diversification (c.1945-Present)</p> <ul style="list-style-type: none"> The Closure of the Railway and Improvements to Other Transport Routes <p>Tourism (c.1890s-Present)</p> <ul style="list-style-type: none"> Wine, Food and Nature-based Tourism
<i>Construction Date(s)</i>	<p>1898 - 1913</p> <p>1925 - 1957</p> <p>2010 – current</p> <p>2021</p>

<i>Year of Demolition</i>	N/A
<i>Associations</i>	Builder: M.C. Davies Builder: WAGR
<i>Historical Notes</i>	<p>At the time of colonial settlement of the South West in the 1830s, the Wadandi and Pibelmen tribes had occupied the Boodjar (country) for more than 40,000 years. The arrival of the British colonists, with their different attitudes to land ownership and occupation, was to have a dramatic and devastating effect upon the traditional way of life of the Noongar across the South West and the State.</p> <p>In 1875, Maurice Coleman Davies, a contractor in Adelaide, visited Western Australia to inspect the timber industry. Davies was to become the driving force behind the timber industry in the South West, promoting Western Australian timber in Australia and internationally.</p> <p>Davies built the railway from Augusta to transport logs and sawn timber from the forest to his mills, and then to the ports at Hamelin Bay and Flinders Bay. This timber tramway was progressively extended north to the Margaret River and logging spurs transported logs back to the company mills. After the Millars Karri & Jarrah Co. purchased the whole operation in 1902 the forest was gradually cut out and the last mill closed in 1913.</p> <p>The railway was purchased by the state government for £31,000, with the sale completed on 1 June 1916. The government planned to use this old railway to link up with a new line from Busselton to Margaret River. The Western Australian Government Railways (WAGR) commenced the project early in 1917 to fell trees from Busselton along the proposed route. About 29km of clearing was done before the work stopped due to WWI. Aside from a labour shortage, all steel production was going into the war effort.</p> <p>After WWI Group Settlement opened up the South West for further settlement. The State Government then returned to the upgrade of the Davies' rail system. At the southern end (Margaret River to Augusta), the old Millars' track was used for much of the route, with some deviations. One of these commenced about 2km north of Witchcliffe. The old line was located further to the east of Margaret River townsite, following Darch Road. The new government line went to the west following, in part, an old logging spur line to cross the Margaret River just to the north of the town (WAGR Bridge 9293).</p>

Construction of the railway was undertaken by the Railway Construction Branch, Public Works Department. They employed 'day labour' who built up the formation with shovels and horse drawn scoops, while bridge and culvert builders constructed the crossings over the many watercourses.

A specific plan for WAGR Bridge 9293 has not been located, however the Public Works Department (PWD) built to standard plans and specifications. Standard PWD Plan 19146 is for a standard 15 foot spans decked bridge with timber piles, concrete footings where considered necessary by the engineer, and 10"x5" timber bracing and walings secured by bolts with washers. At the deck level, timber sleepers were used for planking over the stringers.

The line from Margaret River to Flinders Bay officially opened on 16 May 1925. (Western Mail, 21 May 1925, p.14) The railway opened up the area for increased visitation, particularly for summer holidays, which had already become popular in the early twentieth century.

The WA Government Railway between Busselton and Flinders Bay was closed on 1 July 1957 being unviable for business or passenger transport with the advent of better roads and bus services. The station offices and freight depot were retained for use and WAGR operated road transport and passenger buses to replace the train service.

The potential for a trail along the abandoned Busselton-Flinders Bay railway line first came to notice in the early 1970s. The former railway line passes through spectacular scenery, offering recreational opportunities for people of all ages and fitness levels while conserving and interpreting the significant heritage values (natural, Aboriginal and historic) of the corridor. This was inspired by a worldwide initiative that encouraged towns and shires to turn old disused railway. lines into cycle and walk trails. The concept was further considered in the late 1990s by Railtrails Australia Inc, but development did not go ahead.

In 1998, a survey of Large Timber Structures in Western Australia was undertaken by the Engineering Heritage Panel of the Institution of Engineers. This report identified the subject site as having high heritage value. It recommended urgent assessment before the bridge was altered, damaged or demolished.

In 2010, the Shire in partnership with the City of Busselton and the National Trust of Western Australia prepared the Augusta to Busselton Rails Network Concept Plan. Out of this the unused railway corridor in the vicinity of Margaret River was refurbished and converted for walking and cycling trails for the National Trust's 'Rails to Trails' project. There is some signage erected along the way to interpret the historical and environmental heritage values.

In 2013 Rails to Trails was formally named the Wadandi Track in

	<p>recognition of the traditional owners of the land. The word Wadandi translates to mean 'People of the Sea.' As at 2019, the Wadandi Track is completed from Cowaramup to Witchcliffe. It is well used by walkers, hikers and cyclists.</p> <p>In 2021 the Shire replaced the pedestrian path and some of the structural supports which were beyond repair. Like for like materials were used (Jarrah). The old deck and rail stringers were removed and new stringers and deck installed at lower bearer level. Piles and walers were replaced or reinforced. A timber and steel mesh balustrade was added to make the bridge safety compliant. The removed timbers have been retained for reuse where possible.</p> <p>Site added to Heritage Survey in 2021</p>
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Historic
Photo/s



Wadandi Track Pedestrian Bridge 2021: Source Augusta Margaret River Shire

Margaret River - Flinders Bay Railway : Recent Opening Ceremony by the Minister for Works
(Mr. A. McCallum).




(1 and 2) RESIDENTS OF THE DISTRICT WHO WELCOMED THE MINISTER. (3) MR. McCALLUM ADDRESSING THE GATHERING. (4) MR. E. WILLMOTT (CHAIRMAN OF THE AUGUSTA ROAD BOARD) WITH MR. McCALLUM ON THE FRONT OF THE ENGINE AS THE TRAIN STEAMED INTO FLINDERS BAY.


"Margaret River- Flinders Bay Railway: Recent Opening Ceremony by the Minister for Works (Mr. A. McCallum)." Source: *Western Mail*, 28 May 1925, p. 7.


5.15 Margaret River (Town)

MR(T)-01	Bridgefield	73 (Lot 5)	Bussell Highway	Margaret River
MR(T)-02	Bridgefield (Site and Monuments)	51 (Lot 56)	Bussell Highway	Margaret River
MR(T)-03	Church of England Convent (former)	5-7 (Lot 16)	Valley Road	Margaret River
MR(T)-04	International Trading Company Store (former)	83 (Lot 202)	Bussell Highway	Margaret River
MR(T)-05	Kate – Steam Locomotive	51 (Lot 56) Rotary Park	Bussell Highway	Margaret River
MR(T)-06	M.C. Davies' Karridale House (former)	16 (Lot 16)	Farrelly Street	Margaret River
MR(T)-07	Margaret River Butter Factory (former)	31/unit 2 (Lot 2)	Station Road	Margaret River
MR(T)-08	Margaret River Hotel	125 (Lot 1)	Bussell Highway	Margaret River
MR(T)-09	Margaret River Organic Garden	(lot 569)	Bussell Highway	Margaret River
MR(T)-10	Margaret River Police Residence (former)	26 (Lot 178),	Tunbridge Street	Margaret River
MR(T)-11	Margaret River Railway Station Group (former)	9 (Lot 136) and 41 (Lot 135)	Bounded by Railway Tce, Boodjidup Rd, Clarke Rd & Betts St	Margaret River
MR(T)-12	Margaret River Senior High School	158 (Lot 299)	Bussell Highway	Margaret River
MR(T)-13	Memorial Park	48-52 (lot 48)	Townview Terrace	Margaret River
MR(T)-14	Memorial Park, Oak Tree	48-52 (lot 48)	Townview Terrace	Margaret River
MR(T)-15	Old Hospital Complex, Margaret River	27 (Lot 295)	Tunbridge Street	Margaret River
MR(T)-16	Old Settlement	69 (Lot 132)	Bussell Highway	Margaret River
MR(T)-17	School Teacher's Residence (former)	33 (Lot 65)	Mann Street	Margaret River
MR(T)-18	St. Margaret's Anglican Church and former Rectory	11 (Lot 8)	Station Road	Margaret River
MR(T)-19	St. Thomas More Church and Hall	20 (Lot 101)	Wallcliffe Road	Margaret River
MR(T)-20	The Tin House	93 (Lot 4)	Bussell Highway	Margaret River
MR(T)-21	The Tuck Shop	147 (Lot 29)	Bussell Highway	Margaret River

PLACE No. MR(T)-01	BRIDGEFIELD
<i>Other Names</i>	Higgins' Boarding House Bridgefield Guest House
<i>Location</i>	73 (Lot 5) Bussell Highway, Margaret River GPS: -33.946533 115.074041
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A2200
<i>PIN Number</i>	527997
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - Commercial; Specific – Hotel, Tavern or Inn <i>Current:</i> General - Commercial; Specific – Hotel, Tavern or Inn
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	Classified by the National Trust (11/12/2000) HCWA Database (not entered in State Register or in Assessment Program): Place Number 04934
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	Bridgefield is of significance: <ul style="list-style-type: none"> As an early accommodation house run by the Higgins family, a name synonymous with hospitality and development of this industry in Margaret River and Augusta. For its continued use as accommodation since 1931.
<i>Integrity</i>	High: The original use has been maintained.

<i>Authenticity</i>	Low: The place has been considerably altered, with the loss of significant fabric. The original intent/character is no longer clearly evident.
<i>Level of Significance</i>	Some - Makes some contribution to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Timber; Specific - Weatherboard</p> <p><i>Roof:</i> General - Metal; Specific – Pre-painted Corrugated Steel</p>
<i>Architectural Style</i>	Original – Vernacular Inter-war bungalow
<i>Physical Description</i>	<p>Based on the documentary and physical evidence, the original house was of a simple vernacular bungalow form, with a hipped roof extending over wide return verandahs. It was constructed of weatherboard with a corrugated iron roof. The symmetrical façade had simple timber detailing and the house was set in a domestic style garden.</p> <p>The major additions undertaken since 1996 are of a highly decorative style, using mixed ‘period’ detailing, and the site is now dominated by a prominent ‘rotunda’ style room forward of the original northwest corner, and a gabled cover-way from the street to the main entrance. The roof line has also been altered to a gabled-hip form and reclad in red Colorbond.</p> <p>The major additions and the proliferation of signage to the boundary has created a distinctive landmark quality for the place, which is compatible with its commercial use. However, this has also obscured the original character of Bridgefield.</p>
<i>Condition</i>	<p>Good</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> • Establishment and Consolidation of Town and Village Centres <p>Tourism (c.1890s-Present)</p> <ul style="list-style-type: none"> • The Establishment of Tourist Accommodation • Wine, Food, Natural Environment and Cultural Heritage Tourism
<i>Construction Date(s)</i>	1931
<i>Year of Demolition</i>	
<i>Associations</i>	Other: Thomas and Elizabeth Higgins
<i>Historical Notes</i>	Bridgefield (the second accommodation house of this name) was built after the death of Thomas Edward Higgins and provided an income for his widow, Elizabeth, and daughter, Agnes Rose. It replaced the original


	<p>Bridgefield (1894) (See Place # MR(T)-02), which Thomas and Elizabeth Higgins operated after taking control of the Davies staging post and stables near this site.</p> <p>The new Bridgefield, built in 1931, was operated by Agnes until her death in 1989, and boarders at her house included school teachers, bank employees, itinerant workers and travellers. After her death it was refurbished by Thomas and Carmel Higgins and continued to operate as a guesthouse. The bathroom was modified at that time to comply with current by-laws and the foyer expanded.</p> <p>Bridgefield has changed ownership again since that time and comparison of the present place with the photographs in the 1996 Municipal Heritage Inventory confirms that a major extension has been constructed along the northern side of the building for a café/restaurant and commercial kitchen (including the large domed structure to the NW corner of the site). The southern verandah has also been enclosed for new en-suites for the guest accommodation.</p> <p>As at 2012 the place is a Bed and Breakfast, called the Bridgefield Guest House.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • Bridgefield Guest House at www.bridgefield.com.au. • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<p><i>Historic Photo/s</i></p>	 <p>Aggie Higgins' Boarding house on Bussell Highway, Margaret River, (pre- 1989). Photo: Clive Slater. Source: MRDHS Item 298.</p>

PLACE No. MR(T)-02	BRIDGEFIELD (SITE AND MONUMENTS)
<i>Other Names</i>	
<i>Location</i>	51 (Lot 56), Bussell Highway, Margaret River GPS: 33.953182 115.073294
<i>Current Photo/s</i> (Feb 20120)	
<i>LGA Site No</i>	A3879
<i>PIN Number</i>	527997
<i>Place Type</i>	Other Structures
<i>Use(s)</i>	<i>Original:</i> General – Monument/Cemetery; <i>Current:</i> General - Monument/Cemetery;
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04931

CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Bridgefield (Site and Monuments) is of significance:</p> <ul style="list-style-type: none"> • For its association with the opening of a new road (now Bussell Highway) connecting Busselton with Karridale in the 1894. • As a marker of the approximate location of the livery stables for horses used in the coaching business operated by Thomas and Elizabeth Higgins from 1894. • For its historical association with the subsequent establishment of the area's first post office and shop, sports oval, show venue, and community hall. • As a community memorial recognising the founding of the settlement of Margaret River.
<i>Integrity</i>	<p>Historic site – N/A</p> <p>Memorial - High: The original use has been maintained.</p>
<i>Authenticity</i>	<p>Historic site – N/A</p> <p>Memorial - High: The original/significant fabric is largely intact.</p>
<i>Level of Significance</i>	<p>Historic Site - The place is associated with an event or former place that is of particular significance for the local community. A memorial has been erected at the site.</p>
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p>Historic site - N/A</p> <p>Memorial: General - Stone</p>
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>Bridgefield (Site and Monuments) is located in a small clearing on the southern embankment of the Margaret River (eastern side of Bussell Highway). The main monument on the site is a single, roughly squared, stone column with a plaque which reads:</p> <p style="text-align: center;"><i>ÓhUigin</i> <i>Bridgefield 'Gort na Droichead' estab. 1894</i> <i>Thomas, son of John (from Ireland 1841) and</i> <i>Catherine Higgins (Nee Fannan, from Ireland 1852)</i> <i>and</i> <i>Elizabeth, daughter of John (from Ireland 1829)</i> <i>and Mary Dawson (nee Dooley from Ireland 1853)</i> <i>Parents of Arthur, Mary Agne,s Edward (Ned),</i> <i>William and Letitia.</i> <i>Site of livery stables, first Post Office & shop,</i> <i>sports oval, show venue, focus for Catholic</i> <i>community and Community Hall (doubled as</i> <i>Doctor's surgery and barbers shop).</i> <i>After 4 years WWI service, Ned purchased what</i> <i>is now the town site of Margaret River in 1919.</i></p>

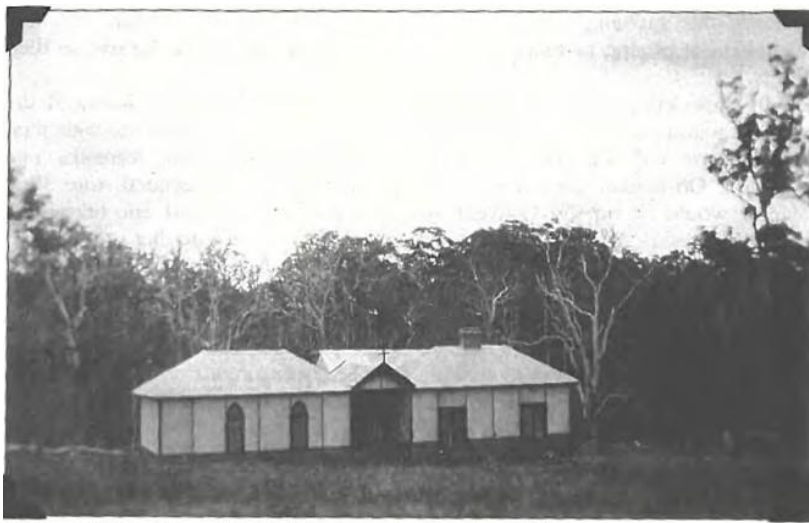

	<p>There is a second, smaller stone plinth nearby with another plaque which reads:</p> <p style="text-align: center;"><i>Higgins House Site</i> <i>Built by</i> <i>Thomas and Elizabeth Higgins</i> <i>1894</i> <i>Coach Staging Station</i> <i>First Post Office 1910</i></p> <p>The site is currently (2012) being developed as a new entrance to the Old Settlement (Place # MR(T)-15).</p>
<i>Condition</i>	<p>Good (Memorials)</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Second Wave of Rural Settlement (c.1850-1922)</p> <ul style="list-style-type: none"> • Settlement around the Margaret River <p>Tourism (c.1890s-Present)</p> <ul style="list-style-type: none"> • The Beginnings of Local Tourism
<i>Construction Date(s)</i>	1894
<i>Year of Demolition</i>	?
<i>Associations</i>	<p>Other: Thomas & Elizabeth Higgins</p> <p>Other: M.C. Davies</p>
<i>Historical Notes</i>	<p>Caves Road was the first road leading to the south west. In the 1890s M.C. Davies lobbied for a shorter road to be put through from Busselton to Karridale, with obvious benefits for his burgeoning timber industry. This new road (now the Bussell Highway) was opened in 1894.</p> <p>Davies set up a staging post and stables at the new bridge over the Upper Margaret. The stables were run by Thomas and Elizabeth Higgins who had previously run the Old Bridge House on Cave Road (See Place # MR(L)-02). Coach horses, owned by Davies, were changed at Bridgefield stables on their long journey from Busselton to Karridale.</p> <p>The Higgins' saw the opportunity to establish their own business, which they did with the construction of a boarding house, named 'Bridgefield' This provided meals for travellers and the opportunity for passengers to break their journey with an overnight stay.</p> <p>The wonders of the local caves were also being promoted at this time and this added to the Higgins' potential clientele:</p> <p style="text-align: center;"><i>ACCOMMODATION, good for Visitors to the Caves. Mail coach from Busselton to Margaret three times a week, Mondays, Wednesdays, and Fridays; fare, 10s. A conveyance leaves Margaret for Caves. Meals,</i></p>


	<p><i>ls. 6d.; Beds, ls. Good sporting country. T. E. Higgins, Margaret Bridge, Bridgefield.</i> [The West Australian 5 Feb 1902 p 12]</p> <p>The first post office was established at Bridgefield in 1910. Thomas Higgins and his daughter, Mary, handled roadside delivery three times a week to about 80 residents. After Thomas Higgins died, and Mary married and moved to Marble Bar in 1921, another daughter, Agnes, took over Mary's job running the Post Office.</p> <p>In 1931 the original boarding house was replaced by new premises nearby (also named Bridgefield), which were also run by Agnes (Place # MR(T)-01).</p> <p>The monument for the original Bridgefield house was dedicated by Sir Stewart Bovell. It is a single vertical granite stone with a bronze plaque that was originally established on a cement platform. The monument originally marked the site of the stables, but was moved in c1978 to allow the Bramley School to be transported into the 'Old Settlement' precinct. In 2012 it remains on the 1978 site.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • The West Australian 5 Feb 1902 p 12. • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None

PLACE No. MR(T)-03	CHURCH OF ENGLAND CONVENT (FORMER)
<i>Other Names</i>	Convent for the Order of the Sisters of Elizabeth of Hungary Margaret River Guest House
<i>Location</i>	5-7 Valley Road (Lot 16), Margaret River GPS: -33.949150 115.071719
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A7613
<i>PIN Number</i>	537045
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - Religious; Specific – Monastery or Convent <i>Current:</i> General - Commercial; Specific - Other
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>The Church of England Convent (former) is of significance:</p> <ul style="list-style-type: none"> • As the former convent for the Order of the Sisters of Elizabeth of Hungary, who served the district for thirty years. • For its association with the role of the Church of England in ministering to the needs of the Group Settlers and other residents of the Margaret River region.

<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Considerable - Very important to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Timber; Specific - Weatherboard</p> <p><i>Other:</i> General - Asbestos; Specific - Fibrous cement</p> <p><i>Roof:</i> General - metal; Specific – corrugated iron</p>
<i>Architectural Style</i>	-
<i>Physical Description</i>	<p>The Church of England Convent was constructed with an ‘L’ shaped floor plan, although the open rear courtyard has since been filled in with extensions. The western wing was a Chapel, and while this has been divided into two rooms some of the original detailing has been retained and the original use has been interpreted.</p> <p>The external walls have a bevel-edged weatherboard skirt, with flat sheet fibrous cement sheeting over. The corrugated iron roof has hipped forms, linked on the southern façade by a projecting, gable-roofed entry porch. Windows are variously paired casements, single casements and double hung.</p> <p>The return verandah was not an original design element, but has been designed in a compatible form and style.</p> <p>Later additions project towards View Street on the northern side of the Old Convent and include a brick bathroom wing (which clearly reads as a separate wing) and the c.1960s caretakers cottage.</p> <p>The Convent was originally set on an open, grassed block facing Turnbridge Street. Later subdivision has created a new site entrance from View Street. The grounds have been landscaped in an informal cottage style, with a mixture of lawns, garden beds, mature trees and carparking (near the southern boundary)</p>
<i>Condition</i>	<p>Good</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> • Group Settlement Scheme • Establishment and Consolidation of Town and Village Centres


<i>Construction Date(s)</i>	1928
<i>Year of Demolition</i>	
<i>Associations</i>	Builder: Arthur and Leslie Mann Occupants: Sisters of Elizabeth of Hungary
<i>Historical Notes</i>	<p>The Order of the Sisters of Elizabeth of Hungary first came to Western Australia from England in 1928 to join the Bunbury Diocese of the Church of England.</p> <p>Part of their original mission, as reported on their arrival in Fremantle, was to “<i>establish a mission house among the group settlers at Margaret River.</i>”</p> <p>One and a half acres of land was sold to the Church of England from land on Walcliffe Road, now Tunbridge Street, and the Mann Brothers built the convent and chapel here in 1928.</p> <p>Arthur & Leslie Mann also built the Tin House (1926)(Place # MR(T)-18), St Margaret’s Anglican Church (1927)(Place # MR(T)-16), and Cowaramup CWA Hall (1941)(Place # CO-02).</p> <p>Two Sisters of Elizabeth of Hungary, Sisters Barbara and Marion, came to live at the convent in 1928. They lived a life of faith according to the Franciscan tradition and wore a habit of grey, so that some referred to them as St Francis’s ‘little grey sparrows.’</p> <p>The Sisters served the district for thirty years, including caring for St Margaret’s church, teaching religious instruction at the school and ministering throughout the district. In 1957 a decision was made to withdraw the Sisters of the Order from Australia partly because the original work to help care for the English settlers was now complete, but they were also experiencing difficulty in maintaining a sufficient number of young Sisters.</p> <p>The State Pensioners League bought the building and carried out renovations including enclosing a courtyard (now a lounge and dining room) and adding two rooms to the rear. They also built a caretaker’s cottage. The place was run on a voluntary basis by Daisy and George Cullum (who previously ran the Floral Tearooms at the former International Trading Company Store). However the scheme failed and the place was sold at auction in Perth in 1967.</p> <p>The place was then bought by Mrs Dekkers, whose husband was building the Augusta-Margaret River Shire Office at the time. She and her daughter reopened the building as a guest house, which accommodated tradesmen working on the Shire Office project.</p> <p>In 1969 Mr & Mrs Roy Dexter bought the house and undertook further works, including a dividing wall between the lounge and dining room and a new men’s’ bathroom.</p>

	<p>There have been many owners since then, all altering the place to suit their needs. Sometimes the place has operated as a guest house, and at other times was a private residence.</p> <p>As at 2012 the former convent operates as the Margaret River Guest House.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • Mae Wise's 'Margaret River Town Rates Book 1 East' • Bignell, Merle, <i>Little grey sparrows of the Anglican diocese of Bunbury, Western Australia</i>, UWA Press, Nedlands, 1992. • <i>The West Australian</i> 20 March 1928, p 8 • http://www.margaretriverguesthouse.com.au/
Historic Photo/s	 <p><i>Margaret River Convent backed by heavy bushland, c. 1930s.</i></p> <p>Source: Bignell, Merle, <i>Little grey sparrows of the Anglican Diocese of Bunbury, Western Australia</i>, UWA Press, Nedlands, 1992.</p>
	 <p>Convent of St. Elizabeth, Margaret River, 1928 (taken from rear of building). Source: MRDHS Item 9012</p>

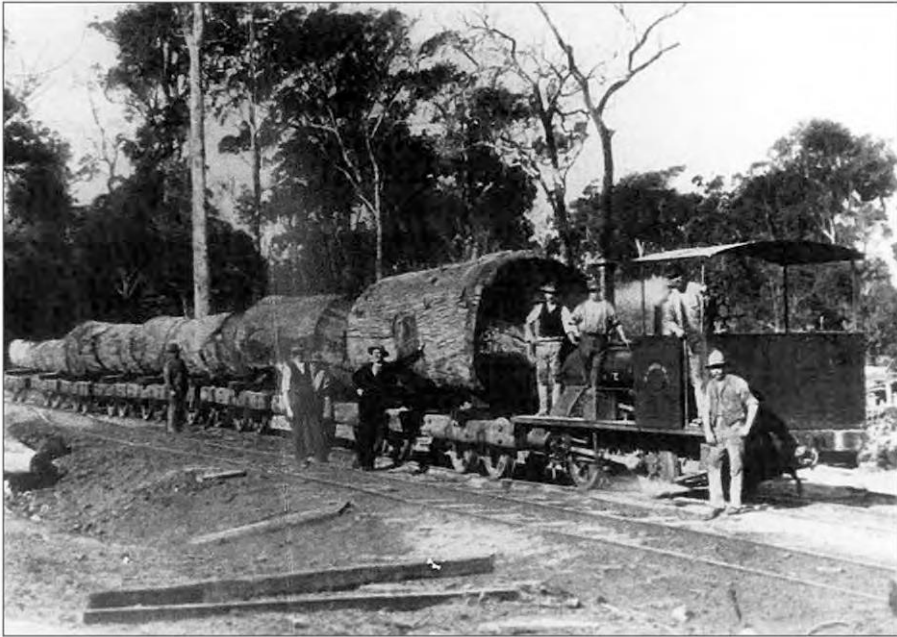
PLACE No. MR(T)-04	INTERNATIONAL TRADING COMPANY STORE (FORMER)
<i>Other Names</i>	Jah Roc Gallery
<i>Location</i>	83 (Lot 202), Bussell Highway, Margaret River GPS: -33.947161 115.074295
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A7483
<i>PIN Number</i>	1335553
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General – Commercial; Specific – Shop/Retail Store (Single) <i>Current:</i> General - Commercial; Specific – Shop/Retail Store (Single)
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04926
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	The International Trading Co. Store (former) is of significance: <ul style="list-style-type: none"> As one of the oldest buildings in the Shire of Augusta-Margaret River that has had continuous commercial use. For its association with the commercial and economic progress and development of Margaret River since the mid 1920s.
<i>Integrity</i>	High: The original use has been maintained.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.



<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Timber; Specific – Weatherboard</p> <p><i>Roof:</i> General - Metal; Specific – Zincolume</p>
<i>Architectural Style</i>	-
<i>Physical Description</i>	<p>The original shop at the street frontage has a main gabled roof, with a separate (modern) bull-nosed roof to the verandah over the footpath. The walls are constructed of square edged weatherboards (with a plain oiled finish) and the northern (side) wall retains faint evidence of former painted signage, including the word “Teas’ and the letters “ACC” (possibly from the word Tobacco).</p> <p>The front façade has a central, splayed entrance with timber double doors (featuring early detailing including a letter slot), an early timber threshold and a tiled step. The large shopfront windows that flank the entrance are set in simple timber frames.</p> <p>The detailing of the original cottage at the rear is obscured by later additions and alterations, but retains a simple gabled roof and weatherboard walls with double hung windows.</p> <p>Between the shop and cottage there is a modern, flat roofed addition with a strip of high-level windows under a deep fascia panel. This is a clearly modern, but complementary, addition that emphasises the distinction between old and new.</p>
<i>Condition</i>	<p>Good</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> • Establishment and Consolidation of Town and Village Centres • Tourism (c.1890s-Present) • Wine, Food, Natural Environment and Cultural Heritage Tourism
<i>Construction Date(s)</i>	1925
<i>Year of Demolition</i>	
<i>Associations</i>	
<i>Historical Notes</i>	The International Trading Company Store was the third store to be established in the new town of Margaret River, after Peake’s Store and Lamb’s Store (1923). It was built in 1925, next to the old hall on Bussell Highway.

	<p>Harold Selbourne was the first proprietor of the store, which sold groceries, hardware and tools. He was followed by Captain Currey and his two sons, Rob and John. In 1928/29 Ian and Malcolm Burns took over the International Trading Co. Store (and Currey's house - Place # MR(T)-18 Tin House) after Currey went bankrupt.</p> <p>The next proprietor was William (Bill) Lucas who bought the shop and business in 1930, which was then run by his wife and two daughters. Bill Lucas left Margaret River in 1934 and George Fearn took the shop over as a drapery business, followed by Mr Moorhead, who extended the drapery to include exclusive ladies' clothes.</p> <p>From about 1941 William Duggan ran an agency for Elder Smith from the building, which operated until Elders relocated to new premises in 1953.</p> <p>Mrs Mary Dunnett bought the building in 1953. The focus of the business then changed to become the 'Floral tearooms' run by Mrs Daisy Cullum who leased the shop from Dunnett. As well as running the tearooms, Cullum also sold plants and flowers. Dunnett's son-in-law Frank Rose then transformed the building back into a store, this time selling furniture. At the rear of the shop was a hairdressing salon run by Mr Paige Guille.</p> <p>In 1974, after many years of lying vacant, Moondyne Art and Crafts set up shop. From the c1980s the place was operated as the Margaret River Art Gallery, which was originally run by a cooperative of 23 artists.</p> <p>In December 2002, Jah-Roc established a retail outlet and gallery in the International trading Co Store (fmr). In 2005 a major addition was made with the design and construction of a 200m² contemporary space that connected the original store with the rear cottage. The rear cottage was renovated to become a manager's quarters/gallery space. The additions made it possible to not only display furniture, but also art works by well-known West Australian artists.</p> <p>As at 2012, the building continues in commercial use as Jah Roc Art and Furniture Gallery.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989, pp 231, 233, 239. • <i>The West Australian</i>, 18 Jun 1927 p 6. • Jah Roc Galleries at http://www.jahroc.com.au • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None

PLACE No. MR(T)-05	KATE – STEAM LOCOMOTIVE
<i>Other Names</i>	Werribee
<i>Location</i>	51 (Lot 56) (Rotary Park), Bussell Highway, Margaret River GPS: -33.944610 115.074127
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A3879
<i>PIN Number</i>	527997
<i>Place Type</i>	Other
<i>Use(s)</i>	<i>Original:</i> General - Transport; Specific – Rail (other)
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	Classified by the National Trust (11/02/2002) HCWA Database (not entered in State Register or in Assessment Program): Place Number 04964 State Locomotives Register
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>‘Kate’ is of significance:</p> <ul style="list-style-type: none"> • As the only remaining engine built for the Karridale timber industry. • For its important and direct association with the private timber railway system established by the M.C. Davies to serve his large timber enterprise in the South West. • For its social value as a tourist attraction.
<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.


<i>Authenticity</i>	Medium: The engine has had some alterations, and has only been cosmetically restored, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Considerable - Very important to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<i>Other:</i> General - Metal; Specific – Cast iron
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>‘Kate’ has been positioned at the main entrance to Rotary Park, with direct access from the carpark off Bussell Highway.</p> <p>‘Kate’ is housed in an open-sided, gabled roof, timber shelter, with a ramp providing access to the level of the driver’s platform. A small flatbed with three logs has been attached to the engine and interpretive signage states that Kate was built in England in 1889, shipped to the region in 1890 and used for log hauling in the area until 1909. It also briefly states the engine’s later history (as discussed below).</p> <p>There is no interpretation of the extensive private railway system that was developed and used by the local timber industry in the period 1882 to 1913.</p>
<i>Condition</i>	<p>Good</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Timber Industry (c.1840-Present)</p> <ul style="list-style-type: none"> • Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914) <p>Tourism (c.1890s-Present)</p> <ul style="list-style-type: none"> • Wine, Food, Natural Environment and Cultural Heritage Tourism
<i>Construction Date(s)</i>	1889
<i>Year of Demolition</i>	
<i>Associations</i>	<p>Builder: T F Green & Sons (Leeds UK)</p> <p>Other Association: M C Davies</p>
<i>Historical Notes</i>	<p>‘Kate’ is a steam locomotive imported to Western Australia in 1890 by M C Davies and named after his daughter, Katherine. The 8-ton locomotive was built in Leeds by T F Green and Sons and was used for the Karridale timber industry. The children of Karridale school were given a school holiday when the locomotive arrived at Hamelin Jetty to be unloaded and begin her working life. (See also Place # AU/MR – 03).</p>

	<p>'Kate' worked at various mills at Karridale, Jarrahdale and Marrinup. In March 1917 she was sold by Millars Ltd to the PWD and was then used at Wyndham until retired in 1962.</p> <p>In 1963 the Margaret River Rotary Club bought 'Kate' and placed her in Rotary Park, at the town's entrance, as a tourist attraction in 1964.</p> <p>'Kate's' loading and shipping by state ship from Wyndham to Fremantle was supervised by Fred Mcleod, who later became a resident in Augusta. Mr Jim Archibald of Margaret River assisted in the transportation from Fremantle to Margaret River.</p> <p>'Kate' was cosmetically restored at Boyanup in 2001, including removal of asbestos boiler lagging, and returned to Margaret River on 25 August 2001.</p> <p>As at 2012, 'Kate' remains a tourist attraction for the Shire.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989 • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	 <p>Locomotive 'Kate' hauling logs in the Boranup area, 1898.</p> <p>Source: MRDHS Item 443.</p>

PLACE No. MR(T)-06	M.C DAVIES' KARRIDALE HOUSE (FORMER)
<i>Other Names</i>	The 'Big House' 1885 Restaurant Grange on Farrelly
<i>Location</i>	16 (Lot 16) Farrelly Street, Margaret River GPS: -33.952683 115.070323
<i>Current Photo/s</i> (Feb 2012)	 <p data-bbox="683 1149 1174 1182">View from the Farrelly Street entrance</p>  <p data-bbox="735 1787 1121 1821">View along the front verandah</p>
<i>LGA Site No</i>	A4136
<i>PIN Number</i>	1071966
<i>Place Type</i>	Individual Building(s) or Group

<i>Use(s)</i>	<p><i>Original:</i> General - Residential; Specific - Single Storey Residence</p> <p><i>Other:</i> General - Educational; Specific- Primary School</p> <p><i>Current:</i> General - Commercial; Specific – Hotel, Tavern or Inn</p>
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04724
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>M.C. Davies' Karridale House (former) is of significance:</p> <ul style="list-style-type: none"> As the former Karridale residence of M.C. Davies, who was important for his part in the establishment and development of the timber industry in the region in the late nineteenth century. As an important surviving building from the timber mill settlement of Karridale, which was largely destroyed by fire in 1961. (*The house was relocated to Margaret River in 1952.) For the aesthetic qualities of the original detailing to the main façade.
<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Considerable - Very important to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Timber; Specific - Weatherboard</p> <p><i>Roof:</i> General - Tile; Specific – Terracotta</p>
<i>Architectural Style</i>	Victorian bungalow
<i>Physical Description</i>	<p>M.C. Davies' Karridale House (former) has undergone various additions and alterations associated with its relocation to Margaret River and its adaptation to new uses since 1952. As a result of these works, the old house is not clearly identifiable from the street (with particular reference to the tiled roof and glazed verandah enclosure). However, the external facades do retain a high level of original detailing, which can be appreciated from within the enclosed verandah and from walking around the rear of the building.</p> <p>The current building has a "u" shaped plan, with a hipped tiled roof and square-edged weatherboard walls. The front verandah is fully enclosed with a glazed front wall and the original return verandahs have been removed. The front door to the original façade has moulded detailing and stained-glass sidelights and highlights. Along the main façade there are</p>

	several French doors and casement windows (all with moulded timber architraves), while the side and rear facades have casement windows. The interior was not inspected, but limited views suggest that there are overlays of 1880s, 1950s and more recent detailing.
<i>Condition</i>	Good *Assessed from streetscape survey only
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	Timber Industry (c.1840-Present) <ul style="list-style-type: none"> Large Scale operations by Well-Financed Entrepreneurs (c.1878-1914) Tourism (c.1890s-Present) <ul style="list-style-type: none"> Wine, Food, Natural Environment and Cultural Heritage Tourism
<i>Construction Date(s)</i>	1885 (built at Karridale) 1952 (relocated to Margaret River)
<i>Year of Demolition</i>	
<i>Associations</i>	Original Owner: M.C. Davies
<i>Historical Notes</i>	<p>A visit to M.C. Davies' new timber milling enterprise in the Karridale region (See also Place # KA-03) by his wife and family in 1885 instigated their move from South Australia and the construction of the so-named 'Big House' as the family residence at Karridale. The house had twenty seven rooms, but was described as having:</p> <p><i>a simple dignity, following the early Australian style, with wide verandahs where distinguished visitors could sit at ease, looking out across grounds and garden to the towering karri forest. (Calder)</i></p> <p>The Davies' were known as gracious hosts and for their generous hospitality, and the house was built to accommodate their many social evenings. The house had a croquet lawn, tennis courts, Ballroom and grand piano and was</p> <p><i>in the shape of a hollow square, with the western side open, beyond which rose the scrub-covered slope of the dune. The building was surrounded by a wide verandah, while the central, enclosed portion of the house provided a pleasant, well-sheltered area, open to the sky, very suitable for outdoor activities. (Cresswell, p 91)</i></p> <p>The Davies family often accommodated the Governor or leading politicians who visited the area. For example, when the Governor-General, Henry Stafford Northcote, visited Karridale in 1905, Herbert and Eva Davies hosted a ball at the Big House preceded by a grand dinner for the guest of honour, with valet service and an extensive menu.</p> <p>Despite the closure of the local timber operations in 1913, the house appears to have remained in the ownership of Millars, as in 1939 it was reported:</p> <p><i>THE Augusta-Karridale branch [of the CWA] are pleased with the generous offer of Millar's Ltd. for the use of a room in the Big House for</i></p>


	<p><i>a rest room.</i></p> <p>The house was vacant when purchased by the Catholic Church in 1950. It was then dismantled and partly reconstructed in Farrelly Street, Margaret River, which was fortuitous as had it not been relocated the building would have been destroyed in the 1961 Karridale fire.</p> <p>In Margaret River, the house was used as a Catholic School and convent until the school's closure in 1970. It was then sold into private ownership. In 1978 the Goldie family purchased the house and converted it into the '1885 Restaurant'. As at 2012 the place is part of the Comfort Inn, Grange on Farrelly, and the former 'Big House' operates as the 1885 Restaurant.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989 • HCWA Assessment Documentation for <i>Davies Park and Foundry Chimney (00124)</i> • <i>The West Australian</i>, 4 Sep 1905, p 5 • <i>Sunday Times</i>, 18 June 1939, p 47 • Calder, Mary, <i>Big Timber Country</i>, Rigby, Adelaide, 1980 • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
Historic Photo/s	 <p>M C Davies and sons in front of the 'Big House' in 1899.</p> <p>Source: Unidentified photocopied article in Margaret River Library Local History Collection.</p>

PLACE No. MR(T)-07	MARGARET RIVER BUTTER FACTORY (FORMER)
<i>Other Names</i>	
<i>Location</i>	Unit 2, 31 (Lot 2) Station Road, Margaret River GPS: -33.957535 115.069835
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A5929 & A5934
<i>PIN Number</i>	1055695
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General – Industrial/Manufacturing; Specific – Dairy/Butter or Cheese factory <i>Current:</i> General - Commercial; Specific – Shopping Complex

<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04938
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Margaret River Butter factory (former) is of significance:</p> <ul style="list-style-type: none"> For its key role in the development of the dairy industry and production in the region.
<i>Integrity</i>	Low: The use has been altered and the original use cannot be readily discerned.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Timber; Specific -</p> <p><i>Roof:</i> General - Metal; Specific – Pre-painted corrugated steel.</p>
<i>Architectural Style</i>	Functional
<i>Physical Description</i>	<p>The old Butter factory is a large, single storey rectangular building under a gable roof (reclad in red Colorbond), with a smaller gable wing extending north near the street frontage. The end facing the street is now occupied by a café and greengrocers, while the main factory floor appears to be used for warehousing and light industrial purposes.</p> <p>The lower walls are constructed of stretcher bond brick (painted green and with evidence of localised fretting and impact damage), above which they are clad with square-edged weatherboards (painted cream).</p> <p>The main façade has an elevated verandah with a raked roof and has been adapted for modern commercial occupancies (both of which feature exposed timber trusses within the retail areas). The side facades have a mixture of roller doors (with evidence of old sliding door mechanisms fixed externally) and both fixed timber framed, and sliding aluminium framed, windows. The northern façade in particular has been heavily modified.</p> <p>The area around the building has been developed with sealed carparks and service areas. The main landscape elements are 2 mature palms placed symmetrically at the centre of the street frontage.</p>
<i>Condition</i>	<p>Good to Poor (varies between tenancies)</p> <p><i>*Assessed from streetscape survey only</i></p>


HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> • Group Settlement Scheme
<i>Construction Date(s)</i>	1930
<i>Year of Demolition</i>	
<i>Associations</i>	<p>Architect: Mr E.P. Clarke</p> <p>Other: Group Settlement Scheme</p>
<i>Historical Notes</i>	<p>The Group Settlement Scheme (1921-1929) was an initiative of Sir James Mitchell and aimed to open up the sparsely populated south west of the State for dairying in order to reduce dependence on imports from interstate. The scheme, while largely a failure, did help to support the opening up of the area for new rural development, the establishment of town centres and the development of local industries.</p> <p>With a new and growing population the Margaret River Progress Association was reformed in 1929:</p> <p><i>A meeting of the progress and Agricultural Society was held in the Agricultural Hall on November 3, and was largely attended. The chief topic was the proposal to ask for the establishment of a butter factory at Margaret. Colonel Brazier and Mr. B. Prowse, who were invited by the Progress Association, addressed the meeting at length. They are directors of South-West co-operative dairy products, and they strongly advised that the time was not yet ripe for the erection of a factory at Margaret, although they admitted that the cream coming in from the district was increasing rapidly. Colonel Brazier spoke in praise of the way the pastures had improved on the groups in this district in the past two years, and predicted that it would be a great dairying district in the not distant future.</i></p> <p>In June 1930 tenders were called by South-West Cooperative Dairy Products, Ltd. for the erection of an up-to-date butter factory at Margaret River. The company also decided to have new offices added to the local factory. Nine tenders were received and Mr. E. P. Clarke was accepted with the work begun immediately.</p> <p>A manager, Mr Coates, was put in charge of operations by August 1930. Fifteen tons of butter could be stored in the cool rook ready for overnight transport via rails to Perth and Fremantle. The factory eventually stopped making butter but continued to service the dairy industry as a cheese factory from 1952.</p> <p>With the granting of dairy milk quotas for liquid milk to the southern portion of the district in 1971, further changes were made to the system and the old factory became a receiving depot for the produce being then delivered to factories elsewhere. This continued until 1977, when it</p>

	<p>became a fruit and vegetable market. New dairy factory premises were erected further south along the Station Road in the early 1980s.</p> <p>Internal changes have occurred but the form of the building remains as originally built.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989 • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996 • <i>The West Australian</i>: 4 Nov 1929 p 10; 12 Nov 1929 p 7; 7 May 1930 p 4; 17 Jun 1930 p 6; 2 Aug 1930 p 6.
<i>Historic Photo/s</i>	See Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i> , Augusta/Margaret River Shire History Group, 1989, p 244 for a photo of the former Butter Factory c1930s.

PLACE No. MR(T)-08	MARGARET RIVER HOTEL
<i>Other Names</i>	
<i>Location</i>	125 (Lot 1) Bussell Highway (corner of Willmott Street), Margaret River GPS: -33.951101_115.073899
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A5670
<i>PIN Number</i>	537339
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General – Commercial; Specific – Hotel, Tavern or Inn <i>Current:</i> General - Commercial; Specific – Hotel, Tavern or Inn
<i>Statutory Heritage Listings</i>	State Register of Heritage Places: Place Number 0108 – Permanent (18/11/2008)
<i>Other Heritage Listings and Surveys</i>	Classified by the National Trust (28/08/1995) Art Deco Significant Bldg Survey (30/06/1994)
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>The following is an extract from the Heritage Council of WA's Assessment Documentation for the place:</p> <p><i>Margaret River Hotel</i> (1936), a two storey rendered brick and tile building located in the Margaret River town centre exhibiting elements of the Inter-War Old English style, together with evidence of the influence of the Inter-War Art Deco and Arts and Crafts styles, with substantial extensions built in 1985, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> the place's initial and continued development has been closely associated with major developments in the region, in the first instance

	<p>Group Settlement, tourism to the caves, and the development of viticulture in the region in the late twentieth and early twenty-first centuries;</p> <ul style="list-style-type: none"> the 1936 hotel building is a rare and good example of the Inter-War Old English architectural style with elements of the Inter-War Art Deco and Arts and Crafts styles, designed and executed to high standards externally and internally; the place is a fine example of the work of architect F.G.B. Hawkins, and builder, C.W. Arnott, both highly accomplished in their respective fields; the place was the second hotel built in the Shire of Augusta-Margaret River, and has been an integral part of the town of Margaret River and the district, both physically and socially, since 1936; and, the place was built for Bernard McKeown, whose family became significant local identities and continued to own and operate the hotel for 36 years. <p>The 1985 additions to the <i>Margaret River Hotel</i> are of little cultural heritage significance in their own right. They are, however, in keeping with the original design style of the hotel and are not intrusive.</p>
<i>Integrity</i>	High: The original use has been maintained.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Exceptional - Essential to the heritage of the locality. Rare or outstanding example.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Brick; Specific – rendered brick</p> <p><i>Roof:</i> General - Tile; Specific – terracotta tile</p>
<i>Architectural Style</i>	<p>Elements of:</p> <p>Inter-War Old English</p> <p>Federation Arts and Crafts</p> <p>Inter-War Art Deco</p>
<i>Physical Description</i>	<p>The following description is based on extracts from the Heritage Council's Assessment documentation for the place. A more detailed description is available at www.heritage.wa.gov.au:</p> <p><i>Margaret River Hotel is a two storey rendered brick and tile building that exhibits elements of the Inter-War Old English architectural style together with evidence of the influence of the Inter-War Art Deco and Arts and Crafts styles in both its architectural composition and detailing.</i></p> <p><i>The original (1936) portion of Margaret River Hotel is L shaped in plan and comprises the northern portion of the building addressing Bussell Highway and the eastern wing that extends into the carpark area to the rear of the building. The southern portion of the building</i></p>

	<p>addressing Bussell Highway was added in 1985, together with the single storey bottle shop.</p> <p>At the front of the building the front setback contains a series of outdoor courtyards. On the northern end of the building, at the corner of Willmott Avenue and Bussell Highway, is a beer garden enclosed behind a painted rendered masonry boundary wall with masonry piers. The external fabric of the building comprises painted and rendered masonry walls, autumn blend coloured terracotta roof tiles, timber joinery to the 1936 section and metal framed windows to the more recent sections of the building. The hotel was originally constructed of face brickwork but was rendered and painted following the 1985 works. The tiled roof is hipped with half-timbered gables. There are three gables on the main western facade, two to the 1936 section and one to the 1985 section of the building. On the eastern side there is a gable to the roof of the original eastern wing, another to the roof of the single storey bottle shop and a third to the main roof of the two storey southern addition. The roof has two large chimneys on the east, one on the north and one on the west elevation of the 1936 section. These are rendered masonry and simply proportioned with a suggestion of Art Deco design influence in their design and proportions. There is a similarly detailed chimney on the west elevation of the 1985 addition. There are two large balconies at first floor level on the western elevation of the 1936 building. These are heavily proportioned with solid masonry balustrade walls, with vertical banding decoration to the northernmost balcony, and pairs of timber posts supporting the tiled gabled roofs above. The building has covered verandahs on the northern and western facades over the beer garden and along the front of the building in front of the new bar area. These are not original, but are reconstructions to original detail carried out in 1985. The interior of the building is finely detailed with elements that derive from the Arts and Crafts style evident particularly in the detail of fireplaces in the lounge and dining room on the ground floor and in the first floor sitting room.</p>
Condition	<p>Good</p> <p>*Assessed from streetscape survey only</p>
HISTORICAL DESCRIPTION	
Historic Theme(s)	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> • Establishment and Consolidation of Town and Village Centres <p>Tourism (c.1890s-Present)</p> <ul style="list-style-type: none"> • The Establishment of Tourist Accommodation
Construction Date(s)	1936; 1985

<i>Year of Demolition</i>	
<i>Associations</i>	<p>Architect: F G B Hawkins</p> <p>Builder: C Arnott</p> <p>Previous Owner: Bernard McKeown & family</p>
<i>Historical Notes</i>	<p>Bernard McKeown, the original owner and manager of the Margaret River Hotel, purchased lots 17 to 20, building the hotel on 19 and 20. McKeown's wife Sarah, and family helped him run the hotel, which was officially opened on 11 April 1936.</p> <p>As the Hotel was built prior to electricity being supplied to the town, the hotel originally ran from a semi-diesel powered generator. Cool drinks for the hotel and for retail sale were made in the hotel yard, where a small aerated water plant was housed in a shed. There was also a hotel truck, which would meet guests at the railway station and transport them to the hotel.</p> <p>In 1985, seven new motel units and extensions were built and the whole building was rendered. More modifications and renovations were undertaken in 2001/2002. As at 2012, the place is still a Hotel and is a landmark in the main street of Margaret River.</p> <p>For more detail on the history of the Hotel since its construction in 1936, see the HCWA Assessment Documentation.</p>
REFERENCES	
	<ul style="list-style-type: none"> • HCWA Assessment Documentation <i>Margaret River Hotel (00108)</i>. • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996 • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989.
<i>Historic Photo/s</i>	 <p>Postcard showing preparations for the Grand Opening of the Margaret River Hotel in 1936. Source: MRDHS Item 325.</p>

PLACE No. MR(T)-09	MARGARET RIVER ORGANIC GARDEN
<i>Other Names</i>	Organic Community Garden
<i>Location</i>	<p>Lot 569 (No 158) Bussell Hwy, Margaret River</p> <p>Note: The address relates to the Education Department Reserve as a whole. The boundary of the Organic Garden is as follows:</p> <p>Bussell Highway road reserve to the east, Mansfield House to the west, the garden up to the gravel driveway to the north and the TAFE buildings to the south.</p>
<i>Current Photos</i>	 
<i>LGA Site No</i>	R22531
<i>PIN Number</i>	12055285
<i>Place Type</i>	Garden
<i>Use(s)</i>	<p><i>Original:</i> General – Park/Reserve</p> <p><i>Current:</i> General – Park/Reserve</p>
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None

CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Margaret River Organic Garden is of significance for the following reasons:</p> <ul style="list-style-type: none"> • As a community run, centrally located organic garden, it is unique in WA. • It is a representative example of the organic gardening movement. • It demonstrates the effort and value that a local not-for-profit group places in developing a garden for community benefit. • It is a tangible example of the achievements and impact that volunteers have on the community.
<i>Integrity</i>	High: The original use has been maintained.
<i>Authenticity</i>	High: The original/significant fabric is largely intact.
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	N/A
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	The garden is on land leased from the W.A. Department of Education. It is located between the Margaret River High School and South Regional TAFE campus. The garden is currently designed as a number of themed spaces with an assortment of trees, shrubs, flowers and grassed areas. Structures on the site include Mannsfield House (1994) and the Amphitheatre (1997).
<i>Condition</i>	<p>Good</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Post-War Services and Diversification (c.1945-Present)</p> <ul style="list-style-type: none"> • Population Growth and Associated Development (c.1970-present)
<i>Construction Date(s)</i>	1988
<i>Year of Demolition</i>	N/A
<i>Associations</i>	Other: The Margaret River Organic Garden, Inc.

<i>Historical Notes</i>	<p>Organic gardening is a system of gardening in which organic products (derived from organisms which have had life) are used to maintain and increase soil fertility.</p> <p>The Margaret River Organic Garden, Inc. is a not-for-profit organisation. A two-acre property was earlier (1930s) owned by Catherine Crofts, who had married Jack Crofts in the 1920s on Group Settlement 22 (Rosa Brook). Their house was a 'groupie' located on a property known as Mann's Field (the owner's name was Mann), hence they called their home Mannsfield House.</p> <p>In the early 1950s the land was part of a new development by the state government to establish a high school in Margaret River. The high school opened in 1955. (Place MR(T)-11)</p> <p>In 1988, the Margaret River Alternative Technology Centre (ATC) was approved a lease of part of the high school's land, which was a vacant field within the High School Farm. The aim was to be a place of education, to encourage local families to grow their own vegetables, herbs and flowers in an environmentally friendly manner. It was operated by Eva and Roy Dexter, foundation members of The Local Energy Trading System (LETS), unique to Margaret River, operated from 1989-2000 from Mannsfield House. LETS was established by members Lynne Tingley, Tess Minett and Shelley Cullen, and allowed members, which at one point numbered 400, to exchange labour, time and goods.</p> <p>The Organic Garden has sponsored many employment programs over the years including artists working in and around the garden and buildings creating organically designed furniture and sculptures. The benefits felt by the many community forums and workshops that operate from the Organic Garden have positively impacted upon the community approach to group ownership, energy efficient design, and low-cost building. Mansfield House is currently used for a wide variety of community meetings and fund raisers.</p> <p>The garden's maintenance and organic preservation is made possible by grants, community donations, fund raising and the garden volunteers. It is used regularly not just by the general community but by groups such as The Wishing Star Playgroup, the Margaret River Senior High School and the Margaret River Education Campus; the latter two for student projects in art, drama, photography and horticulture.</p> <p>The Margaret River Organic Garden is a founding member of the South West's Organic Garden Trail (OGT), which is a tourist attraction featuring biodynamic, permaculture and organic gardens; some of which are connected to established businesses in the wider food, wine and well-being communities of the South West. All year round, the Margaret River Organic Garden is open for self-guided visits as part of the OGT, comprising of 16 gardens; nine of which are in the Margaret River area.</p>
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	<p>For the garden's 30th anniversary in 2018 a commemorative book was published called 'Wednesday's Garden'. It demonstrates the philosophy of the garden as well as some of the dominant overarching Margaret River community's focus on sustainable living, volunteering and community well-being.</p> <p>The community support for the garden was evident when a petition of 1,200 signatures was organised to support it. In 2002 and again in 2016 there was a mistaken belief that the high school needed to expand into the area of the gardens. Even though the Education Department assured the community that the garden was not under threat, the petition was a clear indication of the Organic Garden's social value.</p>
REFERENCES	
	<ul style="list-style-type: none"> • The Backyard gardener. https://www.backyardgardener.com/garden-tip-articles/garden-guide/history-of-organic-gardening/ • Cullen, Shelley, Margot Edwards and Peter Rigby, <i>Wednesday's Garden</i>, 2018. • Margaret River Organic Garden, Inc. https://www.organicgardenpark.com.au/ • Margaret River Organic Garden, Inc Face Book page. https://www.facebook.com/pages/category/Blogger/Margaret-River-Organic-Garden-Inc-120226834843942/photos/ • Personal communications with The Margaret River Organic Garden, Inc. member and cofounder, Shelley Cullen, 31 March 2020. • Wednesday's Garden. https://www.wednesdaysgarden.com/ <p>Site added to Heritage Survey in 2021</p>

A hand-drawn site plan for a school garden project. The plan is oriented with a compass rose at the top, showing 'MARGARET RIVER (500 METRES NORTH)' and 'BUSSELL HIGHWAY'. A 'VEHICLE ENTRANCE' is marked on the left, leading to a 'PARKING' area. The parking area includes a 'SANDDUST' and 'MUD HANDS' station, a 'RECEPTION' area, and a 'PITTING BUILT' structure. A 'PATH' leads from the parking area into the garden. The garden is divided into several sections: 'CONTAINER GARDENS', 'FLOWER GARDENS', 'VEGETABLES', and 'ORGANIC POLTERY'. There are also 'PLANT TREES' and 'NATIVE TREES' indicated. A scale bar at the bottom shows distances from 0 to 25 METRES.

Prepared for the Shire of Augusta-Margaret River by Greenward Consulting



Volunteers. (Wednesday's Garden. <https://www.wednesdaysgarden.com/>)



Mannsfield House, built 1994. (Shire of Augusta-Margaret River, May 2020)



Amphitheatre, built 1997.
(Shire of Augusta-Margaret River, May 2020)



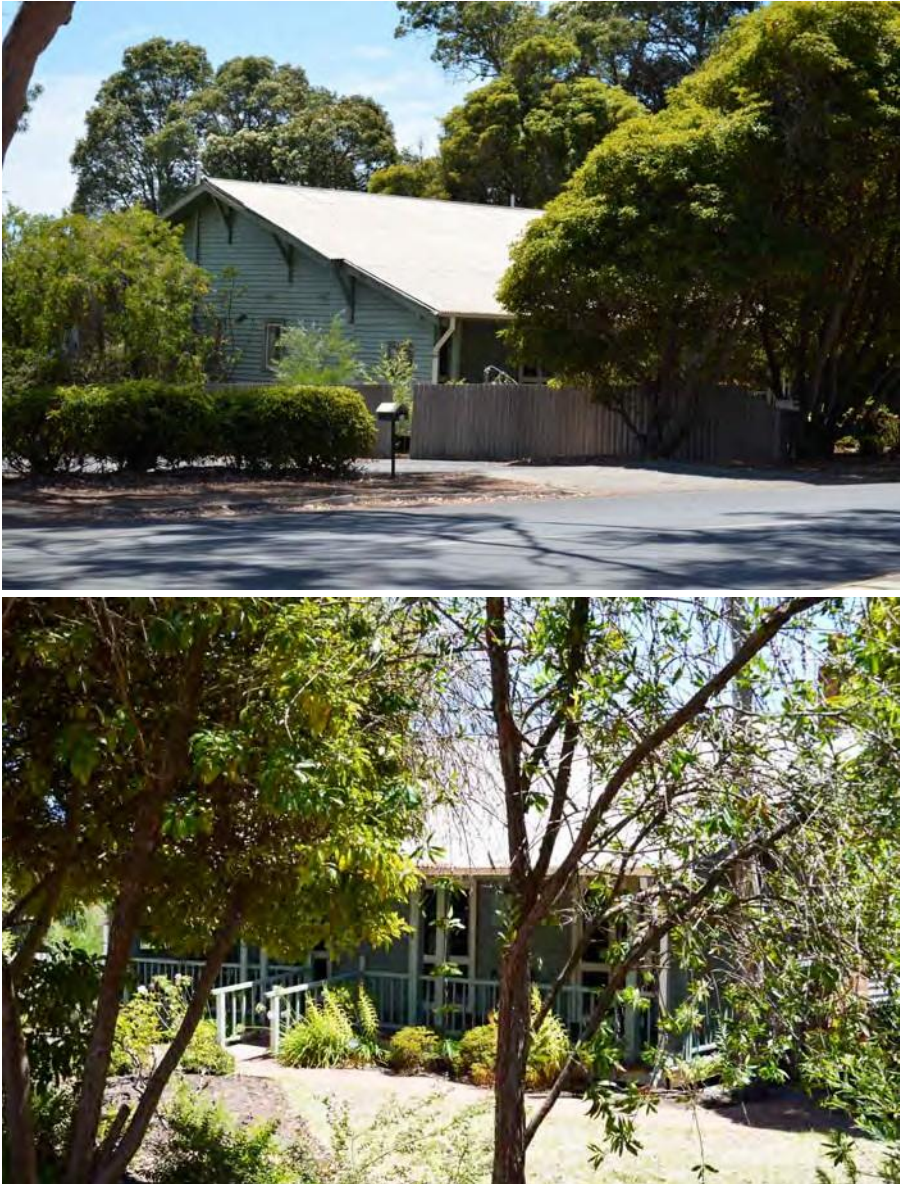
Mannsfield House, interior.
(Shire of Augusta-Margaret River, May 2020)



Areas of the gardens. (Shire of Augusta-Margaret River, May 2020)




Areas of the gardens. (Shire of Augusta-Margaret River, May 2020)

PLACE No. MR(T)-10	MARGARET RIVER POLICE RESIDENCE (FORMER)
<i>Other Names</i>	McMurray's Residence
<i>Location</i>	26 Tunbridge Street (Lot 178), Tunbridge Street, Margaret River GPS: -33.950471 115.070759
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A2401
<i>PIN Number</i>	537035
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - Governmental; Specific – Police Station or Quarters <i>Current:</i> General - Residential; Specific – Single Storey residence

<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04980.
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Margaret River Police Residence (former) is of significance:</p> <ul style="list-style-type: none"> As a representative example of the public services (and associated buildings) provided in Margaret River following the establishment of Group Settlement in the region. For its historical association with the growth and consolidation of the town in the 1920s.
<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Timber; Specific - Weatherboard</p> <p><i>Roof:</i> General - Metal; Specific - corrugated iron</p>
<i>Architectural Style</i>	Interwar cottage
<i>Physical Description</i>	<p>The old police residence has a rectangular plan form with a verandah across the main façade and a skillion at the rear. It was constructed of weatherboard (now painted) with a corrugated iron gable roof, which extends in an unbroken line over the verandah. The roof has wide, timber-slatted, gable eaves supported by timber brackets.</p> <p>The symmetrical main façade features a central double door with French doors either side. To the side facades there are vertically proportioned 6-pane, top-hung, awning windows. On the north-eastern side there are also two face-brick chimneys.</p> <p>The verandah has paired, square posts and a simple timber balustrade with vertical square balusters, returning along a ramp to the main entrance.</p> <p>Mature trees around the perimeter and in the informal cottage garden limit clear views of the house from the street. Access and parking is along the north-eastern side of the block.</p>
<i>Condition</i>	<p>Good</p> <p><i>*Assessed from streetscape survey only</i></p>

HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
<i>Construction Date(s)</i>	1929
<i>Year of Demolition</i>	
<i>Associations</i>	<p>Architect: PWD</p> <p>Builder: Mr Falkingham (Busselton)</p>
<i>Historical Notes</i>	<p>With the establishment of Group Settlement and the opening of the railway line in the early-mid 1920s, Margaret River began to develop as a regional centre. It was therefore the logical choice for the government when new services, such as a police station and hospital, were required to meet the needs of the growing community.</p> <p>Tenders were called for the erection of the Margaret River Police Station in December 1928. This was built, together with the police residence, by Mr Falkingham of Busselton (who also built the Cowaramup Hall in 1930).</p> <p>A new Police Station, Courthouse and Quarters complex was built at 45 Willmott Avenue in the early 1960s and the old police residence then became a private house. At the same time the old Police Station (which had been built on the adjacent site, facing Stewart Street) was relocated to Augusta (Place # AU-04)</p>
REFERENCES	
	<ul style="list-style-type: none"> <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996 <i>The West Australian</i>, 8 December 1928, p 4
<i>Historic Photo/s</i>	None

PLACE No. MR(T)-11	MARGARET RIVER RAILWAY STATION GROUP (FORMER)
<i>Other Names</i>	Margaret River Railway Station, Depot, Goods Shed & Station Master's House
<i>Location</i>	<p>Bounded by Railway Terrace, Boodjidup Road, Clarke Road and Betts Street, Margaret River. Including:</p> <p>(1) Barracks: 9 (Lot 136) Clarke Road, Margaret River GPS (at street frontage): -33.962264 115.070829</p> <p>(2) Goods Shed: 41 (Lot 135) Clarke Road, Margaret River GPS: -33.960695 115.068446</p> <p>(3) Station Masters House (former): 278 Railway Terrace, Margaret River GPS: -33.962014 115.068854</p>
<i>Current Photo/s</i> (Feb 2012)	<div data-bbox="504 792 1353 1339" data-label="Image"> </div> <p data-bbox="651 1350 1206 1384">View to former Barracks from Clarke Road</p> <div data-bbox="504 1391 1353 1942" data-label="Image"> </div> <p data-bbox="852 1953 1007 1986">Goods Shed</p>

	 <p>Station Masters House (former)</p>
<i>LGA Site No</i>	(1) A5308 (2) A4477 (3) A3647
<i>PIN Number</i>	(1) 537751 (2) 537729 (3) 537709
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General – Transport/Communications; Specific– Railway Station <i>Current:</i> General – Unused <i>Current:</i> General – Residential; Specific – single storey residence
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04970.
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	Margaret River Railway Station Group Site is of significance: <ul style="list-style-type: none"> For its contribution to an understanding of the pattern of settlement in the South West of the State and its association with the development of the region following the establishment of the Group Settlement Scheme.

	<ul style="list-style-type: none"> For its historical association with the important role of the WAGR railway in providing goods transport in the South West to assist agricultural production. <p>In 1993 the Goods Shed was assessed as an extremely rare example of its type (Goods Shed, 4th Class) (Uhe, Philippa, <i>The Survey of Railway Heritage in Western Australia</i> National Trust of Australia, 1993)</p>
<i>Integrity</i>	Low: The use has been altered and the original use cannot be readily discerned.
<i>Authenticity</i>	Low to Moderate (varies across the site)
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Metal; Specific – Corrugated iron</p> <p><i>Roof:</i> General - Metal; Specific – Corrugated iron</p>
<i>Architectural Style</i>	Functional
<i>Physical Description</i>	<p>The overall site is heavily revegetated with native trees and bush and the majority of the railway lines appear to have been removed or covered over (although a small section was noted near the entrance to the Goods Station site in 2012).</p> <p>(1) The old Barracks are largely concealed from view by trees. Street views confirm that it is a two-storey, shed-like structure, clad with horizontal, corrugated-iron and brick to the ground floor and vertical timber boarding to the upper floor. There are curved-roofed, corrugated iron railway cabins attached to an enclosing verandah on the western side. A brick chimney is visible above the first floor roofline.</p> <p>Note: A more detailed, on-site inspection would be required to determine the nature and extent of the original fabric and additions to this place.</p> <p>(2) The Goods Shed is a corrugated-iron clad, rectangular shed with a raked roof. It has a deep verandah overhang to the western side, above the old sliding doors, and smaller awning to opposite elevation. Internally it has an exposed timber frame and there is a varnished timber office in the north-west corner.</p> <p>The Goods Shed is set in a flat, bituminised area, adjacent to a raised loading platform (now covered with long grass) on which the former crane was located. There is a row of mature pines along the Railway terrace side.</p> <p>(3) The former Station Masters Residence is located opposite the main railway reserve, at 278 Railway Terrace. This is a timber-framed house set back approximately 7.5m from the street boundary, in a domestic garden. It is of a simple inter-war bungalow style with a prominent hipped roof, with gables facing the street at the ridgeline.</p>

	<p>The wide return verandahs are partly enclosed and have a flat, fibrous cement balustrade. Original detailing includes high-waisted doors with two glazed panels over three vertically proportioned timber panels.</p> <p>The layout and operation of the Railway Station yards is no longer clear from the surviving physical evidence.</p>
<i>Condition</i>	<p>Good to Poor (varied across the site and different buildings)</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> • Improved Transport Corridors • Establishment and Consolidation of Town and Village Centres
<i>Construction Date(s)</i>	1926
<i>Year of Demolition</i>	
<i>Associations</i>	Architect: PWD
<i>Historical Notes</i>	<p><i>The following information has been provided by Rail Heritage WA:</i></p> <p>Margaret River was the mid point of a very interesting railway from Busselton to Flinders Bay. The southern end had been built originally for timber pioneer, M C Davies, to transport logs and sawn timber from the forest to his mills, and then to the ports at Hamelin Bay and Flinders Bay. This timber tramway was progressively extended north to the Margaret River and logging spurs transported logs back to the company mills. After the Millars Karri & Jarrah Co. purchased the whole operation in 1902 the forest was gradually cut out and the last mill closed in 1913 (see Place #AU/MR-03)</p> <p>The railway was purchased by the state government for £31,000 and the sale was completed on 1 June 1916 (<i>PWD Annual Report 1916</i>). The government planned to use this old railway to link up with a new line from Busselton to Margaret River. Construction had commenced from Busselton early in 1917 but it was only to fell trees along the proposed route. About 29kms of clearing was done before the work was stopped. Unfortunately, as was the case for several other railway construction projects in the state at this time, World War One intervened – with a shortage of both labour and steel rails for these projects. All rails came from overseas in those days and all steel production was going into the war effort.</p> <p>The government finalised another clearing tender in October 1920 and work began again to fell the remaining trees to Margaret River.</p> <p>At the southern end, the old timber company track was used for much of the route, but with some deviations. One of these commenced about 2km</p>

north of Witchcliffe. The old line went further to the east of Margaret River townsite, following Darch Road. The new government line went to the west following, in part, an old logging spur line to cross the Margaret River just to the north of the town. This provided for a station site, 1km to the south-west of the town centre.

Construction of the railway was undertaken by the Railway Construction Branch, Public Works Department. They employed 'day labour' who built up the formation with shovels and horse drawn scoops, while bridge and culvert builders constructed the crossings over the many watercourses. The PWD commenced the Busselton-Witchcliffe section on 15 July 1922 and Witchcliffe-Flinders Bay in May 1923. Busselton-Witchcliffe was opened by the government railways on 20 October 1924 and the remaining section on 1 April 1925.

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

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


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


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

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

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



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

	<p>In February 2012 the Goods Shed was being used for storage and clearing/earthworks were being undertaken in the area immediately south of the shed.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Railway Heritage WA [Jeff Austin, email to Carmel Given, 24 Nov 2011.] • <i>The West Australian</i>, 25 September 1926, p16 and 30 October 1926 p 8 • <i>West Australian</i>, 1 July 1957 • Uhe, Philippa, <i>The Survey of Railway Heritage in Western Australia</i> National Trust of Australia, 1993 • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996 • Real estate advertisements for 278 Railway Terrace, Margaret River at http://www.realestate.com.au/property-house-wa-margaret+river-107724026 <p>The following drawings are held at the State Records Office:</p> <ul style="list-style-type: none"> ACC1642/199 – Progress Plan ACC1781/24882A - development of station yard ACC1781/40333 – land for railway housing ACC1781/24075 – shelter shed and goods shed ACC1781/24309 – station building ACC1781/24322 – Station masters house ACC1781/24842 – trainmens barracks ACC1781/25804 – water supply and pipeline
<i>Historic Photo/s</i>	 <p>Margaret River Station, 2 January 1973. Photo courtesy of Jeff Austin, Railway Heritage WA</p>

PLACE No. MR(T)-12	MARGARET RIVER SENIOR HIGH SCHOOL
<i>Other Names</i>	
<i>Location</i>	158 (Lot 299) Bussell Highway (corner Wallcliffe Road), Margaret River GPS: -33.954577 115.073712
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A3658
<i>PIN Number</i>	11178481
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - Educational; Specific – Secondary School <i>Current:</i> General - Educational; Specific – Secondary School
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04975
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Margaret River Senior High School is of significance:</p> <ul style="list-style-type: none"> • As an important part of the development and consolidation of the town in the Post-War years. • For its social value as the place of education for local children since the mid-twentieth century. • As a representative example of the major move towards providing for universal and accessible secondary education across Western Australia in the 1950s.

<i>Integrity</i>	High: The original use has been maintained.
<i>Authenticity</i>	Medium to High: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<i>Walls:</i> General - brick; Specific – Face-brick and rendered <i>Roof:</i> General - Tile; Specific - Terracotta
<i>Architectural Style</i>	-
<i>Physical Description</i>	<p>The first section of the high school was constructed as a linear block, along an east-west axis. The walls are constructed of brick, with red face brick below the window cills and rendered brick over. The red tiled roof complements the colour of the brickwork and contrasts with tall rendered chimneys with face-brick trim. Tall blocks of vertically proportioned, double hung windows face north and south.</p> <p>Since that time there have been numerous additions to the site, with all of the permanent buildings interpreting the original palette of materials in complementary, contemporary styles.</p>
<i>Condition</i>	<p>Good</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Post-War Services and Diversification (c.1945-Present)</p> <ul style="list-style-type: none"> • New Community Services and Facilities (c.1945-1970)
<i>Construction Date(s)</i>	1954
<i>Year of Demolition</i>	
<i>Associations</i>	Architect: PWD
<i>Historical Notes</i>	<p>Between 1947 and 1953 the State Government embarked on a major program to establish high schools in larger country towns and district high schools (combined primary and lower secondary) in other rural centres. This aimed to cope with the post war population explosion and the concurrent policy change towards a more non-selective, comprehensive, co-educational system of secondary schooling.</p> <p>Works began on the Margaret River High School in 1953, along with similar schools at Donnybrook, Katanning, Harvey, Pinjarra, Kojonup, Bunbury, Williams, Kulin, York, Bridgetown, Bindi Bindi, Narrogin, Toodyay, Salt River, Walpole, Ongerup and Hall's Creek.</p> <p>The Margaret River District High School was completed in 1954 and officially opened in 1955 by the Director General of Education, Dr</p>


	<p>Robertson. The school was then known as Margaret River Junior High School and had 8 teachers and 357 students from 5 to 15 years of age. The headmaster was Mr F Currell.</p> <p>In February 1962, the primary section became a separate school, leaving Margaret River High School with an enrolment of 264 twelve to fifteen year olds. Owing to a rapid increase in population of the shire, the school was upgraded to a five year Senior High School in 1995-96.</p>
REFERENCES	
	<ul style="list-style-type: none"> • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996 • <i>The West Australian</i> 28 Jan 1953 p 6 • Gregory, Jenny & Jan Gothard (Eds), <i>Historical Encyclopedia of Western Australia</i>, UWA Press, Nedlands, 2009, p 310 • Margaret River Senior High School: http://www.margaretrivershs.det.wa.edu.au
<i>Historic Photo/s</i>	None


PLACE No. MR(T)-13	MEMORIAL PARK
<i>Other Names</i>	Margaret River War Memorial Margaret River Infant Health Centre (former)
<i>Location</i>	48-52 (lot 48) Townview Terrace (corner Willmott Street), Margaret River GPS: -33.950556 115.074778
<i>Current Photo/s</i> (Feb 2012)	 <p data-bbox="847 1104 1037 1137">War Memorial</p>  <p data-bbox="754 1742 1129 1776">Infant Health Centre (former)</p>
<i>LGA Site No</i>	A5605
<i>PIN Number</i>	537114; 537113; and 537112
<i>Place Type</i>	Other Structures
<i>Use(s)</i>	<i>Original:</i> General – Park/Reserve


	<i>Current:</i> General – Park/Reserve
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Numbers 04971 and 14462 Statewide War Memorial Survey (01/05/1996)
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Memorial Park is of significance:</p> <ul style="list-style-type: none"> • As a public park providing a popular, passive recreational area in the centre of town • As a place for the community to reflect on the sacrifice paid by those in defence of this country and its allies during the two world wars and subsequent conflicts. • As the site of the Infant Health Centre from 1954, part of a State-wide service which provided important support to the women and children of the district.
<i>Integrity</i>	High: The original use has been maintained.
<i>Authenticity</i>	High: The original/significant fabric is largely intact.
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	Memorial – Stone Infant Health Centre – Brick and Tile
<i>Architectural Style</i>	-
<i>Physical Description</i>	<p>Memorial Park is a rectangular allotment with frontages to Townview Terrace, Willmott Street and Ned Higgins Lane.</p> <p>The park is grassed and has an informal layout of mature specimen trees, including oak, box and pine trees.</p> <p>There is a modern playground covered by shade cloth near the Townview terrace frontage and scattered benches around the park.</p> <p><u>War Memorial</u></p> <p>The War Memorial is set on a raised, grassed terrace at the south-eastern corner of the park. This terrace is retained by random stone walls, which are broken by central brick steps that face diagonally across the park to the war memorial.</p> <p>The memorial is a simple, polished granite obelisk on a rock-faced granite plinth, inscribed with the names of servicemen from the First and Second World Wars. It is set in an area of red-brick paving and is flanked by rose</p>

	<p>beds. The flagpole is immediately behind the memorial, and adjacent to the intersection of Townview Terrace and Willmott Street.</p> <p><u>Infant Health Centre (former)</u></p> <p>The former Infant Health Centre is a single story building constructed of face brick, with a rendered plinth below cill height. It has an asymmetrical facade with wide entrance doors to the foyer, flanked by a triple casement window on the LHS and a double casement window on the RHS. The gabled roof is clad with tiles.</p> <p>This building has, in recent years, been adapted as a public toilet, but retains much of its original external detailing, plus features such as the plaque from the 1954 opening of the centre and a jarrah bench in the foyer. A men's toilet occupies a skillion at the rear and is accessed by a concrete ramp along the southern face of the building.</p>
<i>Condition</i>	<p>Good</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Second Wave of Rural Settlement (c.1850-1922)</p> <ul style="list-style-type: none"> • The Impact of World War One <p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> • Establishment and Consolidation of Town and Village Centres
<i>Construction Date(s)</i>	<p>1954 (Infant Health Centre)</p> <p>1958 (War Memorial)</p>
<i>Year of Demolition</i>	
<i>Associations</i>	
<i>Historical Notes</i>	<p><u>War Memorial</u></p> <p>On 1 June 1928, a Sub-branch of the Returned Soldiers, Sailors and Airmen's Imperial League was formed in Margaret River, and in the course of time has undergone several name changes. It is now known as the Returned and Services League.</p> <p>The formation of the Margaret River RSL Sub-branch was soon followed by the establishment of branches at Rosa Brook/Rosa Glen on 22 May 1935 and then at Cowaramup, Forest Grove and Karridale in December of the same year.</p> <p>On 14 June 1947, the Margaret River RSL was informed that provision had been made for the erection of a ceremonial flag pole at the corner of Willmott Avenue and Town View Terrace. It was around this time that funds were raised to build a permanent memorial as a symbol of remembrance to those men and women who paid the ultimate sacrifice whilst on active service.</p> <p>The War Memorial was unveiled on 6 June 1958, but it was not until 27 March 1961 that the idea of holding Anzac Day observances at Memorial</p>

	<p>Park finally led to the erection of the flag pole by the Shire on 26 March 1962.</p> <p><u>Infant Health Centre</u></p> <p>As a result of a conference held in 1922 at the instigation of the Children's Protection Society, the Infant Health Association of Western Australia was formed in 1923 to work in conjunction with the Public Health Department. In this year, three clinics with full time nurses began to operate in the Perth area and, in 1924, two more clinics were started in Fremantle and Northam. By 1 July 1945, when the State Government took over responsibility of nurses' salaries and travelling expenses, there were 31 infant health centres and 72 sub-centres. This number rapidly increased and, by September 1955, there were 26 country centres with 215 associated sub-centres, and 25 metropolitan centres with 95 sub-centres.</p> <p>The Margaret River Infant Health Centre was built by R. Falkingham & Sins, Builders, and opened by the Minister for Health, Mr E Nulsen, on 2 October 1954.</p> <p>In recent years the building has been adapted and extended as a public rest room. These works have included the construction of a detached entry porch with a raked roof, steel posts, low side walls and benches.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Margaret River RSL Sub Branch • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996 • Heritage Council of Western Australia Assessment Documentation for the Manjimup Infant Health Centre (fmr)
<i>Historic Photo/s</i>	None

PLACE No. MR(T)-14	MEMORIAL PARK, OAK TREE
<i>Other Names</i>	
<i>Location</i>	Lot 49 (No. 50) Town View Terrace, Margaret River 6285
<i>Current Photo/s</i>	
<i>LGA Site No</i>	A5605
<i>PIN Number</i>	537113
<i>Place Type</i>	Tree
<i>Use(s)</i>	<i>Original:</i> General – Park/Reserve <i>Current:</i> General – Park/Reserve
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Oak Tree in Memorial Park is of significance:</p> <ul style="list-style-type: none"> • As evidence of a commemorative act by the Augusta-Margaret River Road Board for the coronation of Queen Elizabeth II. • For its aesthetic value as an excellent example of an oak tree in a park setting.
<i>Integrity</i>	High: The original use has been maintained.

<i>Authenticity</i>	High: The original/significant fabric is largely intact.
<i>Level of Significance</i>	Included in Memorial Park (MR(T)-12).
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	N/A
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	This mature oak tree is set in the centre of the Memorial Park. Memorial Park is a rectangular allotment with frontages to Townview Terrace, Willmott Street and Ned Higgins Lane. The park is grassed and has an informal layout of mature specimen trees, which as well as the oak, include box and pine trees.
<i>Condition</i>	Good *Assessed from streetscape survey only
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960) • Establishment and Consolidation of Town and Village Centres
<i>Construction Date(s)</i>	1953
<i>Year of Demolition</i>	
<i>Associations</i>	
<i>Historical Notes</i>	On 2 June 1953, the Chairman of the Augusta-Margaret River Road Board, Mr William Darnell, planted the oak tree to commemorate the crowning of Her Majesty Queen Elizabeth II. In 1986 a brass plaque to record this was erected in Memorial Park near the oak tree by the Margaret River RSL, Apex, Rotary and the Augusta-Margaret River History Group. Site added to Heritage Survey in 2021
REFERENCES	
	Plaque on site.
<i>Historic Photo/s</i>	None 





PLACE No. MR(T)-15	OLD HOSPITAL COMPLEX, MARGARET RIVER
<i>Other Names</i>	Margaret Cecil Building Nurses Quarters Margaret River Community Resource Centre
<i>Location</i>	27 (Lot 295) Tunbridge Street, Margaret River GPS: -33.950360 115.070812
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A4947
<i>PIN Number</i>	11109820
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - Health; Specific – Hospital <i>Original:</i> General - Health; Specific – Housing or Quarters <i>Current:</i> General – Social/Recreational; Specific – Other Community Hall/Centre
<i>Statutory Heritage Listings</i>	State Register of Heritage Places: Place Number 03314 - Permanent (06/09/1996)
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	The following is an extract from the Heritage Council of WA's Assessment Documentation for the place: <i>Old Hospital Complex</i> , comprising: the Hospital Building (1924), the Doctor's Surgery (1925), Margaret Cecil Rest House (1929) and the Nurses' Quarters (1929); all timber framed buildings clad with Jarrah

	<p>weatherboard and roofed with corrugated iron; other ancillary buildings and bushland setting, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> • the place forms an historical precinct which facilitates an understanding of the development of the region; • the place is representative of buildings constructed during the period of the group settlement era; • the place reinforces the image of Margaret River and represents a link with the original character of a town in a forest; and, • <i>Margaret Cecil Rest House</i> is of historical importance for its close association with the provision of services to women who pioneered the development of the south-west in the 1920s.
<i>Integrity</i>	Medium: The use has been altered, but the original use is still evident through interpretation of the fabric.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Exceptional - Essential to the heritage of the locality. Rare or outstanding example.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Timber; Specific - weatherboard</p> <p><i>Roof:</i> General - Metal; Specific – corrugated iron</p>
<i>Architectural Style</i>	Vernacular with elements of Federation Bungalow
<i>Physical Description</i>	<p>The following description is based on extracts from the Heritage Council's Assessment documentation for the place. A more detailed description of the place and its component parts is available at www.heritage.wa.gov.au:</p> <p><i>There are seven single storey buildings within Old Hospital Complex. Three of the earlier buildings face Tunbridge Street and the other buildings are grouped in an informal manner behind. Old Hospital Complex comprises:</i></p> <ul style="list-style-type: none"> • <i>the Hospital Building [1924], - a single storey weatherboard cottage costing £1,100</i> • <i>the Doctor's Surgery and Residence [1925], - a four room cottage built for Dr Rigby</i> • <i>Margaret Cecil Rest House [May 1929], - a single storey weatherboard cottage which cost £1,200 funded by the 'Margaret's of Britain'</i> • <i>the Nurses' Quarters [December 1929]</i> • <i>alterations [1930s] to the hospital building added an operating theatre and dining room wing</i> • <i>the matron's residence [1930s] included additions to the nurses</i>

	<p><i>quarters</i></p> <ul style="list-style-type: none"> • <i>several additions to the Hospital and Margaret Cecil Rest House occurred but no details are available, this includes the morgue, orderlies room and drying shed</i> • <i>alterations [1951] added a children's ward to the main building</i> • <i>alterations [1965] added toilet facilities to the main building</i> • <i>the laundry building [early 1970s] is a red brick, flat roofed building that replaced an old laundry of which no details are available</i> • <i>alterations [1975] to the hospital building added a birth suite and boiler room</i> • <i>alterations [1975] to the Margaret Cecil building added ablutions and other facilities for permanent care of the aged</i> • <i>alterations [1993] to all buildings occurred to facilitate community usage</i> <p><i>The Hospital building (west), the Doctor's Surgery (centre) and Nurses' Quarters (east) were all built with a similar (7.5 - 9 metre) setback from Tunbridge Street, with the Margaret Cecil Rest House, laundry, drying shed and morgue all located behind (south) the hospital building.</i></p> <p><i>The four main buildings (Hospital, Surgery, Nurses Quarters and Margaret Cecil Rest House) and the morgue are similar in style and construction to other buildings from the group settlement era which used local jarrah for framing, flooring, weatherboards and skirtings. Roofs are galvanised iron and internal wall linings are either plasterboard, masonite or cement sheeting with battens.</i></p> <p><i>The style of the buildings could best be described as 'Victorian-Federation Carpenter Bungalow' although the economy in construction of the original buildings and the naivety of the builders construction technique produced a vernacular that has either deleted or modified the usual features of this style.</i></p>
<i>Condition</i>	<p>Good</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> • Establishment and Consolidation of Town and Village Centres
<i>Construction Date(s)</i>	1924-1990
<i>Year of Demolition</i>	
<i>Associations</i>	Architect: Linton Hodsdon

	<p>Builder: PWD AJ & N Gibson</p> <p>Other Associations: Margaret Cecil</p>
<i>Historical Notes</i>	<p>In 1922, following the establishment of a group settlement in the Margaret River district, the local Progress Association approached the Health Department on the subject of securing a doctor for their district, as the nearest medical aid was Busselton. In order to facilitate this, a medical scheme was established whereby settlers contributed one shilling per week.</p> <p>Before a medical officer was appointed the local MLA, Mr Pickering, approached the Health Department to discuss a hospital for the district. The department agreed to provide a hospital on a pound for pound basis, but advised that first the district must establish a medical officer. In August 1923, Dr Rigby was appointed as District Medical Officer and not long after the Health Department had their principal architect draw up plans for a weatherboard cottage hospital. The estimate submitted by the architect was for £1100 and the building of the hospital was completed in May 1924.</p> <p>In December 1929, additional nurses' quarters was provided, a new dining room was added in the 1930s, as well as an extra bathroom for nurses, an operating theatre accommodation and sterilising facilities. These additions were funded by the Lotteries Commission, State Government and the community.</p> <p>An important addition to the hospital occurred in 1929. This was the Margaret Cecil Rest House, which was built at the rear of the hospital. The rest house was named for Lady Alicia Cecil and her daughter, Margaret, who upon visiting the district found the facilities for pregnant women inadequate. When Lady Alicia and Margaret returned to England, Margaret sent out an appeal to the 'Margarets of Britain' to support a fund for a Rest House in Margaret River. In her letter she wrote:</p> <p><i>....by voluntary effort these rest houses have been built in other Group Settlement centres. If the Margarets of England and Scotland would build the one in Margaret River, not only would it be the greatest help to the mothers, but it would be a tangible link of Empire which Australians would appreciate and it would make the families feel that those in the old country had not forgotten them.</i></p> <p>Money was also raised by card evenings and the sale of some of the water colours done by Margaret Cecil.</p> <p>Trustees were appointed in the Margaret River district to oversee the building of the rest house and the expenditure of funds, and a committee of ladies was organised to raise funds and maintain the building. The house was furnished and fully equipped, linen, blankets were sent from England, as well as a complete monogrammed dinner set, books and a gramophone. Even during the war years Margaret Cecil (later Mrs Lane) sent food parcels for distribution, and continued her association with the Rest House until her death in 1963.</p> <p>By the 1960s it was realised that a new hospital building was required. After much discussion between the government, the hospital, the shire and</p>

	<p>community groups – lasting nearly three decades – work finally commenced on the new hospital in 1989.</p> <p>The Margaret River Community Resource Centre Inc. had its genesis in the Margaret River Community Resource Centre (Inc) at 1 Station Road, Margaret River. It was established in 1985 to service the region's high proportion of pensioners, unemployed, single parents, children and community groups, the vast majority of whom are women. However it soon became apparent that the resources were inadequate to meet the needs of one of the fastest growing areas of Western Australia.</p> <p>A group of 40 people, including representatives of the community resource centre and 12 other community groups, formed the resource centre in January 1990 with the purpose of obtaining and maintaining the soon to be vacated old hospital site in Tunbridge St, for community purposes. After much negotiation with various government bodies the old hospital site was secured under a vesting order to the Augusta/Margaret River Shire for community purposes on 7 February 1991. The resource centre in fact began leasing the site from the interim responsible body – the South West Development Authority – on 1 September 1990. On 26 June 1991 the community resource centre and the resource centre were amalgamated. The new resource centre rents the site from the Shire Council.</p>
REFERENCES	
	<ul style="list-style-type: none"> • HCWA Assessment Documentation, <i>Old Hospital Complex, Margaret River (03314)</i> • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996 • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989.
<p><i>Historic Photo/s</i></p>	<div data-bbox="480 1285 1377 1861" data-label="Image"> </div> <p>Opening of the Margaret Cecil Rest Home at the Margaret River Hospital in 1929.</p> <p>Photo: Clive Slater. Source: MRDHS Item 271.</p>


PLACE No. MR(T)-16	OLD SETTLEMENT, MARGARET RIVER	
<i>Other Names</i>	Includes: Old Pottery Workshop Bramley Group School (fmr) Cowaramup Group House (fmr)	
<i>Location</i>	69 (Lot 132) Bussell Highway, Margaret River GPS: -33.945516 115.075027	
<i>Current Photo/s</i> (Feb 2012)	 <p>Cowaramup Group House (fmr)</p>  <p>Bramley Group School (fmr)</p>  <p>Group Settlement Outbuildings (fmr)</p>  <p>Pottery Workshop (fmr)</p>	
<i>LGA Site No</i>	A4525	
<i>PIN Number</i>	527999	
<i>Place Type</i>	Precinct or Streetscape	
<i>Use(s)</i>	<i>Original:</i> General - Educational; Specific - Museum <i>Current:</i> General - Vacant;	
<i>Statutory Heritage Listings</i>	None	
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04982 (Old Pottery Workshop)	

CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>The Old Settlement is of significance:</p> <ul style="list-style-type: none"> • As a development reflecting an increased community interest in history and heritage from the 1970s, particularly relating to Group Settlement. • For its historical and social association with community concern about the progressive loss of these places over time. <p>The former Bramley Group School, Cowaramup Group House and associated outbuildings are of significance:</p> <ul style="list-style-type: none"> • As representative examples of the Group Settlement schools, houses and outbuildings constructed during the period of the Group Settlement era (albeit not in their original location or context). <p>The Pottery Workshop is of significance:</p> <ul style="list-style-type: none"> • As a representative example of the use of alternative building materials, reflecting a wider trend in the area from the 1970s. • As a place associated with the increase movement towards a strong local arts and crafts community in Margaret River from the 1980s.
<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	<p>Medium: The place has had some alterations, but the original intent/character is still clearly evident.</p> <p>Note: The authenticity of the Group Settlement buildings has been diminished by their relocation and their new context as part of a 'historic settlement'.</p>
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Timber; Specific - Weatherboard</p> <p><i>Roof:</i> General - Metal; Specific – Corrugated Iron</p> <p><i>Other:</i> General - Earth; Specific – Adobe (Mud Brick)</p>
<i>Architectural Style</i>	Vernacular
<i>Physical Description</i>	<p>The Old Settlement is located on a gently sloping site along the southern bank of the Margaret River. It is generally open around the buildings with a scattering of mature native trees, and a dense backdrop of mature bush along the river.</p> <p><u>Bramley School (fmr)</u></p> <p>The old school is a large rectangular building with a corrugated iron gable roof. It has a small, partly enclosed, porch with a raked roof at the front, and flat metal sheet hearths and chimneys on either side, proving a fireplace to each of the two classrooms.</p>

	<p>The walls have a weatherboard skirt with flat sheet asbestos over. There are 6 x double, 6 paned, central pivot windows along each side.</p> <p>The style and detailing of the building is consistent with the new type of state government school designed in 1924 to provide group settlers with a multi-purpose school and public hall. Similar detailing is found at the extant Rosabrook School (Place # RB-02)</p> <p><u>Cowaramup Group House (fmr)</u></p> <p>The old house is constructed of weatherboard with a corrugated iron gable roof. It has a simple symmetrical façade with a high-waisted central door flanked by timber casement windows. In its present location it has been raised on tall stumps to accommodate the slope of the site and is accessed by central steps, necessitating a simple verandah balustrade with square balusters. There are two flat metal sheet hearths and chimneys along one side</p> <p><u>Group Settlement Outbuildings</u> (former cream room, small shed, two long open fronted storage and machinery sheds, and toilet)</p> <p>These are very simple farm buildings constructed of a mixture of sawn timber and bush poles, with corrugated iron cladding.</p> <p>Within and around these buildings there is a collection of old farm equipment that has been set up as a general display rather than as an authentic interpretation of a Group Settlement farmyard.</p> <p><u>Pottery Building (fmr)</u></p> <p>The old Pottery Workshop has has a combination of mudbrick and weatherboard walls, with a shingled roof. A more detailed description of its construction is included in the historical notes below.</p> <p>In 2011/12 a new deck has been constructed overlooking the Margaret River in preparation for the reopening of the site.</p>
<i>Condition</i>	<p>Fair</p> <p><i>*Assessed from streetscape survey only</i></p> <p>(Note: works in progress in 2012 to upgrade the buildings and site)</p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> Group Settlement Scheme <p>Tourism (c.1890s-Present)</p> <ul style="list-style-type: none"> Wine, Food, Natural Environment and Cultural Heritage Tourism
<i>Construction Date(s)</i>	<p>Bramley School (fmr) 1924</p> <p>Group House, Cowaramup c1922</p> <p>Pottery Building 1985</p>
<i>Year of Demolition</i>	
<i>Associations</i>	Architect: Ian Dowling



	<p>Builder: Margaret River Rotary Club members; Mr Duffy, Busselton</p> <p>Other: Alex Wilson, Malcolm Paine, Chic Wadley, Joe & Laurie Bredsall</p>
<i>Historical Notes</i>	<p>Land on the banks of the river was donated to the Shire by Mr Arthur Rodgers in 1958 for community purposes.</p> <p>The Rotary Club approached the Shire in 1977 with an idea to use the land to create a group settlement village depicting the beginning of the dairy industry in the Shire of Augusta Margaret River in the 1920s.</p> <p>In 1978 the Historical Settlement Project Committee was set up with Councillor Mark Hohnen as Chairman, and included members from the Shire staff, Rotary Club, Augusta Margaret River Tourist Bureau, Business and Professional Women's Club, Historical Society and the Bramley Progress Association. The Shire, Tourist Bureau and Rotary Club donated \$3500 each towards the project.</p> <p>Mr Mick Coffey arranged for a timber log donated by the Forestry Department to be placed across the river from Rotary Park as an entrance to the village, made safe for public use with safety rails.</p> <p>Rotarians advertised for donations to the Old Settlement and many offers were forthcoming. John and Margery Foster of Cowaramup donated a Group House, which was dismantled and transported from their farm by Ray Shepherdson. It was re-erected by father and son team, Joe and Laurie Bredsall. The Bredsalls also relocated and re-erected the Bramley School to nearby Rotary Park, which was donated by the Bramely Progress Association [this was moved to the Old Settlement in 1991].</p> <p>Also built for the Old Settlement between 1978 and 1982 were a cream room, small shed, two long open fronted storage and machinery sheds, and a toilet. Most came from farms in the area. Various items of machinery and carts were put in the sheds, and household items were collected for the Group House.</p> <p>When the Rotary Club felt they had taken the project as far as they could go, the Shire advertised for someone to finish the museum development. There were no initial takers, and the Shire approached Michael Paine, an eminent local blacksmith, to be a caretaker of the site. On 3 May 1985 Michael and wife Audrey signed a 21 year lease and they subsequently built a shop to sell local craftwork, a Blacksmith's workshop, an old style lock up barn and a gate house on the bridge [The barn and shop have since been demolished].</p> <p>The Paines got Shire approval to erect a stone house, built by Busselton builder Mr Duffy, and set up educational tours for school groups and tourists, relating the story of Group Settlement and the dairy industry.</p> <p>Ian Dowling, the proprietor of Margaret River Pottery, took out a sublease from the Paines and established the Pottery Building in 1985. The new workshop was built using mud bricks made on site from the fine orange-brown river clay. The bricks were made using a commercial brickworks machine adapted by Erland Happ of Qunidalup. Although each brick varies in size, they are roughly 275mm wide and 125mm high to give 150mm courses and walls up to 300mm thick. A weak lime mortar with</p>

	<p>additions of karri loam and iron ore dust for colour was used to bed the bricks. The top course was finished off with concrete to hold the top plates for the roof rafters. Jarrah rafters and battens cut at local mills and jarrah shingles were used in the workshop, as well as 4.5 metre, 300mm by 150mm jarrah beams originally cut as railway crossing sleepers at Wilga Mill. Jarrah sleepers from a Nannup mill were used to make the window frames and lintels. The construction took approximately 12 months. From 1986 the Old Pottery Workshop was used as a professional pottery shop with up to five employees at one time.</p> <p>Malcolm and Audrey Paine sold the Old Settlement lease to Chick and Lyn Wadley in 1988. The Wadleys relocated the former Bramley School from Rotary Park to the Old Settlement. They also purchased an old tin humpy in c1993 and re-erected it on site.</p> <p>In 1992, the Dowlings purchased land and built a new pottery gallery and studio on Bussell Highway in the main street of Margaret River. Their use of the workshop was scaled down but continued up until March 1995. Marlene and Michael Birmingham then leased the Old Pottery Workshop as a tea rooms.</p> <p>The Old Settlement lease expired in 2006, and management has since reverted to the Shire.</p> <p>In 2011 the Bramley school was relocated about 10-15m further east on the lot, thereby improving access to the site by making room for parking directly off the Bussell Highway.</p> <p>As at February 2012, the site is being upgraded by the Shire in preparation for reopening to the public.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Margaret River District Historical Society • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996 (Place Record for the 'Old Pottery Workshop')
<i>Historic Photo/s</i>	None

PLACE No. MR(T)-17	SCHOOL TEACHER'S RESIDENCE (FORMER)
<i>Other Names</i>	The Old School House Headmasters Residence
<i>Location</i>	33 (Lot 65) Mann Street, Margaret River GPS: -33.950205 115.066298
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A1050
<i>PIN Number</i>	536973
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General – residential; Specific – single storey residence <i>Current:</i> General – residential; Specific – single storey residence
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04962
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>The School Teacher's Residence (former), Margaret River is of significance:</p> <ul style="list-style-type: none"> For its association with the early educational facilities and needs in the town.
<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.


<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident. Note: Place has been relocated.
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<i>Walls:</i> General - Timber; Specific - Weatherboard <i>Roof:</i> General - Metal; Specific – Pre-painted Corrugated Steel
<i>Architectural Style</i>	Interwar cottage
<i>Physical Description</i>	<p>The former teacher's residence is a small weatherboard building with a gabled roof that extends over the front verandah. It has a simple symmetrical façade with a central door and two casement windows. The building appears to have been extensively renovated and there is a modern extension at the rear.</p> <p>The house is now set in a mature garden with large trees and shrubs between the house and street. A wooden sign at the front of the block reads:</p> <p style="text-align: center;"><i>The Old School House</i> 1927-1992</p>
<i>Condition</i>	Good *Assessed from streetscape survey only
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
<i>Construction Date(s)</i>	C1930
<i>Year of Demolition</i>	Relocated c1992
<i>Associations</i>	Architect: PWD
<i>Historical Notes</i>	<p>In July 1930 it was reported that work had commenced on the erection of teachers' quarters at Margaret River (although it has not been confirmed that this is the same building).</p> <p>The place which forms the subject of this place record was originally located on Bussell Highway. In around 1992 it was purchased by Tom Wenman, who transported it to his property in Mann Street, and fully restored the building to its original design.</p> <p>In 2012 it continues to be used as a private residence.</p>


REFERENCES	
	<ul style="list-style-type: none">• <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996• <i>The West Australian</i>, 26 July 1930, p 7
<i>Historic Photo/s</i>	None

PLACE No. MR(T)-18	ST MARGARET'S ANGLICAN CHURCH AND FORMER RECTORY
<i>Other Names</i>	
<i>Location</i>	11 (Lot 8) Station Road, Margaret River GPS: -33.955219 115.071185
<i>Current Photo/s</i> (Feb 2012)	 
<i>LGA Site No</i>	A3662
<i>PIN Number</i>	537755
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - Religious; Specific – Church, Cathedral or Chapel <i>Current:</i> General - Religious; Specific - Church, Cathedral or Chapel

<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 00112
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>St Margaret's Church and former Rectory is of significance:</p> <ul style="list-style-type: none"> • As the first church and rectory in the township of Margaret River. • As a representative and highly intact example of the numerous small churches erected in the South-West during the inter-war years (in this instance including the original rectory). • For its important role in the spiritual life of many of Margaret River's residents since 1927. • For the social value to members of the congregation, those associated with important personal services at the church, and the descendants of these people. • As the only public building in Margaret River, dating from the consolidation of the town in the 1920s, that has continued to be used for its original purpose through to the present day.
<i>Integrity</i>	<p>Church: High: The original use has been maintained.</p> <p>Rectory (fmr): Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.</p>
<i>Authenticity</i>	<p>Church: High: The original/significant fabric is largely intact.</p> <p>Rectory (fmr): Medium: The place has had some alterations, but the original intent/character is still clearly evident.</p>
<i>Level of Significance</i>	Considerable - Very important to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Timber; Specific - Weatherboard</p> <p><i>Roof:</i> General - Metal; Specific – Corrugated</p> <p><i>Other:</i> General - Asbestos; Specific – Fibrous cement sheeting</p>
<i>Architectural Style</i>	Inter-War Gothic
<i>Physical Description</i>	<p>The site of the Church and Rectory (fmr) has an informal, low-maintenance landscape, with a gravel driveway and parking area and scattered shrubs and trees, including prominent peppermint and pine trees near the Church.</p> <p>The former open setting has been impacted in recent years by subdivision and the construction of medium density units on the adjacent allotments.</p>


	<p><u>Church</u></p> <p>This is a simple, timber-framed building clad with a weatherboard skirt, with flat sheet fibrous cement over. The sides each feature three timber-framed buttresses (clad with flat sheet fibrous cement), and three pointed-arch, stained glass windows.</p> <p>There is a small open-fronted gabled porch facing Station Street and a skillion lean-to at the rear.</p> <p>The gabled roof has been re-clad with red corrugated profile Colorbond.</p> <p><u>Rectory (former)</u></p> <p>This building is clad with weatherboard and features a front verandah that provides access to both the main entrance to the former house and to a small former office, built off the southern end.</p> <p>The main façade of the old residence is symmetrical with a central door flanked by triple casement windows.</p> <p>The gable roof extends in an unbroken alignment over the verandah and in a broken-back alignment over the rear skillion.</p> <p>The old rectory was extensively renovated and adapted in c.2010/2011 for its ongoing use as parish meeting rooms, but the original external character of the place is still clearly evident.</p>
<i>Condition</i>	<p>Church: Fair</p> <p>Rectory (fmr): Good</p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
<i>Construction Date(s)</i>	1927
<i>Year of Demolition</i>	
<i>Associations</i>	Builder: Arthur & Leslie Mann
<i>Historical Notes</i>	<p>The first sign of the community wanting a church building was in 1909, however it was to be almost 20 years before St Margaret's Anglican Church was finally erected.</p> <p>The new church, rectory and parish hall were built by brothers Arthur & Leslie Mann, and the church was dedicated by Bishop Wilson on 30 January 1927. The timber pews, lectern and font were made by Arthur Abbot. Arthur & Leslie Mann also built the Cowaramup CWA Hall, (Place # CO-02) and the Tin House (Place # MR(T)-18).</p> <p>By 1962 the Anglican Parish included the following centres: Augusta, Karridale, Metricup, Witchcliffe, Cowaramup, Osmington, Rosa Brook and Forest Grove.</p> <p>A new tabernacle was blessed by Bishop Hawkins on 30 October 1967.</p>

	<p>The parish hall was demolished in c.2008 and that portion of the site was subsequently sold and redeveloped.</p> <p>The former rectory at the rear of the church was renovated in 2010-11 and is in use by the parish community for meetings and social events.</p> <p>As at 2012 the church is still used for its original purpose.</p>
REFERENCES	
	<ul style="list-style-type: none"> • E. Doncaster, 'An historical record of all buildings used for public worship in the dioceses of Bunbury, the North-West and Kalgoorlie,' 1957 to 1969 [WA State Archives manuscript] • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	 <p>Early photograph of the Rectory (SW RHA files)</p>

PLACE No. MR(T)-19	ST THOMAS MORE CATHOLIC CHURCH, MARGARET RIVER
<i>Other Names</i>	St Thomas More Church and Hall
<i>Location</i>	20 (Lot 101) Wallcliffe Road (corner Farrelly Street), Margaret River GPS: -33.953243 115.070130
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A3649
<i>PIN Number</i>	1261695
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - Religious; Specific – Church, Cathedral or Chapel <i>Current:</i> General - Religious; Specific - Church, Cathedral or Chapel
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	Register of the National Estate (Indicative Place) HCWA Database (not entered in State Register or in Assessment Program): Place Number 00113
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>St Thomas More Catholic Church is of significance:</p> <ul style="list-style-type: none"> • As an excellent example of a late 20th century ecclesiastical architecture. • As an excellent example of contemporary rammed earth architecture, an identifiable building material of the area in the late twentieth century. • For its important associations with the local Catholic community, who built the church as a community project using local materials and with many hand crafted features.


	<ul style="list-style-type: none"> • For its important role in the spiritual life of many of Margaret River's residents since the construction of the church in 1982. • As a prominent landmark.
<i>Integrity</i>	High: The original use has been maintained.
<i>Authenticity</i>	High: The original/significant fabric is largely intact.
<i>Level of Significance</i>	Considerable - Very important to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Earth; Specific – Pise (Rammed earth)</p> <p><i>Roof:</i> General - metal; Specific – Pre-painted corrugated steel</p>
<i>Architectural Style</i>	Late Twentieth Century Ecclesiastical
<i>Physical Description</i>	<p>St Thomas More Catholic Church is a substantial, cruciform plan church constructed of rammed earth with a gabled clerestory roof, clad with Colorbond. At the Walcliffe Road frontage there is a prominent campanile (bell tower) which also provides an arched entry to the building and displays ecclesiastical artwork in the form of a bas relief.</p> <p>A circular entrance drive passes under a covered portico that links the campanile and an open loggia across the front of the church.</p> <p>Internally St Thomas More includes both areas of worship and parish meeting rooms and facilities.</p> <p>The perimeter of the site has been landscaped with mature shrubs and trees, above which the campanile and roof rise as landmark elements.</p>
<i>Condition</i>	Good
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Post-War Services and Diversification (c.1945-Present)</p> <ul style="list-style-type: none"> • New Community Services and Facilities (c.1945-1970)
<i>Construction Date(s)</i>	1982
<i>Year of Demolition</i>	
<i>Associations</i>	<p>Architect: Hodge and Wilcox, architects</p> <p>Builder: Ramtec</p>
<i>Historical Notes</i>	<p>St Thomas More Roman Catholic Church was built by the local Catholic community as a community project. The clay for the rammed earth walls and the granite came from local farms. The altar piece of jarrah (2.4m x 2m) was carved by a local craftsman and the font and cross, also of jarrah, were done by another local craftsman. The floor was laid with Donnybrook stone. The stained glass windows were made locally and the Stations of the Cross, made of beaten copper, were made by local women.</p>

	<p>The children of the parish were involved in the cleaning up the building site.</p> <p>St Thomas More Roman Catholic Church was officially opened on Monday 24 January 1983, and the church was dedicated by Bishop Peter Quinn (Bunbury).</p> <p>It, like the comparable Lumen Christi Catholic Church at Augusta (Place # AU-13)(which also used rammed wall construction), was innovative and enterprising at its time.</p> <p>As at 2012, the place is a centre for the Catholic community and other groups in the town who use the building's excellent facilities.</p>
REFERENCES	
	<ul style="list-style-type: none"> • <i>Busselton Margaret Times</i>, 27 January 1983 p 4 • <i>West Australian</i>, 25 November 1982 pp 38-39 • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None

PLACE No. MR(T)-20	THE TIN HOUSE
<i>Other Names</i>	Currey's House Mrs Whitewood's Inne Town Backpackers
<i>Location</i>	93 (Lot 4) Bussell Highway, Margaret River GPS: -33.948226 115.074166
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A3540
<i>PIN Number</i>	537107
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - Residence; Specific – Single storey residence <i>Current:</i> General - Commercial; Specific - Other
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>The Tin House is of significance:</p> <ul style="list-style-type: none"> As representative, surviving example of the modest houses built in Margaret River during the consolidation of the town following Group Settlement in the 1920s.

	<ul style="list-style-type: none"> For its historical association with the operation of boarding houses in the town, serving the tourist trade in the 1920s and, intermittently, through to the present day.
<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Metal; Specific – Pressed metal</p> <p><i>Roof:</i> General - Metal; Specific – Corrugated</p>
<i>Architectural Style</i>	Interwar (cottage)
<i>Physical Description</i>	<p>The 'Tin House' is set on a steeply sloping site, rising up on the eastern side of Bussell Highway. It is set back approximately 24m from the street and would have originally had a large domestic garden at the front. This area is now sealed as a carpark, which is dominated by a large eucalypt in front of the house, and bounded by smaller trees. None of the current landscaping appears to date from the inter-war or immediate post-war period.</p> <p>The old boarding house is a modest residential cottage clad externally with pressed metal sheeting. It has a basic square floor plan with a partly enclosed verandah at the front and skillion lean-to at the rear. The main roof is hipped, with a projecting gable over the main entry, flanked by a bull-nosed verandah roof. The verandah is elevated and accessed by a modern ramp across the front of the building. Chamfered posts with simple timber brackets support the verandah roof. Original external detailing includes the paired casement windows to the side elevation.</p>
<i>Condition</i>	<p>Fair</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres <p>Tourism (c.1890s-Present)</p> <ul style="list-style-type: none"> The Establishment of Tourist Accommodation
<i>Construction Date(s)</i>	1926
<i>Year of Demolition</i>	

<i>Associations</i>	<p>Builder: Arthur & Leslie Mann</p> <p>Original owner: Captain Robert John Currey</p>
<i>Historical Notes</i>	<p>The Tin House was built by Captain Robert John Currey in 1926, on land he had purchased from Ned Higgins for £30, and was initially run by Miss C E Currey as a boarding house.</p> <p>It was constructed by builders and brothers, Arthur and Leslie Mann, who also built St Margaret's Anglican Church (1927) (Place # MR(T)-16), the Church of England Convent (1928)(Place # MR(T)-03), and Cowaramup CWA Hall (1941)(Place # CO-02).</p> <p>In 1928 Currey went bankrupt and he subsequently sold this house and his nearby store (Place # MR(T)-04) to Ian and Malcolm Burns. Their mother also ran the place as a boarding house.</p> <p>In 1936/37 the house was owned by Hankey-Giles and used by the Order of the Sisters of Elizabeth of Hungary (see also Place # MR(T)-03).</p> <p>In 1941/42 it passed to a Mrs Harders, wife of the accountant for the First Bank of NSW in the town and in 1943/44 was occupied by the Harders' successor at the bank, Neil Reitze.</p> <p>From 1952, until her death in 1963, Mrs Alma Whitewood carried out extensive renovations and, once again, the place was used as a guest house. [The house is known locally as either Mrs Whitewood's or the Tin House.]</p> <p>In 1984 the house was purchased by Dr Ray Clarke, who with Dr Gavin White conducted a medical practice there until 1995.</p> <p>Since then, and as at 2012, the house has been used as Inne Town Backpackers.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989 • Mae Wise's 'Margaret River Town Rates Book 1 East' • <i>The West Australian</i>, 18 June 1927, p 6 • <i>The West Australian</i> 20 March 1928, p 8 • http://www.innetownbackpackers.com.au/ • Margaret River District Historical Society • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996 (Place Record for the 'Old Pottery Workshop')
<i>Historic Photo/s</i>	None


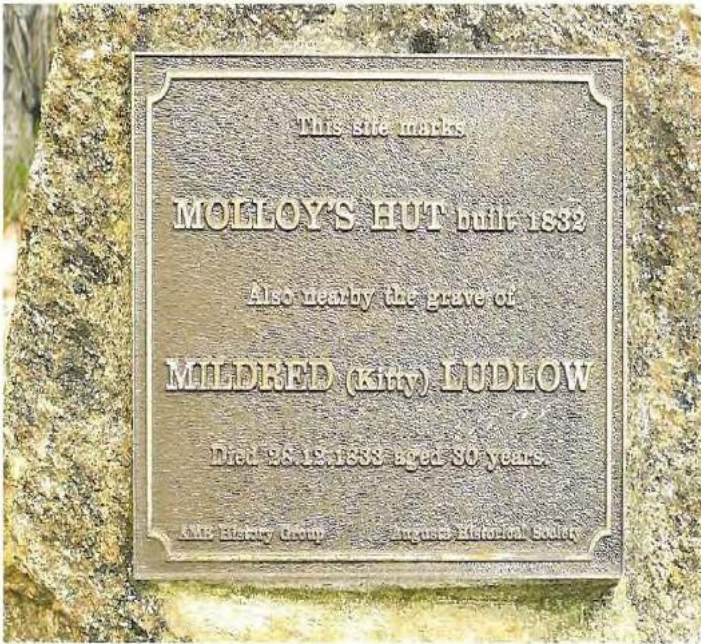
PLACE No. MR(T)-21	THE TUCK SHOP
<i>Other Names</i>	Nixon's Shop and House (fmr)
<i>Location</i>	147 (Lot 29) Bussell Highway, Margaret River GPS: -33.948226 115.074166
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A51
<i>PIN Number</i>	537329
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - Commercial; Specific – Shop/Retail store (single) <i>Current:</i> General - Commercial; Specific – Shop/Retail store (single)
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 03461
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>The Tuck Shop is of significance:</p> <ul style="list-style-type: none"> As a local landmark and meeting place for the school students of Margaret River from the 1950s. For its historical association with J.M. Nixon who lived and operated a shop here, and also supplied electricity for the town from an adjacent site from 1937-1948.
<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.

<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Some - Makes some contribution to the heritage.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<i>Walls:</i> General – Brick; <i>Roof:</i> General - Metal; Specific – Corrugated and flat pan
<i>Architectural Style</i>	-
<i>Physical Description</i>	<p>The shop and attached former residence both have frontages to the main street, with the shop set slightly forward to the alignment of the footpath. The shop is a utilitarian, painted, face-brick structure with unpainted cream brick to the side alley. There is a flat parapet to all visible facades, concealing a low-pitched, flat pan roof. The shop front has a central entry with plain display windows and plain highlights set in square profile, timber frames. A mini-orb corrugated panel has been added as a feature below the windows. A modern bull-nosed corrugated awning extends over the footpath.</p> <p>The adjacent former residence has an enclosed verandah to the street frontage, with concertina windows over a mini-orb corrugated panel. The roof is gabled hip with a central brick chimney, and extends as a broken-back pitch over the verandah.</p> <p>Internally the verandah and front of the house have been modified and adapted as the public seating area for the café.</p>
<i>Condition</i>	Good *Assessed from streetscape survey only
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> Establishment and Consolidation of Town and Village Centres
<i>Construction Date(s)</i>	1937 C1960 – shop rebuilt to street frontage
<i>Year of Demolition</i>	
<i>Associations</i>	<p>Builder: J M Nixon</p> <p>Significant Occupant: J M Nixon</p>
<i>Historical Notes</i>	<p>The Margaret River ‘Tuck Shop’ was originally Mr J M Nixon’s Shop and Residence.</p> <p>In 1937 Mr Nixon signed an agreement with the Augusta Margaret River Roads Board to supply electricity to the Margaret River town site. He bought two lots – one for the power station and the other (next door) for a</p>

	<p>residence and shop. The shop, which was at the front of his house, sold electrical goods and bicycle parts.</p> <p>In 1948 the government (State Energy Commission) took over the supply of electricity, although Nixon remained the local supervisor until 1956/57. After that time the district was connected to the Comprehensive South West Power Supply and a new substation was erected on the eastern outskirts of town.</p> <p>Nixon left Margaret River for Augusta and his shop was sold in the late 1950s. It then became the 'Tuck Shop', which serviced the school as well as the broader community and remained a meeting place for local school children for the rest of the twentieth century.</p> <p>The place underwent structural modifications in c. 2001 and has been adapted as a coffee lounge. As at 2012, the place is still operating as a café under the name 'The Tuck Shop'.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None

5.16 Molloy Island

MY-01	Molloy's Hut (site and cairn)	Reserve 35788, Lot 4683	Sabina Drive	Molloy Island
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PLACE No. MY-01	MOLLOY'S HUT (SITE AND CAIRN)
<i>Other Names</i>	
Location	Reserve 35788, Lot 4683, Sabina Drive, Molloy Island
<i>Current Photo/s</i> (provided by the Augusta Historical Society, December 2011)	 
<i>LGA Site No</i>	A11313
<i>PIN Number</i>	11588402
<i>Place Type</i>	Historic Site

<i>Use(s)</i>	<i>Original:</i> General - Residential; Specific – Single storey residence <i>Current:</i> General – Monument
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Molloy's Hut (Site and Cairn) is of significance:</p> <ul style="list-style-type: none"> • For its historical associations with the Molloy family, who were among the first pioneers of Augusta and were instrumental in the original settlement's development. • As the burial site of one (and possibly more) of the early colonial settlers in Augusta. • As a community memorial to the original colonial settlement of Augusta.
<i>Integrity</i>	<p>Historic site – N/A</p> <p>Memorial cairn - High: The original use has been maintained.</p>
<i>Authenticity</i>	<p>Historic site – N/A</p> <p>Memorial cairn - High: The original/significant fabric is largely intact.</p>
<i>Level of Significance</i>	Historic Site - The place is associated with an event or former place that is of particular significance for the local community. There may be some potential for archaeological remains.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p>Historic site – N/A</p> <p>Cairn – <i>General:</i> Stone; <i>Specific</i> - granite</p>
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>The site has been marked by a granite rock cairn with an attached plaque that reads:</p> <p style="text-align: center;"><i>This site marks Molloy's Hut built 1832 and nearby the grave of Mildred (Kitty) Ludlow Died 26.12 1833 aged 30 years AMR History Group Augusta Historical Society</i></p> <p>A list of nineteenth century deaths and burials for Augusta has been posted at www.ozburial.com. Many of these state "burial place unknown", but a few of the entries from the 1830s refer to possible burial at Molloy Island (which was well separated from the main residential area).</p>

	Note: There may be some potential for historical archaeological evidence in the general vicinity of this site, relating to its occupation in the 1830s, inclusive of Mildred Ludlow's grave, and possibly others.
Condition	N/A – historic site
HISTORICAL DESCRIPTION	
Historic Theme(s)	Colonial Settlement (c.1830-1849) <ul style="list-style-type: none"> • The Establishment of Augusta
Construction Date(s)	Original use: 1830s
Year of Demolition	
Associations	Other: John Molloy Other: Mildred (Kitty) Ludlow
Historical Notes	<p>John and Georgiana Molloy were very important first settlers to the Augusta district, as John Molloy was the first Resident magistrate. One of the local land grants obtained by Molloy was for Molloy Island, which was a short distance from the settlement at Augusta (and which the Molloyes referred to as Dalton Island). By 1832 Molloy had built a hut there.</p> <p>Frederick and Kitty Ludlow were also among the first settlers in Augusta. They were not part of the Turner, Bussell or Molloy contingents, but came independently aboard the <i>Emily Taylor</i>. However, it seems the Ludlows were not well off settlers and Kitty became a servant to Georgiana Molloy. There she stayed for some time, helping Georgiana with household and child care duties. Kitty was 'crippled, and physically debilitated' and she became more and more unwell. She eventually returned to her husband (who she had temporarily left due to his drinking habits) and they lived on Molloy Island.</p> <p>In 1833 Frederick Ludlow was in the Swan River Colony for four months, during which time Kitty died alone, and was not found for some time. Georgiana's account reads:</p> <p><i>...poor Kitty died on the Island in a most lamentable state, totally deranged and unapproachable, saving by her husband, from disease which the climate made more offensive. Her funeral duties I was necessitated to conduct. She had to be buried by torchlight. Her poor frame was so highly decomposed, it made two of the bearers ill for some days...</i> [Cresswell, pp 51-52]</p> <p>A memorial cairn has been erected at the site by the Augusta Margaret River History Group and the Augusta Historical Society.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Lines, William, <i>An All Consuming Passion: Origins, Modernity and the Australian Life of Georgiana Molloy</i>, Allen & Unwin, NSW, 1994, p 114 • Augusta Historical Society Heritage Booklet 2010

	<ul style="list-style-type: none">• Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989• Shire of Augusta-Margaret River Heritage Inventory nomination form, 2011
<i>Historic Photo/s</i>	None

5.17 Osmington

OS-01	Olive Hill Farm	2275	Bramley River Road	Osmington
OS-02	Osmington Mill (former)	1472 (Lot 6)	Osmington Road	Osmington
OS-03	St. John's Anglican Church	1590 (Lot 3069)	Osmington Road	Osmington

PLACE No. OS-01	GROUP SETTLEMENT HOUSE, GROUP 84 (LOT 2275)
<i>Other Names</i>	Olive Hill Farm (part)
<i>Location</i>	232 (Lot 2275) Bramley River Road, Osmington GPS coordinates -33.922500 115.172222
<i>Current Photo/s</i> (July 2017)	
<i>LGA Site No</i>	A5014
<i>PIN Number</i>	
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	Original: General - residential; Specific – Single storey residence Current: General - residential; Specific – Single storey residence
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	

<i>Statement of Significance</i>	<p>This place is of significance:</p> <ul style="list-style-type: none"> As a representative example of a group settlement house constructed in the Margaret River region in the mid-late 1920s. <p>Although the place has undergone some alterations over time, the nature of the original design can still be readily understood. Key changes which impact on the external character of the place are readily reversible (e.g. the aluminium framed windows; the flat fibrous cement sheets to part of the main facade; the sheet metal fascia capping; and the light colour of the painted finish to the weatherboards).</p>
	<ul style="list-style-type: none"> As evidence of the standard of accommodation provided to the Group Settlers who helped to open up the Margaret River region for dairy farming during the inter-war years. <p>Although it was extended to the rear in the 1970s, the scale and nature of the original house can still be readily interpreted and understood.</p> <ul style="list-style-type: none"> As physical evidence of the small community that was established at Group 84 (Airdale) in the 1920s. <p>Although it was moved in the 1960s, this house continues to be located on the original property for which it was built.</p> <ul style="list-style-type: none"> For its social value to the families of the group settlers from the Margaret River region, as a reminder of the way of life experienced by those who participated in the Group Settlement Scheme. <p>The informal garden provides an appropriate setting for the house, but the trees and other plantings on the house block do not appear to relate to the early development of the Group Settlement farm and are not of heritage significance. The windbreak of mature cypress trees at the rear of the house block make a positive contribution to the physical context of the place and <i>may</i> relate to the early development of the farm.</p> <p>The 1970s shearing shed and compacted earth parking area are of no heritage significance.</p>
<i>Integrity</i>	High: The original use as a private dwelling has been maintained.
<i>Authenticity</i>	Moderate: Much of the original/significant fabric is intact and the form and nature of the original design can still be readily understood.
<i>Level of Significance</i>	Moderate – As a representative example of an important local building type this place makes a positive contribution to the heritage of the Shire of Augusta-Margaret River.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Timber; Specific – weatherboard</p> <p><i>Roof:</i> General - Metal; Specific – corrugated Zincalume</p>
<i>Architectural Style</i>	Standard Group Settlement house

<p><i>Physical Description</i></p>	<p>This house retains clear evidence of its original design as a four roomed cottage with a central entrance hall, and skillion verandahs to the front and rear.</p> <p><u>Setting</u></p> <p>The 1920s Group Settlement house is located along the northern frontage of Lot 2275, on the eastern side of the main entrance drive for the property. The house block is approximately 80m deep by 60m wide, and is framed by mature trees around the perimeter. The documentary and physical evidence indicates that, with the exception of trees along the road verge, most of these perimeter plantings date from post 1995.</p> <p>The house is set within an informal garden, approximately 20m back from Bramley River Road. Immediately west of the house (and within the curtilage of the house block) there is a 1970s shearing shed and a</p>
	<p>compacted earth parking area. To the east and south (rear) there are areas of mown grass. Approximately 30m south of the garden boundary there is a windbreak of mature cypress trees.</p> <p><u>Exterior</u></p> <p>The timber-framed walls of the original part of the house are clad with square sawn weatherboards, although the upper half of the front wall has been re-clad with flat, fibre-cement sheeting (probably asbestos). The boards would have originally been oiled, but are now painted cream. The rear skillion addition is clad with flat fibre-cement sheeting.</p> <p>The roof is clad with long-length corrugated sheeting, replacing what would have originally been a short-sheet corrugated iron. It has a simple gabled form, extending in an unbroken alignment over the front verandah and a broken-back alignment over the rear additions.</p> <p>The main windows are aluminium framed with 8 panes to each sash. Based on other houses of this type, these would have originally been timber framed, side-hinged, double casements with 3 panes per sash.</p> <p>The front door is high-waisted, with three recessed vertical panels below a 6-pane glazed upper panel. Other than the glazing and lock, this appears to be original.</p> <p>The front verandah has a concrete floor (originally timber) and plain square timber posts. Corrugated iron panels at either end of the verandah roof have replaced what would have been timber boarded panels.</p> <p>On the eastern side, the front room is served by an external brick chimney, which appears to date from the relocation of the house in the 1960s.</p> <p><u>Interior</u></p> <p>The detailing of the original rooms with jarrah floorboards, panel and batten ceilings, timber boarded dados, fibre cement panels to the upper walls, timber board and brace doors, and simple architraves and skirtings is consistent with an inter-war era house of this scale and type.</p> <p>A high level of original inter-war detailing has survived, although the building has been extended to the rear and the kitchen/bathroom facilities have been fully redeveloped.</p>

<i>Condition</i>	Good (commensurate with the age and nature of the place) *based on a brief visual inspection only
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960) Group Settlement Scheme
<i>Construction Date(s)</i>	Mid-late 1920s
<i>Year of Demolition</i>	n/a
<i>Associations</i>	Group Settlement (particularly Group 84)
<i>Historical Notes</i>	<p>The Group Settlement Scheme was an initiative of Sir James Mitchell and aimed to open up the sparsely populated south west of the State for dairying in order to reduce dependence on imports from interstate. The Scheme initially targeted returned soldiers, but was quickly expanded to recruit British migrants. The settlers arrived in waves over the seven-year period from 1922 to 1929, taking up new farms in the districts of Busselton, Denmark, Manjimup, Margaret River and Wellard. However, the anticipated results quickly suffered in the face of the enormous task of clearing the land by hand, harsh dry summers and sometimes unproductive soils, together with extremely limited resources and often little farming experience.</p> <p>Group 84 (also known as Airdale or Airedale) had been established by 1924, when 15 settlers were listed here in the Western Australian Post Office Directory, including Walter Sharp who had occupied Sussex Location 2275 and 2272. It is almost certain that this was the Walter Sharp (farmhand, aged 23 years), who migrated to Australia from England in late 1923, travelling together with his wife, Gertrude Sharp (housewife, aged 23 years), and their son, Frank Sharp (aged 3 years). In the Electoral Rolls of 1925, Mrs Sharp's name was more fully listed as Gertrude Maud. Based on information in later Electoral Rolls it seems likely that Walter and Gertrude had at least three more children over the next few years: Herbert, Laurence and Eric.</p> <p>In the face of sometimes extreme hardship, many Group Settlers walked off their farms within the first year. At Group 84, only seven of the men listed in 1924 remained in 1925, with other families filling the gaps.</p> <p>In late 1925, the Sharp family suffered a significant setback when their accommodation and belongings were destroyed by fire:</p> <p><i>Settler Sharp, of Group 84 near Margaret River, had the misfortune to lose his temporary shack and all his goods and chattels by fire on Monday November 30. From what can be gathered, it appears that sparks from a nearly fire carried by a sudden gust of wind, started the blaze. General regret and sympathy is felt for Mr. Sharp, who is one of the original settlers on Group 84.</i></p>

However, unlike his neighbours, Walter Sharp persevered and by 1927 he had established a dairy farm and was the only one of the 1924 cohort remaining at Group 84.

Settlers were required to partly clear and fence their land and to provide a water supply before the characteristic four-roomed timber houses could be erected to a standard Workers' Homes Board plan. These houses were modest four-room cottages constructed of weatherboard, with a simple gabled, corrugated iron roof. The front of the house was finished with a full-width verandah with plain timber posts – with the verandah roof extending in either a straight line or a broken-back arrangement from the main roofline. The symmetrical façade featured double (3 pane) side-hung awning windows, either side of the central door. Fireplaces were an external feature, constructed of flat metal sheet.

In October 1925, the Group Settlement Advisory Committee invited tenders for the supply of materials, erection and completion of 15 Group Houses for Group 84 (which were among 248 houses planned for the Busselton district). However, it may have taken a considerable time to complete this work as a newspaper report confirms that the 14 houses planned for Group 85 at the same time had not been commenced by February 1927.

With the onset of the Great Depression the price of cream, the mainstay of the settlers' income, dropped and some farmers who had persevered this far finally broke and left. By the early 1930s the Agricultural Bank had taken over management of the Scheme, and this organisation forced many of the settlers off their allotments as government subsidy periods ended and the settlers were unable to meet the regular interest and loan repayments.

In 1933-1935 at least five of the farmers who had been active at Group 84 in 1930 forfeited their farms to the Agricultural Bank, including Walter Sharp whose property was advertised for sale in mid-1933:

Sussex locations 2272, 2275, being the whole of the land comprised in Crown Grant, vol. 1023, fol. 578, standing in the name of Walter Sharp containing 296 acres 25 perches, situated in Group 84, 10 miles north-east of Margaret River, described as 214 acres first class red loam and gravelly redgum and jarrah, 40 acres second class gravelly loam, jarrah and blackbutt, balance gravelly and third class, banksia, 2½ acres part cleared tillable, 53½ acres part cleared pasture, 82 acres rung, well, Margaret River, 106 chains drains, 54½ chains 5 wire and netting, 66 chains 3 wire boundary fence, 33 chains 5 wire and netting, 181 chains 4 wire internal fence, four-roomed j.w.b. cottage, dairy, cowshed, haysheds and sundry outbuildings. Stock and plant that may be in our possession and belonging to the place at time of purchase including 10 cows, 6 heifers, gelding.

The above equates to approx. 22.5ha of partly cleared land, 33ha of land on which the trees had been ring-barked, 2.1km of drains and 6.7km of fencing, in addition to the establishment of a dairy and at least some crops/vegetable gardens. In the context of the place and times, the amount of hard physical labour required to achieve this development, with very limited resources, emphasises the personal and financial cost that was borne the Group Settlers who had to walk away from their farms.

In 1936, a couple named Walter and Gertrude Maud Sharp were based at Canning Dam, Kelmscott, where Walter was working as a labourer. They settled in East Victoria Park in c.1942, and were still listed there in the Electoral Rolls of 1972. From the readily available information it seems likely that this was the same Walter Sharp who was born in England on 22 March 1900 and who worked for the Western Australian railways from 1942 until his retirement in 1964. Walter Sharp (c.1900-1981) and Gertrude Maud Sharp (c.1900-1974) were buried together at Karrakatta Cemetery.

By 1936, the number of settlers listed at Group 84 in the Western Australian Post Office Directory had declined to seven. From that time until the mid-twentieth century, the Sharp's former property was occupied by Clarence Bidwell Fennell (c.1911-1990). Other residents included his parents, Charles Bragden Fennell (c.1873-1959) and May Elizabeth Fennell (nee Brockman)(c.1884-1961), who retired to Capel in the early 1950s.

Since then, ownership of the property has changed four more times and for many years it was rented to a local farmer, Ray Arthur, who grazed sheep here.

According to oral history, when electric power was finally connected to the Airdale Group Settlement area in the 1960s, the house was moved from its original position on the opposite side of an intermittent creek (on a site marked by mature cypress trees) to its present position close to the power lines along Bramley River Road.

In the 1970s the land was further cleared, the dairy (which was on the opposite side of the road) was demolished, and a shearing shed was constructed near the house. At around the same time, the house was extended, to include the luxury of an indoor bathroom.

In c.1994-2001, part of the land along the Bramley River Road frontage was planted with olive trees; the Group Settlement house was further renovated; the house gardens were redeveloped (including dense perimeter planting to the house block); avenue planting was progressively established along the entrance drive; and a new house was built further back from the road, on the western side of the entrance drive. The property was purchased by the current owners in 2007.

Since its construction in the mid-late 1920s, the original house is believed to have been almost continuously occupied by either owners or tenants.

REFERENCES

- Plan No 3107 - Sussex Locs. 2926, 2927 and 2270 to 2275, dated March 1924. Copy provided by Aaron Bell, Able Planning & Project Management, 9 June 2017
- Ancestry.com *UK, Outward Passenger Lists, 1890-1960* [database online] – Passenger list for the *Sophocles*, departed London 12 September 1923, bound for Albany
- Western Australian Post Office Directories (www.slwa.wa.gov.au)
- Western Australian Electoral Rolls. Selected years available online (ancestry.com.au).
- Contemporary newspaper articles about the Group Settlement Scheme and, more specifically, Group 84 (trove.nla.gov.au), including:
 - *Group Settlement Chronicle and Margaret-River Mail* 8 December 1925 p 2
 - *Group Settlement Chronicle and Margaret-River Mail* 6 October 1925 p 2
 - *The West Australian* 11 February 1927 p 12
 - *The West Australian* 2 June 1933 p 26
- State Records Office of Western Australia, Australia; *Western Australian Government Railways-Record of Service Cards*; Reference Number: *CONS 5660* – re Walter Sharp (ancestry.com.au).
- Images of the paired headstones for Gertrude and Walter Sharp (<https://billiongraves.com/grave/Gertrude-Maud-Sharp/9589233#/> and <https://billiongraves.com/grave/Walter-Sharp/12589613#/>)
- House history prepared by Benji and Helen Leggate, titled *Welcome to Olive Hill Farm*.
- Oral history provided to Benji and Helen Leggate by long-term local residents, Mrs Doris Arthur and her son, Ray Arthur.
- Historical aerial photographs: 1996, 2001, 2017 (landgate.wa.gov.au)

Site added to Heritage Survey in 2021



North elevation

Based on other examples of Group Settlement houses, the front wall would have originally been fully clad with square cut weatherboards.

All of the windows would have been side-hinged, timber-framed casements.



West elevation


The vertically proportioned window to the front room appears to be a later addition.






East elevation

Vertically proportioned windows indicate the general extent of the original rear verandah.

Based on other examples of Group Settlement houses, original chimneys would have been clad with flat iron sheeting



	<p>South elevation</p>
	<p>Entry hall</p>

	<p>Typical ledge and brace internal door with what appears to be original hardware.</p>
	<p>Detail of floorboards</p>

PLACE No. OS-02	OSMINGTON MILL (FORMER)
<i>Other Names</i>	
<i>Location</i>	1472 (Lot 6) Osmington Road, Osmington (Approximately 500m east of Cain Road) GPS coordinates -33.905891 115.231745
<i>Current Photo/s</i> (Nov 2011)	
<i>LGA Site No</i>	A8695
<i>PIN Number</i>	1276395
<i>Place Type</i>	Historic Site Other Structures
<i>Use(s)</i>	<i>Original:</i> General - Forestry; Specific – Timber Mill <i>Current:</i> General – Unused; Specific – Unused.
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Osmington Mill (Former) is of significance:</p> <ul style="list-style-type: none"> • As physical evidence of the continued development and operation of the timber industry in Augusta Margaret River in the early twentieth century. • As evidence of former timber milling practices.

	<ul style="list-style-type: none"> As a local landmark and an aesthetically pleasing industrial structure in a rural landscape. For the many people who worked and lived at the mill (and their descendants) and for those members of the local farming community who were able to supplement their incomes at the mill as a means of surviving through the depression era.
<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	Low: The place has been considerably altered, with the loss of significant fabric. The original intent/character is no longer clearly evident.
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<i>Other:</i> General - Stone; Specific – Local Stone
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>The primary physical evidence of this site is a stone sawdust kiln, but site observations and Google Earth images also indicate areas of ground disturbance in the immediate vicinity that could relate to former structures and site works.</p> <p>The kiln is a large, truncated conical structure (approx. 4-6m high) constructed of local field-stone laid in courses in concrete mortar. The wide mortar joints have been roughly ruled to represent squared, coursed stonework.</p> <p>The main opening into the kiln is on the eastern side. This retains a cill near ground level, but the original form and size of the opening has been obscured by removal of stone to create a rough, larger opening. Views through this opening show that the kiln was lined internally with brick or blockwork. On the western side a section of a large metal flue remains attached to the kiln.</p> <p>There is evidence of cracking through the stone walls and some deterioration to the cap of the kiln, but it appears to be in a fair condition as an abandoned industrial structure.</p>
<i>Condition</i>	<p>Fair</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> Group Settlement Scheme

	<p>Timber Industry (c.1840-Present)</p> <ul style="list-style-type: none"> • Revival of the Timber Industry after World One (1921-present)
<i>Construction Date(s)</i>	
<i>Year of Demolition</i>	1962 (mill destroyed by fire)(stone kiln survives in 2011)
<i>Associations</i>	
<i>Historical Notes</i>	<p>Osmington was settled as part of the Group Settlement Scheme by Group 85 in 1922.</p> <p>The Osmington Mill is believed to have been built in the 1920s or early 1930s. It was one of the largest in the area, with approximately twenty family houses and fifteen single men's quarters. Many farmers were employed at the mill during the Depression years.</p> <p>The mill was burnt down in 1962. All that remains is a sawdust kiln.</p> <p>Note: Sawdust was traditionally used to fuel kiln boilers to provide steam to drive timber mill machinery</p>
REFERENCES	
	<ul style="list-style-type: none"> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989.
<i>Historic Photo/s</i>	None

PLACE No. OS-03	ST JOHN'S ANGLICAN CHURCH, OSMINGTON
<i>Other Names</i>	St John the Evangelist
<i>Location</i>	1590 (Lot 3069) Osmington Road, Osmington (Approximately 200m east of the intersection of Osmington and Cane Brake Roads) GPS coordinates: -33.906622, 115.247425
<i>Current Photo/s</i> (Nov 2011)	 
<i>LGA Site No</i>	A5793
<i>PIN Number</i>	536787
<i>Place Type</i>	Individual Building(s) or Group


<i>Use(s)</i>	<i>Original:</i> General - Religious; Specific – Church, Cathedral or Chapel <i>Current:</i> General - Religious; Specific - Church, Cathedral or Chapel
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (Assessment Program): Place Number 00126 (16.4.2004)
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>St John's Anglican Church, Osmington, is of significance:</p> <ul style="list-style-type: none"> • As a relatively rare surviving example of a group settlement church in situ and in still in use. • As the only physical evidence remaining of the small community centre of Osmington, which was established as part of Group Settlement in the 1920s-1930s (Group 85). • As a representative and highly intact example of the many small churches erected by the group settlers in the south west. • As a modest, but aesthetically pleasing, local landmark that retains its traditional woodland setting. • As evidence of the community spirit and activity of the group settlers and later members of this farming community. • For its social value to members of the congregation, those associated with important personal services at the church, and the descendants of these people.
<i>Integrity</i>	High: The original use has been maintained.
<i>Authenticity</i>	High: The original/significant fabric is largely intact.
<i>Level of Significance</i>	Considerable - Very important to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Timber; Specific - weatherboard</p> <p><i>Roof:</i> General - Metal; Specific – corrugated Colorbond</p>
<i>Architectural Style</i>	Inter-War Gothic
<i>Physical Description</i>	<p>St John's Anglican Church, Osmington is a small rectangular, timber-framed building (roughly 9m x 6m) with a small gabled porch over the main entrance (west) and a skillion lean-to at the rear (south-east) corner. The walls are clad with oiled, bevelled-edged weatherboards and feature two arched windows to either side (each with a side hung 4 pane opening and a fixed pane to the arch, all fitted with plain clear glass). There is a</p>

	<p>triangular arch to front door, which is board and brace with plain strap hinges.</p> <p>The gable roof has been clad with red Colorbond and has ogee profile gutters and round downpipes.</p> <p>Internally the church has a flat plasterboard and batten ceiling. The main part of hall has no lining to the walls, but the alter area is lined with plasterboard. The floor has narrow timber boards and there are plain timber pews, which appear to be original.</p> <p>St John's is set in a small clearing in a bush block and the setting would be very similar to when it was first opened.</p> <p>Immediately west of the church there is a brass plaque on sandstone rock that was erected as a memorial to local settlers in 1988.</p>
<i>Condition</i>	Good
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> • Group Settlement Scheme
<i>Construction Date(s)</i>	1933
<i>Year of Demolition</i>	
<i>Associations</i>	<p>Builder: C.H. 'Cotter' Williams</p> <p>Other: Group Settlement (particularly Group 85)</p>
<i>Historical Notes</i>	<p>Group 85 (also named Osmington) began in 1924 with settlers from England. The original settlers erected a tin and wooden humpy that was used as a church until the Airdale/Osmington school was built in 1929 for use by the settlers of Groups 84 and 85.</p> <p>In 1933 plans were prepared for a new church, which was one of seven Anglican churches proposed for the Margaret River area at that time.</p> <p>St John's was built by a local man, C.H. 'Cotter' Williams. The erection of the church building was mainly funded through the generosity of Mrs Margaret Rivington in England (who donated £100), but Williams' wife, although not an Anglican herself, also helped organise fundraising events.</p> <p>The church was opened on 27 December 1933 and dedicated by Bishop Wilson on 2 February 1934.</p> <p>The church was adjacent to the school, which has now been removed, and so the church building is now the only tangible evidence of the existence of the tiny hamlet of Osmington. A plaque to group settlement has been set outside the church.</p> <p>The church has remained intact and its roof was replaced in c.2010.</p>
REFERENCES	

	<ul style="list-style-type: none"> • E. Doncaster, “An historical record of all places of worship in the [Anglican] dioceses of Bunbury, the North-West and Kalgoorlie”, 1957 to 1969 [WA Archives Acc 1781] • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • Historical information displayed in the church. • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None


5.18 Prevelly

PR-01	St John the Theologian Greek Orthodox Chapel	3 (Lot 126)	Mitchell Drive (corner Chapel Place)	Prevelly
PR-02	Wallcliffe House (ruin)	752 (Lot 101)	Wallcliffe Road	Prevelly

PLACE No. PR-01	ST JOHN THE THEOLOGIAN GREEK ORTHODOX CHAPEL
<i>Other Names</i>	Greek Chapel
<i>Location</i>	3 (Lot 126) Mitchell Drive (corner Chapel Place), Prevelly GPS: 33.977358 114.993910
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A3462
<i>PIN Number</i>	531037
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - Religious; Specific – Church, Cathedral or Chapel <i>Current:</i> General - Religious; Specific – Church, Cathedral or Chapel
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04959
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>The Greek Chapel is of significance:</p> <ul style="list-style-type: none"> • As a memorial to the actions of the people of Crete during WWII and the monks of Preveli Monastery who assisted Allied forces escape the Nazis. • As evidence of the new coastal development that took place as the population of the region increased in the late twentieth century.
<i>Integrity</i>	High: The original use has been maintained.

<i>Authenticity</i>	High: The original/significant fabric is largely intact.
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Masonry; Specific - Rendered</p> <p><i>Roof:</i> General - Tile; Specific - Terracotta</p>
<i>Architectural Style</i>	Mediterranean ecclesiastical
<i>Physical Description</i>	<p>The Greek Chapel is a single storey building with a rectangular plan form. There is also a complimentary detached hall at the rear.</p> <p>The walls are constructed of rendered masonry (painted white) and the gabled roof is clad with orange, Roman terracotta tiles (with no eaves). Windows are timber framed with vertical proportions.</p> <p>The building is located on an elevated site overlooking the ocean, with a paved terrace providing a gathering and viewing area.</p> <p>In February 2012 it was surrounded by an open bush setting that had been severely burnt in the 2011 bush fires.</p>
<i>Condition</i>	<p>Good</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Post-War Services and Diversification (c.1945-Present)</p> <ul style="list-style-type: none"> Population Growth and Associated Development (c.1970-present)
<i>Construction Date(s)</i>	1979
<i>Year of Demolition</i>	
<i>Associations</i>	<p>Architect: I. J. Georgiou (B Arch)</p> <p>Builders: R.M & S.S. Nixon</p> <p>Other: E. G. Edwards</p>
<i>Historical Notes</i>	<p>Mr Geoffrey Edwards was taken prisoner by the Germans when he was stationed at Crete, but he managed to escape. The monks of Preveli Monastery and villagers assisted allied and Australian servicemen, including Edwards, after the 1941 Nazi invasion of Crete.</p> <p>It was the dream of Mr Geoffrey Edwards to have a place of worship at Prevelly, the place he founded and named in memory of the Preveli Monastery and surrounding villages in Crete.</p> <p>The Prevelly Greek Chapel was opened on Monday 4th June 1979 by the primate of the Greek Orthodox Church in Australia, Archbishop Stylianos</p>

	<p>(of Sydney). The other special guest was the head monk of the Preveli Monastery.</p> <p>The erection of a small white chapel, which is Greek in style, was greatly assisted by the support of the local community, especially the Greek residents. The chapel is an interdenominational place of worship, and a memorial to the gallant people of Crete during WWII and the monks of Preveli Monastery.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Bill Hughes, "New chapel is a soldiers' pious tribute to Greeks," <i>Busselton Margaret Times</i>, 31 May, 1979, p 10. • Edwards, Geoffrey (Eric Geoffrey), <i>Road to Prevelly</i>, Armadale WA, 1989. • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None

PLACE No. PR-02	WALLCLIFFE HOUSE (RUIN)
<i>Other Names</i>	
<i>Location</i>	752 (Lot 101) Wallcliffe Road, Prevelly GPS: -33.971102 114.994855
<i>Current Photo/s</i> Source: Augusta-Margaret River Mail, 7 Dec 2012 (copy provided by the Shire of Augusta-Margaret River)	
<i>LGA Site No</i>	A9395
<i>PIN Number</i>	11515431
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - Residential; Specific – Two storey residence <i>Current:</i> General - Vacant; Specific – Ruin
<i>Statutory Heritage Listings</i>	State Register of Heritage Places: Place Number 00114 Permanent (26/08/2005)
<i>Other Heritage Listings and Surveys</i>	Classified by the National Trust (16/12/1976) Register of the National Estate, Permanent (21/03/1978) Aboriginal Heritage Sites Register
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	The following is an extract from the Heritage Council of WA's Assessment Documentation for the place: <i>Wallcliffe House & Landscape</i> , consisting of Wallcliffe House, a two storey stone, shingle and corrugated iron homestead designed in the Victorian Georgian style, remaining outbuildings and designed landscape setting, together with the adjacent Bushland, Wallcliffe Cliffs, Wallcliffe

	<p>Cave and the Bushland Scarp on the northern side of Margaret River which represents the original view from the property, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> • the place is important in bringing together a diverse range of exceptional elements significant for their Aboriginal, European and natural values; • the place is a site of great beauty. The attractive natural landscape first drew settlers to this area and many of the views and vistas have changed little since the start of European settlement. The picturesque siting of Wallcliffe House marks a European influence on the landscape, without intruding on the natural magnificence of the site; • the establishment of the dairy and pastoral industries at <i>Wallcliffe House & Landscape</i> by the women of the Bussell family represents the important role that women played in the early rural development of the Colony; • Wallcliffe House is an excellent and well-crafted example of a Victorian Georgian homestead, and its design represents the aspiration of many early colonists to emulate a British country gentleman's residence. It is rare as a two-storey residence of this type constructed in stone; • the place marks the beginning of agricultural development in the Margaret River region and was the focus of the pioneering agricultural enterprise of the family of Alfred and Ellen Bussell; • Wallcliffe House is a distinct and important landmark due to its isolated location and the contrast of its limestone walls against the darker bushland vegetation; • the place has long associations with the Terry and Hohnen families, each long standing families in the Margaret River community and in WA business circles; and, • the place demonstrates changes in land use and agricultural practices, and the economic fortunes of owners from first settlement to the present time. <p>Note: In November 2011 the house bushfires gutted the building, leaving only the ruins of the walls standing. However, its significance remains embodied in its important historical associations and through an interpretation of the surviving fabric.</p>
<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	Low: The place has been considerably altered through the extensive damage caused by the 2011 bushfire, with major loss of significant fabric.
<i>Level of Significance</i>	Exceptional - Essential to the heritage of the locality (for its continuing historical associations).

PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - stone; Specific - limestone</p> <p><i>Roof:</i> General - timber; Specific - shingle</p> <p><i>Other:</i> General - metal; Specific – corrugated iron</p>
<i>Architectural Style</i>	Victorian Georgian
<i>Physical Description</i>	<p>Prior to the 2011 bushfire Wallcliffe House was noted an excellent example of a homestead in the Victorian Georgian style. It displayed considerable finesse in its siting and design against a backdrop of bushland and limestone cliffs, and in the materials and level of craftsmanship employed in its original construction and restoration. A detailed description of the place prior to the fire is included in 'Wallcliffe Conservation Plan' (prepared by Hocking Planning & Architecture in association with Barbara Dundas, on behalf of M. A. & C. A. Hohnen (1998).</p> <p>As at February 2012 some walls and chimneys stand as part of an extensively damaged ruin.</p>
<i>Condition</i>	Poor (ruin)
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Second Wave of Rural Settlement (c.1850-1922)</p> <ul style="list-style-type: none"> Settlement around the Margaret River
<i>Construction Date(s)</i>	1865
<i>Year of Demolition</i>	2011 (extensively damaged by bushfire)
<i>Associations</i>	<p>Owner: A P Bussell</p> <p>Builder: Convicts (ticket-of-leave) Hell-fire Jack & Sheepwah</p> <p>Other: Terry family; Hohnen family; Chaney family</p>
<i>Historical Notes</i>	<p>Wallcliffe was a stately residence situated above the bank of the Margaret River, about one kilometre from where it enters the sea. The house was built for Alfred and Ellen Bussell, and was imposing with six large stone chimneys, limestone walls, wide verandas and cellars. Downstairs included a large kitchen, dining, reception and music rooms. The upstairs bedrooms featured protruding alcoves overlooking the river. The house had a shingle roof and jarrah floorboards.</p> <p>Wallcliffe was the second house built in the Margaret River area, the first being Ellensbrook, which was also built by Alfred Bussell. By 1858, their first home, Ellensbrook could no longer cope with the number of residents and stock, so Alfred decided to build a larger house on a new site. The site chosen was south of Ellensbrook. It took many years to build, not only because of its size, but also because the Bussells had to fit in their normal</p>

farm duties. The limestone used was quarried from the Margaret River bank and the chalk was quarried near Gnarabup. The original timber shingle roof has since been replaced by sheet shingles.

After nearly eight years, Wallcliffe was finally ready, and in 1865 the family shifted in. Ellen Bussell had built a dairy at Wallcliffe, which was eventually turned into a restaurant. One important part of Wallcliffe's history was that it was the house that the survivors from the 'Georgette' were taken, after being rescued by Grace Bussell and Sam Isaacs.

After the death of Alfred Bussell in 1882 the estate was left to John and Fred Bussell, with Fanny managing it until John reached the age of 23 years. Fanny stayed on for approximately seven years, but the estate was later broken up and sold out of the Bussell family.


After the Union Bank foreclosed on the Bussell Brothers, Wallcliffe was leased and then sold, in 1902, to A C Loaring and N McLeod. Loaring and McLeod ran the property as a farm, but also operated the house as a guesthouse. This business expanded as more tourists came to the area following the opening of the caves to the public.

It was not until 1910 that Wallcliffe came back into the Bussell family, when Marmaduke Terry bought it from Loaring and McLeod for his wife Filumena Bussell. Unfortunately they could not secure all of the original property, mainly because of the mismanagement of John Bussell previously, who lost much of the original lease to the Government. When Terry purchased the property 29,000 acres of leasehold land reverted to the State, but the two partners retained 1,500 acres of freehold and conditional purchase land.

Filumena and Marmaduke only secured some of the original property, which was Class A reserve lease of 1000 acres of coastal land. It was after this that a further 800 acres were added to the estate, as well as 200 acres bought by Filumena, which eventually became the part of the estate known as Garthowen. In this time the shingles were replaced with corrugated iron. Upon the death of Marmaduke in 1932, his son, Brian, ran the property.


In early 1953, returned soldier Geoffrey Edwards and his wife purchased a southern coastal portion of the Wallcliffe property from the Terrys to establish a caravan park and holiday 'resort'. Initially this consisted of only 30 acres, and was little more than a few tent sites. Later the land holding was increased, holiday cabins built, and a caravan park established. The access road, a fishing track that also serviced Wallcliffe House, was gradually improved, and tourist numbers in the area increased. In the early 1960s, the Edwards began to subdivide their land, and the settlement of Prevelly was established on land that had formerly been part of Wallcliffe. Sometime in the 1970s the dairy was converted into a restaurant.

The Terrys sold the property in 1987 to Mark & Catherine (Cate) Hohnen. Mark was a founding member of Margaret River Land Holdings Ltd, a prominent Western Australian businessman and head of a hotel chain in the 1980s, and a significant investor in and developer of the Margaret River Area. In 1970, he and his brother David established the local Cape Mentelle

	<p>Wines, one of the earliest commercial vineyards to operate in an area that has come to be characterised by this industry.</p> <p>In 1998, a conservation plan followed by a program of restoration and adaptation of Wallcliffe House was undertaken. The works were awarded a Royal Australian Institute of Architects Award for Conservation.</p> <p>Mrs Rosemary Chaney purchased Wallcliffe from the Hohnens in November 2001. Michael Chaney, a leading Australian businessman and NAB Chairman, built a new house and workshop adjacent to the house in a similar style, including the use of shingles for the roof. Wallcliffe House continued to be used as a residence, with the former dairy adapted for use as a guest house and occasional meeting room.</p> <p>On 23-24 November 2011, Wallcliffe House was extensively damaged in bushfire which destroyed over 30 properties in the Prevelly area. Also lost was a large collection of hand crafted jarrah furniture originally owned by the Bussell family, lithographs, water colours and historic papers.</p>
REFERENCES	
	<ul style="list-style-type: none"> • HCWA Assessment Documentation: <i>Wallcliffe House and Landscape</i> (0114) • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996 • Judi Price, 'The History of Wallcliffe, Margaret River,' Thesis, RWAHS Lee Steere Competition entry, 1967. • Hocking Planning and Architecture <i>Wallcliffe Conservation Plan</i> prepared for MA & CA Hohnen, 1998. • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • Terry, Frances <i>They Came to the Margaret</i> (Southwest Printing & Publishing, Bunbury, 1978. • <i>Augusta Margaret River Mail</i>, 7 December 2011, online: http://www.margaretrivermail.com.au/news/local/news/general/heartbreak-historic-furniture-collection-gone/2384699.aspx.
<i>Historic Photo/s</i>	 <p>Wallcliffe House in 1902. Built by Alfred Bussell in 1865. Source: MRDHS Item 279.</p>


5.19 Redgate

RE-01	<i>Georgette</i> Memorial and Wreck Site	Carpark at western end (Reserve 8428 Lot 304)	Redgate Road	Redgate
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PLACE No. RE-01	GEORGETTE MEMORIAL AND WRECK SITE
<i>Other Names</i>	
<i>Location</i>	Carpark at the western end of Redgate Road, Redgate (Reserve 8428 Lot 304, Caves Road, Margaret River) GPS: -34.039100 114.999086
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A11020
<i>PIN Number</i>	-
<i>Place Type</i>	Historic Site
<i>Use(s)</i>	<i>Original:</i> General – Monument and Maritime Wreck <i>Current:</i> General – Monument and Maritime Wreck
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	Register of the National Estate (21/03/1978) HCWA Database (not entered in State Register or in Assessment Program): Place Number 04957
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>The Georgette Memorial and Wreck Site is of significance:</p> <ul style="list-style-type: none"> • As a community memorial commemorating the wreck of the ‘Georgette’ and the dramatic events surrounding the rescue of its crew, in particular the parts played by Grace Bussell and Sam Isaacs. • As a maritime wreck of historical significance for the local community.


<i>Integrity</i>	Memorial - High: The original use has been maintained. Wreck - Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	Memorial - High: The original/significant fabric is largely intact. Wreck - Low: The former vessel has been considerably altered, with the loss of significant fabric.
<i>Level of Significance</i>	Historic site - The place is associated with an event or former place that is of particular significance for the local community. A memorial has been erected on the foreshore and the wreck has survived as a maritime archaeological site.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<i>Other:</i> General - Stone; Specific - Granite
<i>Architectural Style</i>	N/A
<i>Physical Description</i>	<p>The wreckage of the <i>SS Georgette</i> is an iron framed wooden steamer of 332 tons, single screw, lying buried in sand under breaking water. On a calm day, if you look south of the carpark, about 90m out to sea, you can see the wreck in 5m of water.</p> <p>The memorial is a brass plaque on a rammed earth plinth overlooking the wreck. The memorial is set in a landscaped lookout area bounded by treated pine logs, which support DEC interpretation panels.</p> <p>The monument reads:</p> <p><i>The vessel Georgette, 211 tons steam and sail, was grounded in Caldacup bay just south of the point on 1 December 1876. While on her way to Albany the ship sprang a leak, the pumps failed and the stoke hold flooded.</i></p> <p><i>When she was still twenty miles out to sea a boat was launched. ready to be towed astern; It was stove in and its occupants thrown into the sea. Two women and five children drowned, but the others were rescued by brothers Willie and James Dempster and crewmen Dewar and Nunan; They made for the shore in the ship's gig and reached Indijup twelve hours later.</i></p> <p><i>In the meantime passengers on the georgette kept bailing while the ship under sail headed for the coast and finally grounded.</i></p> <p><i>While the ship's boat was in trouble in the surf two riders came galloping to the scene - Grace Bussell and stockman Sam Isaacs. They rode into the sea and, with their timely help, all on board reached the shore in safety and were taken to Wallcliffe House, the home of Grace Bussell, where they were welcomed and given shelter.</i></p>

	<i>Augusta -Margaret River Tourist Bureau 1976 John Alferink.</i>
<i>Condition</i>	Memorial: Good *Assessed from streetscape survey only
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	Where the Coast Meets the Sea (1622-Present) • Maritime Disasters
<i>Construction Date(s)</i>	Memorial: 1960 (original); 1976 (replacement)
<i>Year of Demolition</i>	Wreck: 1876
<i>Associations</i>	Other: John Alferink Other: Grace Bussell & Sam Isaacs
<i>Historical Notes</i>	<p>The <i>Georgette</i> was built in 1872 and commenced operating on the coastal trading and passenger service between Fremantle, Albany and Champion Bay in 1874. It was beached and sank on 12 December 1876, carrying passengers, varied cargo and ballast.</p> <p>The <i>Georgette</i> had floundered further north and lifeboats had been lowered; one overturned and seven lives were lost, but James and William Dempster and seamen John Dewar and James Noonan managed to bring the other to shore at Injidup through treacherous seas. They were subsequently awarded a certificate from the Royal Humane Society. In the meantime, the <i>Georgette</i> had drifted south to Calgardup (now named Redgate) where the remaining passengers and crew were brought to shore through dangerous seas by 16-year-old Grace Bussell and a family servant, Aboriginal stockman, Sam Isaacs, who rode their horses into the surf and saved the lives of all on board. Named "Australia's Grace darling" by the press, Grace instantly became famous and was awarded a silver medal for bravery in 1878.</p> <p><i>ROYAL HUMANE SOCIETY- At a meeting of this Society... Miss Grace Vernon Bussell, a young lady 16 years of age was awarded the silver medal for saving, with the aid of her black servant, Samuel Isaacs, the lives of several persons who were in danger of drowning, in the following circumstances:- On the 1st of December of last year the screw steamer 'Georgette' sprung a leak at sea in a gale off Cape Leeuwin, during a voyage from Fremantle to Port Adelaide, and was stranded at a place called Kaldagup, about eight miles south of Wallcliffe house, the residence of Mr. A. P. Bussell. Hearing of the occurrence, Miss Bussell, attended by her servant, rode on horseback down a steep cliff to the scene of the disaster, and discovered the boat capsized in two fathoms and a half of water and the passengers clinging to her. Miss Bussell at once rode her horse into the sea, and after the greatest difficulty at length succeeded in reaching the boat, accompanied by Isaacs, and with some of the women and children</i></p>

	<p><i>holding on to her and her horse, she made for the shore, and succeeded in placing them in safety, Isaacs subsequently returning to the boat and saving a man who had been left behind. The danger of the task was enhanced by the high surf which the horses had to contend against. Isaacs has been voted the Society's bronze medallion.</i></p> <p>Although press coverage at the time brought much praise to Grace Bussell, it is now generally accepted that Sam Isaacs played a major part in the rescue.</p> <p>Following the wreck, the hull of the <i>Georgette</i> was sold for £40. The remains were later located by members of the UEC, and its engine was dismantled for the brass fittings. In March 1964 a propeller was removed from the wreck and dragged ashore, only to be swept back into the ocean and lost. The ship's bell is now in the Augusta museum. The remaining portion of the wreck lies in c. 5 metres of water, c. 90 metres offshore, and is protected under Federal legislation.</p> <p>The first SS <i>Georgette</i> Memorial was erected on the 1st December, 1960. This was a metal sign, and it eventually corroded away. In 1976, John Alferink, in conjunction with the Shire of Augusta Margaret River Tourist Bureau and Augusta Historical Society, erected a new memorial. The plaque was unveiled in 1976 and the ceremony included a re-enactment of the <i>Georgette</i> rescue.</p> <p>Further details about the construction, use and wreck of the vessel are included in the Western Australian Museum Shipwreck Databases.</p>
REFERENCES	
	<ul style="list-style-type: none"> • <i>The Western Australian Times</i> 4 Jan 1878 p 2 • <i>The West Australian</i> 2 Dec 1933 p 20 • Western Australian Museum Shipwreck Databases at www.museum.wa.gov.au/maritime-archaeology-db/wrecks/georgette-1 • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
Historic Photo/s	 <p>An artist's conception of the scene when Miss Vernon Grace Bassell and her stockman, Sam Isaacs, rescued passengers when the <i>Georgette</i> was wrecked on the West Australian coast on December 1, 1876.</p> <p>Source: "The Rescue from the Wreck of the <i>Georgette</i>." <i>The West Australian</i>, 2 Dec 1933 p 20.</p>


5.20 Rosa Brook

RO-01	Darnell's Store, Rosa Brook	1230 (Lot 2)	Rosa Brook Road	Rosa Brook
RO-02	Rosa Brook Hall	Lot 5	Rosa Brook Road	Rosa Brook

PLACE No. RO-01	DARNELL'S STORE, ROSA BROOK
<i>Other Names</i>	
<i>Location</i>	1230 (Lot 2) Rosa Brook Road (opposite the intersection with Crozier Road), Rosa Brook GPS coordinates: -33.940481, 115.196118
<i>Current Photo/s</i> (Nov 2011)	
<i>LGA Site No</i>	A10717
<i>PIN Number</i>	528269
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - Commercial; Specific – Shop/retail store (single) <i>Current:</i> General - Commercial; Specific – Shop/retail store (single)
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04945
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Darnell's Store, Rosa Brook is of significance:</p> <ul style="list-style-type: none"> • As one of the few local businesses established for the group settlers that has continued in its original use through to the present day. • As one of two stores run by Bill Darnell, a local character; the other being Darnell's General Store, Witchcliffe

	<ul style="list-style-type: none"> As a long-standing focal gathering point for the community. As evidence of the small local community centres that were established in the various Group Settlements throughout the region.
<i>Integrity</i>	High: The original use has been maintained.
<i>Authenticity</i>	Low: The place has been considerably altered, with the loss of significant fabric. The original intent/character is no longer clearly evident.
<i>Level of Significance</i>	Some - Makes some contribution to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - timber; Specific – weatherboard</p> <p><i>Walls:</i> General - concrete; Specific – concrete block</p> <p><i>Walls:</i> General - other; Specific – rammed limestone</p> <p><i>Roof:</i> General - metal; Specific – zincalume</p>
<i>Architectural Style</i>	Functional
<i>Physical Description</i>	<p>Darnell's Store features twin gables to the main façade with a simple raked verandah. This main façade has been clad with square edged weatherboard (c.2009-10), with evidence of the 1950s concrete block façade at the base of the building.</p> <p>The weatherboards return for a short distance along the sides where they abut the modern, poured limestone walls of the attached residence.</p> <p>The recessed entry to the shop is slightly off centre with a large square window either side (not symmetrical).</p> <p>There is a petrol bowser at front, weatherboard sheds on the eastern side, and an old timber platform on the western side of the shop.</p>
<i>Condition</i>	<p>Good</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> Group Settlement Scheme
<i>Construction Date(s)</i>	1931
<i>Year of Demolition</i>	
<i>Associations</i>	<p>Other: Bill Darnell, snr (original owner)</p> <p>Other: Bill Darnell, jnr (2nd storekeeper)</p> <p>Other: Group Settlement Scheme</p>

<p><i>Historical Notes</i></p>	<p>The town of Mowen (now known as Rosa Brook) was gazetted in 1925 to provide town lots for group settlers in this area.</p> <p>Alfred Darnell was among those who established Group 22 around Rosa Brook from 1924. His son, Bill, who had been working in a store in England, emigrated to join his father in 1926. After a period working in the wheatbelt, Bill returned to the farm at Group 22. In 1931, Bill purchased a block in the Mowen townsite for £10 and erected a two-roomed weatherboard and iron building. He opened this as a store for the local community in the same year.</p> <p>Darnell and his wife Gwen were the first couple to be married in St Mary's, the Rosa Brook Church of England. From 1938, Bill and Gwen's son, also Bill, ran the Rosa Brook store, and Bill senior bought the Witchcliffe store. (See Place # WI-01)</p> <p>Historical photographs indicate that the original store was constructed of weatherboard with a double gable, corrugated iron roof facing the street. A simple raked verandah with plain square posts extended across part of the frontage.</p> <p>By c.1950 a skillion addition with louver windows had been constructed across the western end of the main facade (also in weatherboard and iron). By 1956 the verandah and front skillion addition had been replaced with a masonry extension featuring a flat, slightly stepped, parapet and a flat awning over an asymmetrical recessed entry.</p> <p>New work undertaken in 2009-2010 has reinterpreted the traditional double gable, weatherboard façade to the front and replaced the original attached residence at the rear in rammed limestone construction.</p> <p>Bill Darnell was a well recognised character in the Shire. He passed away in November 2011.</p>
<p>REFERENCES</p>	
	<ul style="list-style-type: none"> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • Landgate History of Town Names (http://www.landgate.wa.gov.au/) • Heritage Council of Western Australia Assessment Documentation for Darnell's General Store in Witchcliffe (HCWA place number 4946) • Heritage Advice report prepared by the Regional Heritage Advisor for the Shire of Augusta-Margaret River, 21 September 2009 (referencing historical photographs dating from the 1940s, c.1951 and 1956) • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<p><i>Historic Photo/s</i></p>	<p>None</p>

PLACE No. RO-02	ROSA BROOK HALL
<i>Other Names</i>	Rosa Brook School (former)
<i>Location</i>	Lot 5 Rosa Brook Road (approx. 150m east of the intersection with Crozier Road), Rosa Brook GPS coordinates: -33.940409, 115.197878
<i>Current Photo/s</i> (Nov 2011)	
<i>LGA Site No</i>	A4550
<i>PIN Number</i>	528274
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General – Educational; Specific – Primary School <i>Current:</i> General - Social/Recreational; Specific – Other Community Hall
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Note: there are two database entries for this place, Place Numbers 04985 and 00125.
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	Rosa Brook Hall is of significance: <ul style="list-style-type: none"> • As a fine example of group settlement school buildings, with the teachers' quarters intact. • For its value to the community as the centre of educational and social events and its contribution to the community spirit of the Rosa Brook area since the mid-1920s.



<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	High: The original/significant fabric is largely intact.
<i>Level of Significance</i>	Considerable - Very important to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - timber; Specific – weatherboard</p> <p><i>Walls:</i> General - asbestos; Specific – fibrous cement - flat</p> <p><i>Roof:</i> General - metal; Specific – zincalume</p>
<i>Architectural Style</i>	Functional
<i>Physical Description</i>	<p>The Rosa Brook Hall group comprises three buildings, the:</p> <ul style="list-style-type: none"> • Hall (former school-hall) • Playgroup (possibly a former single-room teachers residence)(original use TBC by further research) • Store/toilets (former shelter shed) <p>The surrounds are generally open with a combination of brick paving, sealed road, grassed areas and dirt.</p> <p>The largest building is the former school-hall, which is aligned parallel with Rosa Brook Road. This is timber framed and clad with a weatherboard skirt with flat asbestos panel over. The original portion of the building has been extended to the west in matching materials under a continuation of the main roof line. The gabled roof has been clad with zincalume and has plain barge boards, ogee profile gutters and round metal downpipes.</p> <p>The northern façade (facing the road) has 3 windows to the original portion of the building and a smaller 4th window to the western extension. The original windows are all double 1/1, 6 paned, central pivot, each with a timber-framed, flat-asbestos clad awning. The southern side has similar original windows (without awnings), but the rear extension projects out as a small side wing under a skillion roof.</p> <p>The main entrance is set under a partly enclosed verandah. This area features a timber floor, board and brace door, and a flat sheet metal hearth and chimney. Views through the windows show that the hall has a polished timber floor and wainscot. The upper walls and ceiling appear to be plasterboard with a simple coved cornice.</p> <p>Immediately south of the main hall is a smaller building which appears to have been an original shelter shed. This has weatherboard walls and a gabled roof with modern twin awnings either side. The rear awning has been enclosed and adapted as toilets for the centre.</p>

	<p>To the north of the main hall there is a small, single-room building that is now used by the local playgroup. This is clad with weatherboard and has a zincalume gable roof. A single 6 pane window faces the road and the door is located on the opposite (southern) side, off a partly enclosed verandah. There is also a flat sheet metal hearth and chimney (facing the hall).</p> <p>The area on the eastern side of the playgroup building has been fenced and developed as a play area.</p>
<i>Condition</i>	<p>Generally - Fair</p> <p>Playgroup – Fair to poor</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> • Group Settlement Scheme
<i>Construction Date(s)</i>	1925
<i>Year of Demolition</i>	
<i>Associations</i>	Other: Group Settlement (particularly Groups 22 and 77)
<i>Historical Notes</i>	<p>The Rosa Brook Hall opened in 1925 to serve as a school for the local group settlement children from Groups 22 and 77. The first teacher was J. Walsh.</p> <p>A newspaper report in 1924 referred to a new type of state government school-hall, which had been designed to permit entertainment of group settlers as well as the teaching of their children. The design of this building as a large open space (rather than the more typical row of smaller linear classrooms of the inter-war years) suggests that Rosa Brook was provided with this new type of multi-purpose Group Settlement school-hall.</p> <p>The early use of the building for community events is confirmed by a newspaper report of 1933, which reported that:</p> <p><i>The most outstanding social event held in the district for a considerable time was the Bachelors' Fancy Dress Ball at Rosabrook School on September 9.</i></p> <p>In November 1932 tenders were called for the erection of new quarters at Rosa Brook School.</p> <p>After the school closed it continued to be used as a community hall and was upgraded to include kitchen facilities and a stage.</p> <p>The hall, and the other associated former school buildings, are still frequently used by sporting groups, the local playgroup and the CWA. In addition, many social functions are held there during the year.</p>

REFERENCES	
	<ul style="list-style-type: none">• Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989.• <i>Sunday Times</i>, 27 November 1932, p. 13S.• <i>The West Australian</i>, 16 September 1933, p. 12.• <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None

5.21 Rosa Glen

RG-01	School Site, Fmr Teachers Quarters & Pioneer Settlement	Lot 4085	Rosa Glen Road	Rosa Glen
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PLACE No. RG-01	ROSA GLEN SCHOOL SITE, FMR TEACHERS' QUARTERS, TREE, AND PIONEER SETTLERS' MEMORIAL	
<i>Other Names</i>	Rosa Glen CWA	
<i>Location</i>	Lot 4085, Corner Lucas Rd and 6285 Rosa Glen Road, Rosa Glen GPS: -34.003300 115.200691	
<i>Current Photo/s</i>	<div></div> <p>Former Teachers' Quarters (left) and Pioneer Settlers' Memorial on the site of the School building (right).</p>	
<i>LGA Site No</i>	A4437	
<i>PIN Number</i>	528317	
<i>Place Type</i>	Individual Building(s) or Group	
<i>Use(s)</i>	Original: General - Educational; Specific – Primary School Current: General - Vacant Current: General - Social/Recreational; Specific – Other Community Hall	
<i>Statutory Heritage Listings</i>	None	
<i>Other Heritage Listings and Surveys</i>	None	
CULTURAL HERITAGE SIGNIFICANCE		
<i>Statement of Significance</i>	Rosa Glen School Site, Former Teachers' Quarters, Tree, and Pioneer Settlers' Memorial is of significance: <ul style="list-style-type: none">• For its value to the community as the centre of educational and social events and its contribution to the community spirit of the Rosa Glen area since the mid-1920s.	

	<ul style="list-style-type: none"> • For the social values they retain for the few surviving group settlers, and for their many descendants. • As an example of group settlement school buildings, also used by community groups. • The Pioneer Settlers' Memorial is an example of the social value that the community places in the Rosa Glen groups, and the history of the Group Settlement Scheme in the Margaret River region.
<i>Integrity</i>	<p>Historic site – N/A</p> <p>Fmr Teachers' Quarters - Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.</p> <p>Tree - High: The original use has been maintained.</p> <p>Memorial - High: The original use has been maintained.</p>
<i>Authenticity</i>	<p>Historic site – Low: The place has been demolished.</p> <p>Fmr Teachers' Quarters - High: The original/significant fabric is largely intact.</p> <p>Tree – High: The original/significant fabric is largely intact.</p> <p>Memorial - High: The original/significant fabric is largely intact.</p>
<i>Level of Significance</i>	<p>Historic Site - The place is associated with an event or former place that is of particular significance for the local community. A memorial has been erected at the site.</p> <p>Fmr Teachers' Quarters - Moderate: Contributes to the heritage of the locality.</p> <p>Tree - Moderate: Contributes to the heritage of the locality.</p> <p>Memorial - Moderate: Contributes to the heritage of the locality.</p>
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - timber; Specific – weatherboard</p> <p><i>Roof:</i> General - metal; Specific – corrugated iron</p>
<i>Architectural Style</i>	Vernacular
<i>Physical Description</i>	<p>The lot is 1206m² in area.</p> <p>The fmr Teachers' Quarters is located on the southeast corner of Lucas and Rosa Glen, accessed by an unsealed road. It has a simple gable roof clad with short sheet, painted corrugated iron. Walls are painted timber weatherboards. On the west elevation is a flat sheet, painted metal chimney. The front verandah is partly enclosed on the west end, creating a porch on the east end. There is a timber and iron toilet to the north.</p> <p>West of the Fmr Teachers' Quarters is a rock surrounded by a circular stone wall. It is located on the site of the Rosa Glen School. A large brass plaque 'Rosa Glen Pioneer Settlers' Memorial' lists 49 group settlers' names and block numbers, and the names of a further 8 private settlers.</p> <p>The tree planted c1928 by Eric Streatfield is across Lucas Road on the corner of Lucas and Rosa Glen Roads, the site of former tennis courts. It is not native to the area and is believed to be a <i>Eucalyptus Cladocalyx</i> which is endemic to the Flinders Range in South Australia.</p>
<i>Condition</i>	Good *Assessed from streetscape survey only
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960) • Group Settlement Scheme

<i>Construction Date(s)</i>	1925
<i>Year of Demolition</i>	School building, c1975.
<i>Associations</i>	Other: Group Settlement (particularly Groups 86 and 88)
<i>Historical Notes</i>	<p>The Group Settlement Scheme (1921-1929) was an initiative of Sir James Mitchell and aimed to open up the sparsely populated south west of the State for dairying in order to reduce dependence on imports from interstate. The Scheme initially targeted soldiers but then attention turned to recruiting British migrants. Despite the widespread failure of Group Settlement, the impetus for local development had been established. A fledgling dairy industry had begun in Margaret River and surrounding districts which was to flourish in years to come.</p> <p>The Group Settlement Scheme involved the shifting of vast numbers of people, the creation of a network of railways, roads, townships, schools and farms all over south-west shires. The settlers arrived in waves over the seven-year period from 1922 to 1929, settling in the districts of Busselton, Denmark, Manjimup, Margaret River and Wellard.</p> <p>In the Margaret River district the areas established as Group Settlements included Airedale, Arumvale, Bramley Siding, Courtney, Cowaramup, Ellensbrook, Gnarabup, Great Hope Valley, Rapid Landing, Rosa Brook (Mowen), Rosa Glen, Sheoak, Karridale, Kudardup, McLeods Creek, Nillup, Nuralingup (renamed Forest Grove), Osmington, Treeton, Walgine, Warner Glen, Wurring, and Witchcliffe. Rosa Glen was in the East Ward Group, and comprised of two groups, Nos. 86 (North) and 88 (South).</p> <p>Schools for group settlers were provided by the Education Department. Based on the surviving examples, these were typically weatherboard or, for larger buildings, weatherboard and asbestos sheet. Roofs were typically gabled and clad with corrugated iron. Like the houses, these typically had fireplaces constructed as an external feature, of flat metal sheet. Many of the schools were of an open-plan design with a removable dividing wall to enable them to function as both a school and a community hall. Teachers' Quarters were built in weatherboard and corrugated iron, and generally located adjacent.</p> <p>Group Settlement Schools became the centre of local social life and served as community halls for various community associations and groups, as well as for church and social gatherings. Community service groups such as the Country Women's Association, the Red Cross, the RSL, the Boy Scouts, Girl Guides, the Agricultural Society, Rotary, Apex and Lions Club were an important part of the lives of women and men of the district and helped to create, reinforce and enrich the fabric of the community.</p> <p>Rosa Glen school opened in 1925 and served both Rosa Glen groups. Mr Gosling & Miss Lilbourne were teachers. The teachers' quarters located adjacent to the school building still stands.</p> <p>The Rosa Glen CWA was established on 27 October 1931 and met on a monthly basis at the school on a Saturday. Some of the founding members were Mrs</p>

Mills, Davis, Lancaster and Milner. The Rosa Brook-Rosa Glen sub-branch of the RSL also met at the Rosa Glen school.

Streatfield – a Rosa Glen pioneer family

An early group settler family with descendants still in Margaret River were the Streatfields. Cecil Joseph and Beatrice Sybil Streatfield came to Rosa Glen with a son, Eric (3) and Beatrice (1). Their youngest child, Cecil was born later. Mr Streatfield, along with his fellow settlers, were allotted their own farms on which they were to clear 25 acres and then receive ownership of their farm and a group house. They worked together to clear the heavily timbered land and create arable land, helping one another to get this job done. The farm allotted to Mr Streatfield was Location No 3088.

In the group settlement camp, families typically lived close together in little tin shacks (humpies), with no doors or windows, and a dirt floor. The Streatfields' first days and nights were spent under several sheets of tin leaned up against a tree until their humpy was built. The family lived for five years in a humpy, and approximately five more in their Group House. Their son Eric Stanley Streatfield went to school at Rosa Glen from 1926 and his teacher was Mr Gosling. Eric planted a tree circa 1928 where there were once tennis courts, on the west side of Lucas Road and the corner of . It is believed to be a native of Flinders Range SA, *Eucalyptus Cladocalyx*, and survives today.

Cecil Streatfield's WWI experience (he was suffering with shell shock, had been gassed in the trenches in France and held prisoner by the Germans for nine months), caused him to develop what we would recognise today as Post-Traumatic Stress Disorder. He was admitted to Lemnos hospital in Perth and was never to return to his family or his farm. Eric Streatfield left school immediately at 10 years of age, to become the 'man of the house'. His mother was denied a pension from both the British Government and the Australian Government. Eric worked on the farm and helped her with his younger sister and brother, caring for his mother all his life until she died in 1974.

Eric's daughter, Elwyn Franklin, lived in Margaret River and is the curator of the Old Settlement Museum. The above family history was provide by her for this place record.

Around 1948 the four large schools in the district, Cowaramup, Margaret River, Karridale and Augusta, were given a bus system to transport children to the nearest primary school. This resulted in the closure of the group schools, including Rosa Glen in 1953. Rosa Brook followed in 1954.

The school building was still standing until the early 1970s.

The fmr Teacher's Quarters was purchased by the Rosa Glen CWA (date unknown).

	<p>In 1985 the Rosa Glen-Witchcliffe branch of the CWA (comprising ten members at the time) approved the erection of a memorial adjacent to their centre and on the site of the school building. The Rosa Glen Pioneer Settlers' Memorial was unveiled on 30 November 1985 by two original settlers, Mrs. Prudence Titterton of Group 88, who arrived in 1924 and Mr. William Farley-Low, of Group 86 who arrived in 1929. They and their families still live in the Margaret River area.</p> <p>The memorial features the names of 49 families who farmed for two years or more during the first ten years of Rosa Glen's settlement, engraved on the bronze plaque with their dates of arrival and departure, and their main location number, for example:</p> <table><tr><td>1923 - 1933</td><td>Location 3088</td><td>CJ & BS Streatfield</td></tr><tr><td>1925 - 1948</td><td>Location 2839</td><td>Nash</td></tr><tr><td>1923 - 1935</td><td>Location 3089</td><td>Stanton</td></tr><tr><td>1923 - 1935</td><td>Location 2840</td><td>Ransley</td></tr></table> <p>It also includes the names of eight families who were private settlers, not part of the Group Scheme. It is believed to be the first time in WA and possibly in Australia that so much history has been recorded on a pioneers' memorial.</p> <p>In 2019 the CWA undertook restumping of the building, refurbishment of the toilet, and installed a new composting toilet. In 2020 the building has been painted, and in March 2020 a concrete pad has been laid to support a storage shed on the site.</p> <p>The fmr Teacher's Quarters is still used by the Rosa Glen CWA who meet there monthly and hold regular events for the local community.</p>	1923 - 1933	Location 3088	CJ & BS Streatfield	1925 - 1948	Location 2839	Nash	1923 - 1935	Location 3089	Stanton	1923 - 1935	Location 2840	Ransley
1923 - 1933	Location 3088	CJ & BS Streatfield											
1925 - 1948	Location 2839	Nash											
1923 - 1935	Location 3089	Stanton											
1923 - 1935	Location 2840	Ransley											
REFERENCES													
	<ul style="list-style-type: none">• Cresswell, Gail J, The Light of Leeuwin: the Augusta/Margaret River Shire History, Augusta/Margaret River Shire History Group, 1989.• Countrywoman, May 1986.• CWA of WA: http://www.cwaofwa.asn.au/history.html• CWA Rosa Glen and Witchcliffe Face book group: https://www.facebook.com/cwarosaglen/• South-Western News, 5 May 1939: 2. Web. 27 Mar 2020 http://nla.gov.au/nla.news-article147729564.• South-Western News, 3 June 1948: 1. Web. 27 Mar 2020 http://nla.gov.au/nla.news-article147585221• Streatfield family history, photos and notes, provided by Elwyn Franklin.												
Site added to Heritage Survey in 2021													

Historic
Photo/s



Eric (second from left) and his sister Beatrice Streatfield (standing far right, looking to her left) at Rosa Glen school. (Source Elwyn Franklin)



Three generations in front of the tree planted c1928 by Eric Streatfield: Hilda (Beatrice Snr' sister), Beatrice Streatfield, and Elwyn Franklin (Eric's daughter). (Source Elwyn Franklin)



Rosa Glen former teachers' quarters, lavatory, with Pioneer Settlers' Memorial at left. (Source Elwyn Franklin)



Some of the Franklin children in front of the memorial that records their great grandparents as Rosa Glen pioneers. c1985. (Source Elwyn Franklin)




CWA Rosa Glen, 2019 (Source: CWA Rosa Glen and Witchcliffe Face book group: <https://www.facebook.com/cwarosaglen/>)



CWA Rest Room and Toilet, 2020. (Source: Shire of Augusta-Margaret River)

5.22 Witchcliffe


WI-01	Darnell's General Store, Witchcliffe	3 (Lot 6)	Redgate Road	Witchcliffe
WI-02	East Witchcliffe Mill Settlement	193/194 and 209	Rowe Road, Witchcliffe The main area of the extant mill settlement is bound by Chapman Brook to the east, Pilgrim Road to the north, Mill Road to the south and the western boundary of the allotment that straddles Rowe Road immediately north of Mill Road	Witchcliffe
WI-03	Millend	Location 3084	Rowe Road,	Witchcliffe
WI-04	Samworth's Shop (former)	Lot 700	Bussell Highway	Witchcliffe
WI-05	Witchcliffe CWA	Reserve 7731, Lot 30	Redgate Road	Witchcliffe



PLACE No. WI-01	DARNELL'S GENERAL STORE, WITCHCLIFFE
<i>Other Names</i>	Hopson's Store, Hall & Picture House Fearn's Cash Store
<i>Location</i>	3 Redgate Road (Lot 6), Witchcliffe GPS: -34.026363 115.099498
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A336
<i>PIN Number</i>	537944
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - Commercial; Specific – Shop/retail store (single) <i>Current:</i> General – Vacant; Specific - Unused
<i>Statutory Heritage Listings</i>	State Register of Heritage Places: Place Number 04946 – Permanent (05/01/2001)
<i>Other Heritage Listings and Surveys</i>	None
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	The following is an extract from the Heritage Council of WA's Assessment Documentation for the place: <i>Darnell's General Store</i> , a group of buildings comprising a retail store, with two w.c.'s, a chemical store (former single men's quarters), and a seed store, all constructed of timber, with iron roofs, with floors and verandahs


	<p>of timber, and retaining much of the early fitout and examples of stock on display, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> • the place exhibits the aesthetic characteristics of a simple vernacular collection of buildings typical of the modest structures built in Group Settlement hamlets and timber towns in the South-West of Western Australia. Its simple underlying design overlaid with alterations, wear and tear, and decay, make the place a visually rich experience. It is its ordinariness, the adaptations, and patination that give it much of its aesthetic interest and is very much a part of its significance; • the place has a high degree of integrity and authenticity and is an integral part of a South-West hamlet, where almost all the buildings are simple timber framed structures; • the place is a fine representative example of building construction associated with timber towns and Group Settlements; • the place is a good representative example of a mode of trading that was once common in the late nineteenth century to the middle of the twentieth century, but is now rare, where goods and services were offered over the counter and from display cabinets by sales assistants; • the early period fitout and stock has been retained on display to reinforce the 'old fashioned character and charm' of the place; • the place was constructed in 1927, and was associated with the Group Settlement Scheme in Western Australia following World War One; • the place was owned and run by George Shervington and Bill Darnell, the joint owners of the place from 1941 to 1960, and following the death of Shervington, Bill Darnell as sole owner; and, • the place is highly valued by the community of the Shire of Augusta Margaret River, for the important role it has played in the development of the district. <p>The carport attached to the former single men's quarters, the present chemical store is considered to be of little significance.</p>
<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	High: The original/significant fabric is largely intact.
<i>Level of Significance</i>	Exceptional - Essential to the heritage of the locality. Rare or outstanding example.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Timber; Specific - weatherboard</p> <p><i>Roof:</i> General - metal; Specific – corrugated iron</p>
<i>Architectural Style</i>	Interwar Vernacular

<i>Physical Description</i>	<p>The following is an extract from the Heritage Council of WA's Assessment Documentation for the place. A more detailed description of the site and interior is available in that documentation.</p> <p><i>The store is rendered in a simple vernacular manner, occasionally using elements of the Federation Bungalow style, and comprises four major elements: the gable roofed main space, the two lean-to flanking spaces, and the verandah. The main store is a double volume timber framed structure with a gabled corrugated iron roof, without gutters and the roof runs along the north-south axis. Clerestories comprising fixed glass lights and translucent sheeting run the full length of the east and west flanks of the main building structure. The front of the building has a full-length verandah with a bitumen-paved floor, timber posts and a low pitched iron roof. The front of the shopfront is symmetrically disposed with a pair of glazed and panel doors at the centre flanked by large fixed glazed shop windows then double hung sash windows and two four panel doors, one leading into the post office and the other to the office. The whole of the front of the building is clad with painted jarrah weatherboards.</i></p> <p><i>The eastern and western flanks of the building are weatherboard clad and this cladding is in fair condition. The eastern side has few windows in it, and at a point midway along its length there is what remains of a brick oven, with the flue removed. The west elevation has a series of doors and windows along its length, with clear evidence of many alterations to the location and size of openings in the length of the elevation. There is a pair of sliding timber framed and boarded doors on the rear elevation.</i></p>
<i>Condition</i>	<p>Poor</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> • Group Settlement Scheme
<i>Construction Date(s)</i>	1927
<i>Year of Demolition</i>	
<i>Associations</i>	<p>Builder: Tom Hopson</p> <p>Original Owner: George Shervington & Bill Darnell</p> <p>Other: Group Settlement</p>
<i>Historical Notes</i>	<p>In the early 1920s this area was closely settled as part of the Group Settlement Scheme (Group 57 – Witchcliffe and Group 72 - Walgine). During the same period a sawmill and mill settlement were established at</p>

	<p>Walgine (East Witchcliffe). On the 20th of October 1924, the government extended the railway from Margaret River to Witchcliffe to help service the saw mill. At first the siding was named Narawary but, as there was already a Post Office named Witchcliffe, the siding was renamed in February 1925.</p> <p>In 1924 interest was shown in blocks of land at Witchcliffe Siding, and after investigation a scheme of subdivision was planned, lots surveyed, and a townsite gazetted in 1926.</p> <p>On 27 June 1927, Lot 6 Witchcliffe was granted by the Crown to Thomas Hopson, storekeeper of Witchcliffe, for the sum of £20. In 1927 Hopson built a general store, post office, dance hall and meeting place to serve the small town of Witchcliffe and the nearby group settlements. The main building comprised a single-storey timber weatherboard building, with an iron roof supported by 40' karri beams, timber floors and a front verandah. It was built like a hay shed, with the stumps set down into the ground, and the timber floor resting on 5" timber bearers. There were no ceilings. The outbuildings included two timber and iron w.c.'s; single men's quarters; a store with a timber landing and a baker's oven.</p> <p>The store became the centre of community life for the small town of Witchcliffe and the surrounding district. The hall was used for dances; for picture shows; for roller skating; for Congregational Church services prior to the building of the church in 1933; and for the whole gamut of social events. Thomas Hopson died in 1930 and the business was then taken over by Mrs Vera Fearn and her mother Mrs Dolly, who rented the premises from Mrs Hopson.</p> <p>By 1937, the town of Witchcliffe had grown somewhat and there were a number of other stores in town including a Butcher, Grocery, Drapery, Fruit and Vegetable Store, and Refreshment Rooms. Bill Darnell with George Shervington took over Mrs. Mutton's store at Lot 7, renting the premises from Mrs. Tonkin. They had calculated that there were approximately 100 properties within a five mile radius of Witchcliffe, and therefore it was a worthwhile proposition. George Shervington ran the store at Witchcliffe, whilst Bill Darnell ran his other store at Rosa Brook (see Place # RB-01).</p> <p>In 1938, Vera Fearn, bought the building she had operated her store in since 1930. During World War two she also operated a Post Office from this site.</p> <p>In 1941, Bill Darnell and George Shervington purchased Fearn's Cash Store, which was subsequently re-named 'Darnell's General Store'. George Shervington ran Darnell's General Store at Witchcliffe until his death in 1960. He was also active in the local community, serving as a member of the Augusta-Margaret River Roads Board, and as first president of the Rotary Club, which was founded in 1959-60.</p> <p>During the period 1941 to 1960, minor alterations were made to the interior of the store, comprising the construction of a wall between the</p>
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	<p>retail portion of the store and the storage area to the rear, the construction of shelving and counters, and the central display cabinet, all constructed of top quality jarrah from the local timber mill.</p> <p>After George Shervington died Bill Darnell took over the running of the store at Witchcliffe, whilst his son, William H. (also known as 'Bill'), ran Darnell's store at Rosa Brook. On 12 August 1998, the <i>Augusta Margaret River Times</i> reported that as a result of ill health Bill Darnell had to sell Darnell's Trading Post and Post Office Witchcliffe, signalling the end of an era. It went on to state that the Witchcliffe Progress Association was working to form a co-operative to purchase the place, 'the town's landmark'. The sale of the place did not eventuate, but the business continued in operation for some time, with Bill Darnell regularly spending time there, and a number of people employed in the store as shop assistants.</p> <p>Bill Darnell passed away in November 2011. He was a loved and respected by the community of Witchcliffe and the Shire of Augusta-Margaret River, for his support through the tough times, for his service in his store, as postmaster of Witchcliffe for over 50 years, and as a member of the Roads Board for 33 years.</p> <p>As at 2012, the store is vacant.</p>
REFERENCES	
	<ul style="list-style-type: none"> • HCWA Assessment Documentation <i>Darnell's General Store (04946)</i> • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996 • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • <i>Augusta Margaret River Times</i>, 12 August 1998. • Unidentified newspaper clippings, <i>21 July 1991, September 1998</i>, in Margaret River Local History Collection Files.
<p><i>Historic Photo/s</i></p>	 <p>Shopkeeper Bill Darnell, behind the counter of his shop in Witchcliffe, 1989. Photo: Clive Slater for WA Newspapers. Source: MRDHS Item 33.</p>

PLACE No. WI-02	EAST WITCHCLIFFE MILL SETTLEMENT
<i>Other Names</i>	Pilgrim's Mill WA Jarrah Forests Ltd Mill Adelaide Timber Co. Mill
<i>Location</i>	<p>193/194 and 209 Rowe Road, Witchcliffe</p> <p>The main area of the extant mill settlement is bound by Chapman Brook to the east, Pilgrim Road to the north, Mill Road to the south and the western boundary of the allotment that straddles the Rowe Road immediately north of Mill Road (as illustrated below).</p>  <p>GPS: -34.017496 115.118131 (entrance to 1972 mill)</p>
<i>Current Photo/s</i> (Feb 2012)	


	<p>View to mill buildings</p>  <p>Old mill workers cottage, Rowe Road</p>
<i>LGA Site No</i>	A1465 and A6236
<i>PIN Number</i>	1039645
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<p><i>Original:</i> General - Forestry; Specific – Timber Mill</p> <p><i>Current:</i> General - Forestry; Specific – Timber Mill</p>
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04979
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>East Witchcliffe Mill Settlement is of significance:</p> <ul style="list-style-type: none"> • For its historical association with the boom and bust timber industry in the Augusta-Margaret River district, and in particular with the re-establishment of the industry in the 1920s. • For its important role in the economy of the Witchcliffe district, as well as surrounding areas, during the establishment phase of Group Settlement. • As an important place of local employment from 1924.

	<ul style="list-style-type: none"> For the evidence it provides about the nature of mill settlements (which were largely developed as self-contained settlements)
<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	<p>Considerable - Very important to the heritage of the locality.</p> <p>Note: the 1970s mill buildings, whilst not of particular significance in themselves, represent the continuing operation of a local timber industry through to the late twentieth century.</p>
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	Various: predominantly weatherboard and corrugated iron
<i>Architectural Style</i>	(Functional)
<i>Physical Description</i>	<p>The area of the old mill and settlement includes a range of buildings dating from the original period of development (timber workers cottages) through to the late twentieth century (the mill buildings erected after a fire destroyed the original mill in 1972). Construction materials are primarily weatherboard and corrugated iron.</p> <p>Based on current aerial photographs the main mill site includes four large sheds (the largest of which are approximately 70m long x 17m wide) and several smaller sheds, outbuildings, and residential buildings. The most intact and well maintained of these is the former Mill manager's house (Millend, Place # WI-03).</p> <p>There are also likely to be archaeological remains of former buildings (which historical documentation suggests included a community hall, general store, boarding house, single men's quarters and at least twenty workers cottages).</p> <p>The extant interwar mill worker houses along the western side of Rowe Road (opposite the 1970s Mill) are simple cottages, similar in scale and form to the Group Settlers' houses of the era and locality. Typically these are small rectangular houses with gabled corrugated iron roofs, raked front verandahs and skillion rooms at the rear. The facades are asymmetrical with an off-centre door flanked by timber casement windows. Walls are clad with square edged weatherboards.</p> <p>Outbuildings and watertanks are other early features of these sites.</p> <p>On the main mill site there are several weatherboard and corrugated iron sheds (which, for the purpose of this place record, were viewed from the boundary roads only). There also appear to be further traditional mill workers buildings in this area.</p>

<i>Condition</i>	Good to poor generally (across multiple buildings). The surviving historic (pre 1970) buildings are generally in a poor condition. <i>*Assessed from streetscape survey only</i>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	Timber Industry (c.1840-Present) <ul style="list-style-type: none"> • Revival of the Timber Industry after World One (1921-present) • Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960) • Group Settlement Scheme
<i>Construction Date(s)</i>	1923
<i>Year of Demolition</i>	Fire extensively impacted the site in 1972
<i>Associations</i>	Original owners: John Stewart and John Pilgrim (WA Jarrah Forests Ltd)
<i>Historical Notes</i>	<p>Group Settlement began in this area in the early 1922. In December 1923, John Stewart and John Flinders Pilgrim, operating as WA Jarrah Forests Ltd, won a WA Government tender to build a sawmill to cut timber for the building of group settlement farm houses. The Mill was constructed near Group Settlement 72 (known as Walgine or East Witchcliffe) and in 1924 the impact of the new mill was reported as follows:</p> <p><i>The members of Group 72 are a very live, likely lot of Englishmen and Scotchmen. It is, perhaps, owing to the presence of the canny Scots that the timber on this group is not, like many others, being burnt and wasted. Every tree of commercial value has already been sold to the new mill now being erected near the group. The erection of the mill will be a big boon to the district, as some magnificent timber is still standing waiting for the axe.</i></p> <p><i>Messrs. Pilgrim and party, of Perth, who are erecting the mill, don't believe in doing things by halves. A visit to the site discloses a huge clearing in the midst of jarrah forests. A busy gang of men is engaged cutting, hewing, and building. Already good progress has been made, and I am informed that within a few months two to three hundred men are to be employed.</i></p> <p><i>The site of the mill is an admirable one, the major portion of the buildings being built on a nice, gradual rise. The mill is situated a mile off the Karridale road, just five miles from the Margaret and one mile from 72 group of huts at Walgine.</i></p> <p>The company began operations under the management of John Pilgrim, and the mill became known as Pilgrim's Mill. A typical mill town was developed, with houses, single men's quarters, a boarding house, hall and general store. Once the mill saws started working, WA Jarrah Forests Ltd laid a half mile tram line using sawn jarrah rails to link with the WAGR</p>


	<p>line to Witchcliffe siding. Initially the loaded trucks were hauled by horses or a tractor, but eventually the wooden rails were replaced with steel and the horse drawn trucks replaced by a small locomotive.</p> <p>The mill plant consisted of [Mack, p 37]:</p> <ul style="list-style-type: none"> • 1 x three drum Stirling boiler (the major steam supplier) • 1 x Davey Paxman horizontal steam engine (for twin saws and the big benches) • 1 x Allen vertical steam engine (for driving electric generator, to power five small benches and the planning mill) • 2 x large saw benches, twin saw (for breaking down the logs) • 5 x small saw benches (two used for paving blocks and later for fruit cases) • Horse teams and whims for hauling of logs reasonably close to the mill. • Water supply equipment, pumping from a nearby gully and a well to overhead tanks near the mill <p>Pilgrim's Mill served the needs of the Augusta Margaret River and Busselton area for building materials, produced sawn and hewn sleepers for interstate and export, and dried timber boards for flooring and lining (mainly exported to South Australia and Victoria).</p> <p>During these early years, many of the employees lived on the mill site, the mill employing an average of 85 workers and up to 100 sleeper hewers. There were up to twenty houses, a further ten or twelve bachelor houses, a boarding house and a general store at East Witchcliffe. There was also a hall used for social and religious occasions.</p> <p>In 1929, the Adelaide Timber Co. purchased Pilgrim's Mill, after WA Jarrah Forests Ltd went bankrupt. Pilgrim's Mill then went under the management of Mr Ernest Shepherdson and the name was changed to East Witchcliffe Mill.</p> <p>The mill was driven by steam until connected to electricity in 1960.</p> <p>The mill was destroyed by fire on 27 July 1972. A new mill was constructed on a different part of the site and began operations in April 1974.</p> <p>In the late twentieth century the business was operated by Worsley Timber Co.</p> <p>The Mill finally ceased operation in c.2004 and is no longer used for commercial purposes.</p>
REFERENCES	
	<ul style="list-style-type: none"> • David Mack, <i>The Shepherdsons - Timber Milling in Australia: 1849-1984</i>, Hyde Park Press, 1985 • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989 • HCWA Assessment Documentation <i>Darnell's General Store (04946)</i>

	<ul style="list-style-type: none">• <i>Sunday Times</i> 24 February 1924, p 3• Margaret River Vista: http://margaretrivervista.com/history-of-witchcliffe.html• Landgate History of Town Names: http://www.landgate.wa.gov.au/• <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None

PLACE No. WI-03	MILLEND
<i>Other Names</i>	
<i>Location</i>	Location 3084, Rowe Road, Witchcliffe GPS: -34.019913 115.118320
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A3211
<i>PIN Number</i>	530070
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - Residential; Specific – single storey residence <i>Current:</i> General - Residential; Specific – single storey residence
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04972
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Millend is of significance:</p> <ul style="list-style-type: none"> • As evidence of the accommodation provided for workers (in this instance the manager) at timber mills in the southwest in the interwar years. • As a rare surviving example of a mill managers house in the Shire of Augusta-Margaret River.


	<ul style="list-style-type: none"> For its association with Pilgrim's (later East Witchcliffe Mill), which was a major local employer from 1923.
<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	High: The original/significant fabric is largely intact.
<i>Level of Significance</i>	Considerable - Very important to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - timber; Specific – weatherboard</p> <p><i>Roof:</i> General - metal; Specific - pre-painted corrugated steel sheeting</p>
<i>Architectural Style</i>	Inter War Bungalow
<i>Physical Description</i>	<p>This single storey building was constructed on an elevated site, above the level of the mill and mill workers cottages.</p> <p>It is timber framed and clad in bevel-edged weatherboards. The hipped-gable roof (which would have been corrugated iron) has been reclad in Colorbond. There is an asymmetrical double gable to the main façade, the larger of which is located over the main entrance and features simple scalloped timber details.</p> <p>The floor plan is roughly square, with a verandah returning along part of the southern (front) and western sides. The verandah has a cross timber balustrade and timber decking. Along the western wall there are two projecting brick fireplaces and chimneys.</p> <p>On the eastern (RHS) of the main entrance, there is a small projecting rectangular bay, which has a simple battened gable and raked window awning. East of this, there is a skillion addition along the side.</p> <p>The windows are generally paired, double-hung, with 3 vertically proportioned panes to each panel.</p> <p>A detached, weatherboard garage and storage shed is located to the rear (north).</p> <p>Mature native trees surround the house in an informal garden setting.</p>
<i>Condition</i>	<p>Good</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Timber Industry (c.1840-Present)</p> <ul style="list-style-type: none"> Revival of the Timber Industry after World One (1921-present)
<i>Construction Date(s)</i>	c.1923

<i>Year of Demolition</i>	
<i>Associations</i>	Other: J F Pilgrim
<i>Historical Notes</i>	<p>In 1922, the townsite of Witchcliffe was informally established with the commencement of Groups Settlement. In December 1923, John Stewart and John Flinders Pilgrim, operating as WA Jarrah Forests Ltd, won a WA Government tender to build a sawmill to cut timber for the building of group settlement farm houses. Pilgrims' Mill was constructed near Group 72 settlement (known as Walgine or East Witchcliffe) (Place # WI-02).</p> <p>A typical mill town was developed, with houses, single men's quarters and boarding house. Mill End was built as the foreman or manager's house.</p> <p>In 1929, the Adelaide Timber Co. purchased Pilgrim's Mill, after WA Jarrah Forests Ltd went bankrupt. Pilgrim's Mill then went under the management of Mr Ernest Shepherdson and the name was changed to East Witchcliffe Mill.</p> <p>As at 2012, the house is occupied as a private residence.</p>
REFERENCES	
	<ul style="list-style-type: none"> • David Mack, <i>The Shepherdsons - Timber Milling in Australia: 1849-1984</i>, Hyde Park Press, 1985 • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989 • HCWA Assessment Documentation <i>Darnell's General Store (04946)</i> • Margaret River Vista: http://margaretrivervista.com/history-of-witchcliffe.html • Landgate History of Town Names: http://www.landgate.wa.gov.au/ • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None

PLACE No. WI-04	SAMWORTH'S SHOP (FORMER)
<i>Other Names</i>	Witchcliffe Hall Druids' Hall (former) Unity Hall (former)
<i>Location</i>	Lot 700, Bussell Highway, Witchcliffe GPS: -34.025660 115.099945
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A1792
<i>PIN Number</i>	537947
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General - Commercial; Specific – Shop/Retail Store (single) <i>Current:</i> General –Social/Recreational; Specific – Community Hall
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04950
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	Samworth's Shop (former) is of significance: <ul style="list-style-type: none"> As one of only a few recorded surviving examples of the local stores established to serve the needs of the Group Settlements in the 1920s.

	<ul style="list-style-type: none"> As evidence of the small local community centres that were established in the various Group Settlements throughout the region. As a long-standing focal gathering point for the members the community.
<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	Medium: The place has had some alterations, but the original intent/character is still clearly evident.
<i>Level of Significance</i>	Moderate - Contributes to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - timber; Specific - weatherboard</p> <p><i>Roof:</i> General - metal; Specific – corrugated iron</p>
<i>Architectural Style</i>	Interwar (functional)
<i>Physical Description</i>	Moderate - Contributes to the heritage of the locality.
<i>Condition</i>	<p>Good</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> Group Settlement Scheme
<i>Construction Date(s)</i>	1922
<i>Year of Demolition</i>	
<i>Associations</i>	Original Owner: W H Samworth
<i>Historical Notes</i>	<p>In the early 1920s this area was closely settled as part of the Group Settlement Scheme (Group 57 – Witchcliffe and Group 72 - Walgine). During the same period a sawmill and mill settlement were established at Walgine (East Witchcliffe).</p> <p>This building was originally erected in 1922 by the Samworth family as a shop to service the local group settlers.</p> <p>On the 20th of October, 1924, the government extended the railway from Margaret River to Witchcliffe to help service the saw mill. At first the</p>

	<p>siding was named Narawary but, as there was already a Post Office named Witchcliffe, the siding was renamed in February 1925.</p> <p>In 1924 interest had been shown in blocks of land at Witchcliffe Siding, and after investigation a scheme of subdivision was planned, lots surveyed, and a townsite gazetted in 1926 (including the site of the shop).</p> <p>By the early 1940s the shop had become too small and the place was briefly utilised for living accommodation.</p> <p>The Druid's Lodge bought the former store in 1945 and stayed there until it was given to the Shire Council in return for the council taking over debts totalling \$1366.50. The council also agreed to use the site for community purposes.</p> <p>Other users of the hall have included The Independent Order of Oddfellows and the Red Cross for their opportunity shop.</p> <p>The hall was renovated in the mid 2000s and continues to be offered for community use in 2012.</p>
REFERENCES	
	<ul style="list-style-type: none"> • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989. • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996
<i>Historic Photo/s</i>	None

PLACE No. WI-05	WITCHCLIFFE CWA HALL
<i>Other Names</i>	
<i>Location</i>	Reserve 7731 Lot 30 Redgate Road, Witchcliffe GPS: -34.026414 115.099396
<i>Current Photo/s</i> (Feb 2012)	
<i>LGA Site No</i>	A1111
<i>PIN Number</i>	531317
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	<i>Original:</i> General – Social/Recreational; Specific – CWA Hall <i>Current:</i> General - Social/Recreational; Specific – CWA Hall
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 04943
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	<p>Witchcliffe CWA Hall is of significance:</p> <ul style="list-style-type: none"> • As a highly authentic and intact example of an inter-war CWA Hall. • For its association with the efforts and influence of the women of the district; their social and economic contribution to Witchcliffe and surrounding areas.

	<ul style="list-style-type: none"> As a long-standing focal gathering point for the women of the community. As evidence of the small local community centres that were established in the various Group Settlements throughout the region.
<i>Integrity</i>	High: The original use has been maintained.
<i>Authenticity</i>	High: The original/significant fabric is largely intact.
<i>Level of Significance</i>	Considerable - Very important to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General – Timber; Specific - weatherboard</p> <p><i>Roof:</i> General - metal; Specific – corrugated iron</p>
<i>Architectural Style</i>	Inter-war (functional)
<i>Physical Description</i>	<p>This is a single storey, bevel-edged weatherboard building with a painted corrugated iron gable roof. The main façade has a projecting porch enclosed on either side with weatherboards. The front posts to the porch are tapered and the gable front has battened flat sheet fibrous cement over weatherboard (which supports a sign with the CWA insignia). Inside the porch there is a timber bench on either side and central double timber doors. Either side of the porch there are double casement windows with three- panes per panel.</p> <p>There is a flat metal sheet fireplace and chimney on the eastern side.</p> <p>At the rear there is a skillion room, behind which there is a toilet addition and two water tanks.</p> <p>The grounds have informal plantings and a deteriorated square topped picket fence on the eastern side.</p>
<i>Condition</i>	<p>Poor</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> Group Settlement Scheme
<i>Construction Date(s)</i>	1936
<i>Year of Demolition</i>	
<i>Associations</i>	Builder: Mr A Abbott

<p><i>Historical Notes</i></p>	<p>In the early 1920s this area was closely settled as part of the Group Settlement Scheme (Group 57 – Witchcliffe and Group 72 - Walgine). During the same period a sawmill and mill settlement were established at Walgine (East Witchcliffe). On the 20th of October 1924, the government extended the railway from Margaret River to Witchcliffe to help service the saw mill. At first the siding was named Narawary but, as there was already a Post Office named Witchcliffe, the siding was renamed in February 1925.</p> <p>In 1924 interest was shown in blocks of land at Witchcliffe Siding, and after investigation a scheme of subdivision was planned, lots surveyed, and a townsite gazetted in 1926.</p> <p>The Country Women's Association began in Western Australia in 1924 as a non-party political, non-sectarian and not for profit organisation with the first branch being at Nungarin. The aim of the Association then, and still, is to improve the wellbeing of all people, especially those in country areas by promoting courtesy, cooperation, community effort, ethical standards and the wise use of resources. CWA was formed to meet the needs of the time – to help women in isolated rural communities and to provide a voice to Government to seek solutions to the difficulties facing families in such areas.</p> <p>The Witchcliffe CWA commenced in February 1933, when it was reported:</p> <p><i>Mrs. Leslie Craig (of Bunbury), State vice-president reports the formation of yet another branch of the Country Women's Association at Witchcliffe. She writes: "I went to Witchcliffe on Thursday last, and formed a branch there. The office-bearers are Mrs. Ashton, president; Mesdames Maxwell and McAuley, vice presidents; Mrs. Newman, secretary treasurer. We had a very nice meeting in the local hall, and Mrs. Hearman, of Donnybrook (a State vice president) convened the meeting and took the chair. The membership is 24 and Mrs. Hearman tells me that it will be more than doubled when they get going."</i></p> <p>By 1935 the new branch had raised enough money to erect their own hall.</p>
<p>REFERENCES</p>	
	<ul style="list-style-type: none"> • <i>Sunday Times</i> Sunday 5 February 1933 p 6S • <i>The West Australian</i> 14 August 1935 p 4. • CWA of WA: http://www.cwaofwa.asn.au/history.html • Landgate History of Town Names (http://www.landgate.wa.gov.au/) • <i>Shire of Augusta-Margaret River Municipal Heritage Inventory</i>, 1996

6 APPENDIX A: PLACE RECORDS FOR THOSE PLACES ASSESSED AS NOT MEETING THE CRITERIA FOR ENTRY IN THE 2012 INVENTORY

Places included in the 1996 *Shire of Augusta-Margaret River Municipal Inventory of Heritage Places*, but since demolished and/or assessed as not meeting the criteria for entry in the 2012 Heritage Inventory

Augusta Historical Museum	Augusta	101	Blackwood Avenue	Included in 1996 Inventory While this place is valued as a community facility, it does not meet the current criteria for inclusion in the Local Government Heritage Inventory
Cowaramup School (former)	Cowaramup	Lot 4856 (Reserve)	Bussell Highway	Relocated to Taunton Farm Caravan Park in the Shire of Busselton, in May 2012.
Cravens (Dr Rigby's) Residence	Margaret River	148, Lot 2	Bussell Highway	Included in 1996 Inventory Demolished c.2005
Dalleep	Margaret River	Lot 52 (Sussex Loc. 1292)	Caves Road	Included in 1996 Inventory Based on the evidence on the 1996 place record, and further consultation with the MRDHS, this place does not meet the current criteria for inclusion in the Local Government Heritage Inventory
Doyle's Blacksmith Shop (former)	Margaret River	Lot 25	Station Road	Included in 1996 Inventory This place has been extensively altered since 1996 and no longer meets the criteria for inclusion in the Local Government Heritage Inventory
Fire Station	Augusta	Reserve 33862	Allnutt Terrace	Included in 1996 Inventory While this place is valued as a community facility, it does not meet the current criteria for inclusion in the Local Government Heritage Inventory

Kthenochera	Margaret River	Pt Sussex Loc403	Caves Road	Included in 1996 Inventory Based on the evidence in the 1996 place record, and further consultation with the MRDHS, this place does not meet the current criteria for inclusion in the Local Government Heritage Inventory
Leeuwin Lodge	Augusta	Lot 494	Blackwood Avenue	Included in 1996 Inventory While this place is valued as a community facility, it does not meet the current criteria for inclusion in the Local Government Heritage Inventory
Margaret River Drive-In (site)	Margaret River	Lot 80	Bussell Highway	Included in 1996 Inventory Demolished since 1996
Mouquet Farm	Margaret River	Sussex Location 464	Carter Road	Included in 1996 Inventory Based on the evidence on the 1996 place record, and further consultation with the MRDHS, this place does not meet the current criteria for inclusion in the Local Government Heritage Inventory
Ned Higgins House (former)	Margaret River *former location		Bussell Highway	Included in 1996 Inventory Demolished (or relocated) since 1996
River Bazaar (fmr)	Margaret River	103	Bussell Highway	Included in 1996 Inventory Demolished since 1996

**SHIRE OF AUGUSTA/MARGARET RIVER 1996 MUNICIPAL INVENTORY PLACE
RECORD FORM****LGA SITE NO:** A3976**HCWA No:****NAME:** Augusta Historical Museum **OTHER NAMES:****CATEGORY:** 3**LOCATION DETAILS****Street Address / Location:**

101 Blackwood Ave, Cnr Green St

Suburb Town:

Augusta

Reserve No.

Lot No. 80

Vol / Folio No.**Map Reference****OWNERSHIP****Current Owner:**

Augusta Museum

Contact Details:

101 Blackwood Avenue, Augusta

DESCRIPTION OF SITE**Construction Date:**

1979

Site Type:

Museum

Construction Material:**Walls:** Brick, timber**Roof:** Fibro**Other:****Condition:**

Very Good

Use of Place:	Original: Museum Present: Museum and hall Other:
Architect / Designer:	
Builder / Contractor:	H Challis & Co
Other Associated Persons:	Augusta Historical Society

HISTORICAL INFORMATION

The Augusta Museum was erected with the support of the Shire of Augusta/Margaret River, the Tourist Bureau, Augusta Historical Society members and townspeople. The Leeuwin Lions Club also offered both financial and voluntary support for the completion of the building and preparation of grounds. The museum was completed in late 1979 and officially opened 1 January 1980 by the then former Governor of Australia, Sir Paul Hasluck.


STATEMENT OF SIGNIFICANCE

The Augusta Historical Museum is the first museum to be erected in Augusta and was made possible by the efforts of the local shire and community. Its opening coincided with the 150th Anniversary celebrations in Augusta.

BIBLIOGRAPHY / SOURCES


Nomination form

Busselton Margaret Times: 1st February 1979, 20th September 1979, 10th January, 1980

PLACE No. CO-xx	DRAFT Place record (February 2012) for COWARAMUP SCHOOL (FORMER) Relocated to Taunton Farm Caravan Park, Shire of Busselton, in May 2012
<i>Other Names</i>	Group 12 & 13 School
<i>Location</i>	Reserve Lot 4856 Bussell Highway (Approximately 540m south-west of the intersection with Wurring Road), Cowaramup GPS: -33.861690,115.096759
<i>Current Photo/s (Nov 2011)</i>	
<i>LGA Site No</i>	A20
<i>PIN Number</i>	529947
<i>Place Type</i>	Individual Building(s) or Group
<i>Use(s)</i>	Original: General – Educational; Specific – Primary School Current: General - Vacant; Specific - Unused
<i>Statutory Heritage Listings</i>	None
<i>Other Heritage Listings and Surveys</i>	HCWA Database (not entered in State Register or in Assessment Program): Place Number 17604
CULTURAL HERITAGE SIGNIFICANCE	
<i>Statement of Significance</i>	Cowaramup School (former) is of significance: <ul style="list-style-type: none"> • As a good example of a group settlement school. • For its value to the local community as the centre of educational and social events and its contribution to the community spirit of the Cowaramup area from the mid-1920s through until the 1990s.

<i>Integrity</i>	Medium: The use has been altered, but the original use is still clearly evident through interpretation of the fabric.
<i>Authenticity</i>	High: The original/significant fabric is largely intact.
<i>Level of Significance</i>	Considerable - Very important to the heritage of the locality.
PHYSICAL DESCRIPTION	
<i>Construction Materials</i>	<p><i>Walls:</i> General - Timber; Specific – Weatherboard</p> <p><i>Walls:</i> General - Asbestos; Specific – Fibrous Cement - flat</p> <p><i>Roof:</i> General - Metal; Specific – Corrugated iron</p>
<i>Architectural Style</i>	Functional
<i>Physical Description</i>	<p>Cowaramup School (former) is a simple rectangular building with a corrugated iron gable roof, a small enclosed front porch and a small skillion addition at the rear. A flat metal sheet hearth and chimney is located on north-eastern side, towards the rear of the building.</p> <p>The walls have a weatherboard skirt with flat sheet asbestos over. There are 6 x double 1/1, 6 paned, central pivot windows along each side. Those on the north-eastern side have timber-framed, flat-asbestos clad awnings.</p> <p>The former school is located outside of the town boundaries in an open rural setting with a scattering of mature trees. There is a small toilet block in the rear yard and farm buildings have been erected nearby to the south-west.</p> <p>There has been no maintenance in recent years and the condition of the building is poor, with detached gutters on the front and north-eastern side, and deteriorating timberwork.</p> <p>Signs on the front of the building provide the following information:</p> <p><i>Old Cowaramup School – Formerly Group 12 School</i> <i>Opened 19 November 1924. Closed August 1960.</i> <i>1965-81 WA Junior Farmers (Rural Youth)</i> <i>1988- 1st Margaret River Scout Group</i></p>
<i>Condition</i>	<p>Poor</p> <p><i>*Assessed from streetscape survey only</i></p>
HISTORICAL DESCRIPTION	
<i>Historic Theme(s)</i>	<p>Agricultural Development Linked to the Group Settlement and WWII Soldier Settlement Schemes (c.1922-1960)</p> <ul style="list-style-type: none"> • Group Settlement Scheme
<i>Construction Date(s)</i>	1924

<i>Year of Demolition</i>	
<i>Associations</i>	
<i>Historical Notes</i>	<p>The Cowaramup district was opened up for closer settlement with the establishment of the Group Settlement Scheme in the early 1920s. Groups 12 and 13, which were in the immediate vicinity of the present town, were both established in April 1922. With the commencement of a railway service in 1924 Cowaramup siding became a busy local centre. The first town site (west of the railway siding) was surveyed in 1925 and the present site was gazetted in 1930.</p> <p>The first Cowaramup School (for Group 12) opened on 5 February 1923. It was a one roomed tin shed with a timber floor. On 19 November 1924 the Group 12 & 13 schools amalgamated and moved into new premises one mile to the south of the group camp. It was originally run by Mr Scanlan until Mr Roger McKinnon took over in February 1925, assisted by Miss Celia Coombes (later Mrs Mawson) and Miss C Bradshaw. By 1925 it was reported that there were about 80 children attending the school, which was officially named Cowaramup School in 1926. It served children from the Jest, Walton, Giles, Munn, Nelligan, Hocking, Wigby, Tearle, Langley, Baker and Jenkins families.</p> <p>A newspaper report in 1924 referred to a new type of state government school-hall, which had been designed to permit entertainment of group settlers as well as the teaching of their children. The standard building had two rooms with a removable dividing wall. The known early use of the Group 12 School for social events (see below) suggests that Cowaramup was provided with this new type of multi-purpose Group Settlement school-hall.</p> <p>The use of the place for local events during the early years is illustrated by the following newspaper reports from 1929 and 1933:</p> <p><i>The local sub-branch of the R.S.L. held a successful dance in the Cowaramup school on Saturday, February 23</i></p> <p>And</p> <p><i>On May 26, Colonel Le Souef, Government Veterinary Surgeon, gave an illustrated lecture upon the various breeds of cattle, before a large audience in the Cowaramup school.</i></p> <p>While numbers dropped in the Depression and war years, enrolments climbed in the post war years when returned soldiers and post war migrant settlers occupied every available farm. A new school was built in 1958 east of town and, with the advent of school buses, the old Cowaramup School closed in August 1960.</p> <p>From 1965-1981 the school was taken over by the WA Federation of Junior Farmers. From 1988 it was used by the first Margaret River Scout Group, concurrently with yoga classes.</p> <p>As at 2012, the school has been unused for several years. The current owners are investigating means to relocate the building to the Taunton Farm Caravan Park, as they did for the Cowaramup Congregational</p>

	Church. Note: This would take the building out of the Shire boundary and into the Shire of Busselton.
REFERENCES	
	<ul style="list-style-type: none"> • <i>Western Mail</i>, 5 November 1925, p. 9. • <i>Western Mail</i>, 7 March 1929, p. 48. • <i>The West Australian</i>, 8 June 1933, p. 7. • Blond, Philip E M, <i>A Short History of the Cowaramup District: 1900-1988</i>, Published by P E M Blond, 1989. • Cresswell, Gail J, <i>The Light of Leeuwin: the Augusta/Margaret River Shire History</i>, Augusta/Margaret River Shire History Group, 1989.
Historic Photo/s	 <p>Source: Provided by Pat Gray MRDHS. Photo by Reverend Ray Featherstone, 1926.</p>

**SHIRE OF AUGUSTA/MARGARET RIVER 1996 MUNICIPAL INVENTORY PLACE
RECORD FORM****LGA SITE NO:** A3267**HCWA No:****NAME:** Craven's Residence**OTHER NAMES:** Dr Rigby's Residence**CATEGORY:****LOCATION DETAILS****Street Address / Location:**

31 Fearn Ave

Suburb Town:

Margaret River

Reserve No.**Lot No.** 31 Part Lot 32**Vol / Folio No.****Map Reference****OWNERSHIP****Current Owner:**

Laurie Craven

Contact Details:

As above

DESCRIPTION OF SITE**Construction Date:**

1924

Site Type:

Dwelling

Construction Material:**Walls:** Timber**Roof:** Iron**Other:****Condition:**

Good

Use of Place:	Original: Doctor's residence and surgery Present: Private residence Other:
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Architect / Designer: Builder / Contractor: Other Associated Persons:	
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HISTORICAL INFORMATION

Craven's residence was formally the residence and surgery of Margaret River's first district medical officer, Dr Rigby. Rigby was appointed to the district in 1923, initially setting up rooms in the old hall until his residence was built along with the hospital and nurses' quarters. He boarded at the Mann's home and rode his horse to surgery, and he was quite a colourful character in the history of the district. As well as being the medical officer, Rigby was also a member of the road board.

The house has been extensively modified in recent years.

STATEMENT OF SIGNIFICANCE

The appointment of a district medical officer, and the subsequent building of a doctor's residence and hospital, signifies the est. of the town of Margaret River. The population had grown to such a point that local health care was imperative to the survival and development of the community. The site of the doctor's residence, now a private dwelling, is therefore unique and even though the house has been modified, the significance of the site remains.

BIBLIOGRAPHY / SOURCES

Margaret River heritage Group – Nomination form
Gail Cresswell, *The Light of Leeuwin*, Margaret River, 1989

**SHIRE OF AUGUSTA/MARGARET RIVER 1996 MUNICIPAL INVENTORY PLACE
RECORD FORM****LGA SITE NO:** A1137**HCWA No:****NAME:** “Dalleep” on Litho**OTHER NAMES:****CATEGORY:** 5

Dalleep – site of a fresh water spring on the coast.

LOCATION DETAILS**Street Address / Location:**

Caves Road – orig. Sussex Loc. 1273, now 1292

Suburb Town:

Margaret River

Reserve No.**Lot No. 52****Vol / Folio No. Map****Reference****OWNERSHIP****Current Owner:**

Joan and Stan Dilkes

Contact Details:

Tel (097) 572 511

DESCRIPTION OF SITE**Construction Date:****Site Type:**

Spring (may have been an Aboriginal water site)

Construction Material:**Walls:****Roof:****Other:**

Condition:**Use of Place:****Original:** Spring (may have been an Aboriginal water site)**Present:****Other:** Well**Architect / Designer:****Builder / Contractor:****Other Associated Persons:****HISTORICAL INFORMATION**

Dalleep is the name of a Spring on the Kilcarnup Beach. Dalleep is the name of a block now erased from Litho, once owned for his life by Aboriginal Joe Coolbung, remains of well once on the ten acre block and at one time the remains of a well existed. [Collard, Thesis; Cowan University] Location 1273 was reputed to have been granted to the Aboriginal Joe Coolbung for his lifetime. On his death it was passed to the Keenan family and thence to Caves Pastoral Company, Perth. It was then purchased by Joan and Stan Dilkes.

The property was originally a ten acre block, shown on lithograph as part of Sussex Location 1292 (1273). It is situated on Caves Road, approx. 11kms due west of Margaret River. A recent survey has now deleted Loc 1273 by permission of the council and has situated thereon a pottery studio and gallery run by Rod Dilkes and Tova Hoffman, called “Dalleep Studio”.

STATEMENT OF SIGNIFICANCE

It is historically significant as a tribal rest site en route to Meekadarabee – a sacred site near Ellensbrook (word of mouth – squat site of Aboriginal Family in the twenties – source Ellie Bussell.) It now contains an art studio and gallery, which illustrates the growth of the artistic community and demand for regional art created by tourism.

BIBLIOGRAPHY / SOURCES

Margaret River Heritage Group – Nomination form

Ellie Bussell

**SHIRE OF AUGUSTA/MARGARET RIVER 1996 MUNICIPAL INVENTORY PLACE
RECORD FORM****LGA SITE NO:** A1364**HCWA No:****NAME:** Doyle's Blacksmith Shop**OTHER NAMES:****CATEGORY:** 6**LOCATION DETAILS****Street Address / Location:**

28 Station Road

Suburb Town:

Margaret River

Reserve No.**Lot No.** 25**Vol / Folio No. Map****Reference****OWNERSHIP****Current Owner:**

Kim Bell

Contact Details:**DESCRIPTION OF SITE****Construction Date:**

1956

Site Type:

Shop

Construction Material:**Walls:** Timber**Roof:** Iron

Other:

Condition:

Good

Use of Place:	Original: Blacksmith Shop Present: Smash Repairs shop Other:
Architect / Designer:	Tom and Harold Doyle
Builder / Contractor:	Tom and Harold Doyle
Other Associated Persons:	

HISTORICAL INFORMATION

Doyle's Blacksmith Shop was built in 1956 by the Doyle brothers, Tom and Harold. Tom Doyle was responsible for the iron work of the principals and trusses for the Butter Factory, which were made at his shop. Tom was also the inaugural secretary for the Margaret River tennis Club.

The Doyle's operated the business until the mid 1960s. It was later taken over by Fred Powell, who changes it to a smash repair business.

STATEMENT OF SIGNIFICANCE

Doyle's shop is the only remaining blacksmith shop in Margaret River. It alludes to a time when smithery was an important industry, esp. in country towns.

BIBLIOGRAPHY / SOURCES

Margaret River heritage Group – Nomination form

Gail Cresswell, *The Light of Leeuwin*, Margaret River, 1989

**SHIRE OF AUGUSTA/MARGARET RIVER 1996 MUNICIPAL INVENTORY PLACE
RECORD FORM****LGA SITE NO:** A4483**HCWA No:****NAME:** Fire Station**OTHER NAMES:****CATEGORY:** 4**LOCATION DETAILS****Street Address / Location:**

Allnutt Terrace

Suburb Town:

Augusta

Reserve No. 33862**Lot No.****Vol / Folio No. Map****Reference****OWNERSHIP****Current Owner:**

Crown Vested with WA Brigades Board

Contact Details:President S Henderson, Secretary S Dillon, Chief
fire Officer Rory Neal, run by board members.**DESCRIPTION OF SITE****Construction Date:**

20.5.77

Site Type:

Fire Station

Construction Material:**Walls:** Brick timber**Roof:** Fibro**Other:** Cement floor**Condition:**

Very good

Use of Place:**Original:** Fire Station**Present:** Fire Station**Other:****Architect / Designer:**

Augusta-Margaret River Shire

Builder / Contractor:

HM & EM Challis

Other Associated**Persons:****HISTORICAL INFORMATION**

Built in 1977 by hand by E Challis, this fire station is a better example of a community use building in the Shire.

STATEMENT OF SIGNIFICANCE

Second fire station in Augusta.

BIBLIOGRAPHY / SOURCES

**SHIRE OF AUGUSTA/MARGARET RIVER 1996 MUNICIPAL INVENTORY PLACE
RECORD FORM****LGA SITE NO:** A5188**HCWA No:****NAME:** Kthenochera**OTHER NAMES:** Kthenokera**CATEGORY:** 3**LOCATION DETAILS****Street Address / Location:**

PTN Sussex Loc. 403

Suburb Town:

Margaret River

Reserve No.**Lot No.****Vol / Folio No.****Map Reference****OWNERSHIP****Current Owner:**

P Cook

Contact Details:

337 Grand Prom, Dianella WA 6062

DESCRIPTION OF SITE**Construction Date:**

1910-1920

Site Type:

Dwelling

Construction Material:**Walls:** Timber**Roof:** Corrugated iron**Other:****Condition:**

Good

Use of Place:	Original: Homestead Present: Dwelling Other:
Architect / Designer:	Tim Connelly
Builder / Contractor:	Tim and Amanda Connelly
Other Associated Persons:	

HISTORICAL INFORMATION

Kthenochera was believed to be built by Tim Connelly, after his marriage to Amanda Kidson. Connelly was a well-known character in the history of the shire, particularly because of his expert knowledge of the many caves, eventually becoming an official Caves Guide. He was a member of the School Board at Margaret River.

The name Kthenochera is believed to be derived from the name of a Greek ship, and held significance for the Connellys.

Connelly was also a good friend of the Brockmans – in particular Fanny (nee Bussell) – and he helped to build the Brockman home of Burnside, which is where he lived until his marriage.

STATEMENT OF SIGNIFICANCE

Kthenochera is a significant dwelling, being one of the early dwellings in the Margaret River region as well as the home of the Connelly family, who were well-known and liked and contributed to much of the development of the town. Most important was Tim Connelly's contribution to the discovery and understanding of the many caves and their role as a major tourist attraction for the Augusta/Margaret River Shire both then and now.

BIBLIOGRAPHY / SOURCES

Margaret River heritage Group – Nomination form

Gail Cresswell, *The Lighthouse of Leeuwin*, Margaret River, 1989

**SHIRE OF AUGUSTA/MARGARET RIVER 1996 MUNICIPAL INVENTORY PLACE
RECORD FORM****LGA SITE NO:** A3659**HCWA No:****NAME:** Leeuwin Lodge**OTHER NAMES:** Leeuwin Frail Aged
Lodge**CATEGORY:** 4**LOCATION DETAILS****Street Address / Location:**

Blackwood Avenue

Suburb Town:

Augusta

Reserve No.**Lot No. 494, Part Lot 33824****Vol / Folio No.****Map Reference****OWNERSHIP****Current Owner:**

Leeuwin Frail Aged Lodge

Contact Details:

PO Box 150 Augusta 6290

DESCRIPTION OF SITE**Construction Date:**

1978

Site Type:

Frail Aged Accommodation (12 units)

Construction Material:**Walls:** Brick, Timber**Roof:** Fibro

Other:

Condition:

Very Good

Use of Place:	Original: Frail Aged Accommodation Present: Frail Aged Accommodation Other:
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Architect / Designer:	
Builder / Contractor:	Harry Challis and Co
Other Associated Persons:	

HISTORICAL INFORMATION

The Leeuwin Lodge in Augusta was opened on 8th October 1978, and accommodates 13 people. The lodge was made possible through donations and public subscriptions and in particular the efforts of the Leeuwin Lions Club.

Built by Government Grant and Local Subscription in 1978.

STATEMENT OF SIGNIFICANCE

The Leeuwin Lodge reflects the substantial period of settlement in Augusta, in that now the community has an aging population to care for as well as its young members. The donations and subscriptions which made the building of the lodge possible illustrate the community spirit and concern for welfare and health, which was well and truly established through group settlement and, before that the pioneers.

First Frail Aged Home of Augusta. Reflects the growth of Augusta as a popular retirement area.

BIBLIOGRAPHY / SOURCES

Nomination form

Gail Cresswell, *The Lighthouse of Leeuwin*, Margaret River, 1989

**SHIRE OF AUGUSTA/MARGARET RIVER 1996 MUNICIPAL INVENTORY PLACE
RECORD FORM****LGA SITE NO:** A3372**HCWA No:****NAME:** Margaret River
Drive -In**OTHER NAMES:****CATEGORY:** 4**LOCATION DETAILS****Street Address / Location:**

Lot 80 Bussell Hwy, cnr Bovell Street

Suburb Town:

Margaret River

Reserve No.**Lot No.**

80, Location 2151

Vol / Folio No.**Map Reference****OWNERSHIP****Current Owner:**

Jones Cine west Drive-ins

Contact Details:

PO Box 77, Busselton, WA Tel-(097)522 489

DESCRIPTION OF SITE**Construction Date:**

1965

Site Type:

Drive-in

Construction Material:**Walls:****Roof:****Other:** Earth mounds, bitumen, steel and hardiplank screen**Condition:** Good

Use of Place:	Original: Drive-in Present: Drive-in Other:
Architect / Designer:	R M Neale Ron Dixon
Builder / Contractor:	
Other Associated Persons:	

HISTORICAL INFORMATION

The Margaret River Drive-in was built in 1965, with ability to hold 170 cars. The period when the Drive-in was constructed, coincided with a major shift in music, art and literature. It was the beginning of American Influence on Australian culture, as opposed to the previously dominant British influence.

STATEMENT OF SIGNIFICANCE

The Margaret River Drive-in was built at a time when the town was experiencing a lull in growth. It heralded a changing approach to leisure and entertainment, as well as the new catch cry of “come as you are in the family car”, which seemed to suit the Australian climate, lifestyle and character. As one of the few operating drive-ins left in the State it is a vivid reminder of the beginnings of a distinct shift in Australian culture.

The Drive-in is a typical design with 170 car capacity and still with its original 1965 speakers.

BIBLIOGRAPHY / SOURCES

Margaret River heritage Group – Nomination form
Ron Jones – PO Box 77, Busselton WA 6280

**SHIRE OF AUGUSTA/MARGARET RIVER 1996 MUNICIPAL INVENTORY
PLACE RECORD FORM****LGA SITE NO:** A1824**HCWA No:****NAME:** Mouquet Farm**OTHER NAMES:** Mouguet Farm**CATEGORY:** 4**LOCATION DETAILS**

Street Address / Location:	Cnr Caves and Carter Roads, Sussex Loc. 464
Suburb Town:	Margaret River
Reserve No.	Lot No. 1
Vol / Folio No.	
Map Reference	

OWNERSHIP

Current Owner:	F & P Gangemi – Perth
Contact Details:	50 Holmes Road, Maida Vale 6057

DESCRIPTION OF SITE

Construction Date:	C1910/1920
Site Type:	Homestead (restored 1992)
Construction Material:	Walls: Wood (cedar planks) Roof: Iron Other:
Condition:	Good

Use of Place:	Original: Homestead – farmhouse Present: B & B accommodation Other:
Architect / Designer:	
Builder / Contractor:	
Other Associated Persons:	Cedar Armstrong

HISTORICAL INFORMATION

Mouquet farm was named by Alfred “Cedar” Armstrong after a wartime battlefield in France where he was badly injured. The farm was originally owned by Cedar’s brother Chris, who was given the block by his father James (who helped build Glenbourne). However Chris was killed at Gallipoli and so the property went to Cedar upon his return and marriage to Vessie Cotton.

The subject land was successfully farmed by the Armstrong family who operated a leading dairy herd of Guernsey stud cattle and won numerous judging awards at the local show year after year, before sold out of the family to the second owners Pino and Frances Gangemi, leading Fresian stud breeders at that time formerly from Watkins Road Mundijong and now reside at 50m Holmes Road, Maida Vale. The Gangemi’s operated the subject property as a dairy farm for approx. 5 years and then used the property for grazing land for their dairy replacement heifers for their dairy operation in Coolup, Western Australia. Following this , the old homestead is now used as a B & B Accommodation.

STATEMENT OF SIGNIFICANCE

Although the original house has been extensively modified, the site is still a significant one. It was once the home of a very well known early family of Margaret River and Cedar Armstrong was also the owner of several shops.

BIBLIOGRAPHY / SOURCES

Margaret River Heritage Group – Nomination form

Gail Cresswell, *The Lighthouse of Leeuwin*, Margaret River, 1990

**SHIRE OF AUGUSTA/MARGARET RIVER 1996 MUNICIPAL INVENTORY PLACE
RECORD FORM****LGA SITE NO:** A2200**HCWA No:****NAME:** Ned Higgins House**OTHER NAMES:** Edwards Higgins**CATEGORY:** 4**LOCATION DETAILS****Street Address / Location:**

105 Bussell Highway

Suburb Town:

Margaret River

Reserve No.**Lot No.** 10**Vol / Folio No. Map****Reference****OWNERSHIP****Current Owner:**

Greg and Lyndal Russell

Contact Details:Burnside Bungalows, 2914 Burnside Road, Margaret River
Phone – (097) 9757 2139**DESCRIPTION OF SITE****Construction Date:**

C1925

Site Type:

Dwelling

Construction Material:**Walls:** Timber frame, weatherboard
Roof: Corrugated Iron
Other

Condition:	Good
Use of Place:	Original: Dwelling Present: Offices – vacant Other: Mail office, architect's office, <i>The Mail</i> newspaper office
Architect / Designer:	Higgins
Builder / Contractor:	Arthur Mann
Other Associated Persons:	

HISTORICAL INFORMATION

The first post office was established on Thomas Higgins' property in 1910. Higgins and his daughter, Mary, "handled an original roadside delivery three times a week to about 80 residents". (Countryman, 15/3/56, p.7) After the death of Higgins and Mary's marriage, another daughter, Agnes, had married Elva Henderson in 1926 and their house, was ready for them to move into. Thomas Higgins had already been successful in acquiring 160 acres of land adjoining his Loc.284 – this being Sussex Loc.1348. (This was acquired by Thomas for his son Edward using money sent from the army – 1st World War before Edward (Ned) returned).

Despite three other town sites being surveyed, it was Ned's land which developed into the town site of Margaret River. Ned's main service was to deliver parcels from the railway station to the post office and he also "ran a small delivery service to the group settlements close to the town site". (Cresswell, *The Light of Leeuwin*, p.241) Continuation of mail contract involved delivering by horse and sulky and then by car.

This house is situated on a quarter acre block. The shed was burnt down and the garden, which was once a landmark, was ceased to exist. The front veranda was enclosed and the interior has been slightly modified, but the original house still stands.

STATEMENT OF SIGNIFICANCE

The Higgins family were the first to operate a coach station and post office in the district, and this tradition has carried on through several generations. The service they provided was invaluable to the community, particularly the group settlers, and helped to develop the town of Margaret River.

Edward (Ned) Higgins is significant because he began subdividing his land in 1925, this added to the fact that Thomas Higgins had given a block of land for the first community hall – caused the town site to develop where it did.

BIBLIOGRAPHY / SOURCES

Margaret River Heritage Group – nomination form.

"They watched a post office grow", Countryman, 15th March 1956, p.7

Gail Cresswell, *The Lighthouse of Leeuwin*, Margaret River, 1990

Prepared by Greenward Consulting, Updated in 2021 by Shire Augusta Margaret River

**SHIRE OF AUGUSTA/MARGARET RIVER 1996 MUNICIPAL INVENTORY PLACE
RECORD FORM****LGA SITE NO:** A957**HCWA No:****NAME:** River Bazaar**OTHER NAMES:****CATEGORY:** 6**LOCATION DETAILS****Street Address / Location:**

103 Bussell Hwy

Suburb Town:

Margaret River

Reserve No.**Lot No.** 9**Vol / Folio No.****Map Reference****OWNERSHIP****Current Owner:**

Christine Majeks

Contact Details:

4 The Grove, Margaret River

DESCRIPTION OF SITE**Construction Date:**

1940

Site Type:

Shop

Construction Material:**Walls:** Timber**Roof:****Other:** Ramp access to building, lattice
façade**Condition:** Good

Use of Place:	Original: Bootmaking premises Present: Other: Antique and auction business, vet, travel agency, real estate agency, video shop
Architect / Designer:	
Builder / Contractor:	Mr F Spinks
Other Associated Persons:	

HISTORICAL INFORMATION

River bazaar was built in 1940. The builder was Mr F Spinks of Augusta. The first proprietor was a boot maker, Mr Charles Oldham. In the late 1940s River Bazaar became a real estate agency for Mr Errey, who bought the premises from Spinks. In 1967 it then passed into the hands of Mr Alan Hillier, who was later to become shire councillor and president. Other occupants of River Bazaar include a vet practice, an antique and auction business and a travel agency. It was also for a time, “Carolyn’s Souvenir Shop”.

STATEMENT OF SIGNIFICANCE

River Bazaar is a good example of the post-war building style and is one of the few original business premises still on the main street. The many changes of ownership reflects the growth and development of the area and the different needs that the people living there had.

BIBLIOGRAPHY / SOURCES

Margaret River Heritage Group – Nomination form
Gail Cresswell, *The Lighthouse of Leeuwin*, Margaret River, 1990

7 APPENDIX B - INDEX OF PLACES: SORTED BY NAME AND ALTERNATIVE NAMES – INCLUDING PAGE REFERENCES

Name	Name on Place Record (if different)	Place #	Page #
1885 Restaurant	M.C. Davies' Karridale House (former)	MR(T)-06	361
23 Mile Well	Cowaramup Well	CO-04	232
Adelphi	The Adelphi (Site and Memorial)	AB-02	103
Airedale and Osmington (Groups 84 and 85) – memorial	Group Settlement Buildings and Sites	AU/MR-02	75
Albion House (site)	Turner's Cellar	AU-23	181
Alexandra Bridge (Ruin)		AB-01	100
Arumvale (Jarrahdene) (Group 64) – memorial	Group Settlement Buildings and Sites	AU/MR-02	79
Augusta CWA Hall		AU-01	108
Augusta Fire Station		Deleted from Inventory	
Augusta Hospital		AU-02	111
Augusta Hotel		AU-03	114
Augusta Museum		Deleted from Inventory	
Augusta Police Station		AU-04	119
Augusta School (site)		AU-05	122
Augusta War Memorial	RSL Park	AU-16	159
Basildene Farmhouse		MR(L)-01	302
Blackwood		AU-06	125
Boranup Mill (Site and Archaeological Remains)		BO-01	194
Bramley (Group 17) – memorial	Group Settlement Buildings and Sites	AU/MR-02	75
Bridge House (site & garden)		MR(L)-02	306
Bridgefield		MR(T)-01	344
Bridgefield (Site and Monuments)		MR(T)-02	344
Burnside (ruins and Moreton Bay Fig Tree)		BU-01	202

Name	Name on Place Record (if different)	Place #	Page #
Bussell House site	Dachet (site and plaque)	AU-09	135
Butcher's Shop (former)		AU-07	128
Callalup Farm		AU-08	131
Cape Leeuwin Lighthouse and Quarters		CL-01	207
Cape Leeuwin Waterwheel		CL-02	212
Caves Of The Augusta-Margaret River Region		AU/MR-01	71
Caves Road		AU/MR-04	86
Church of England Convent (former)		MR(T)-03	351
Convent for the Order of the Sisters of Elizabeth of Hungary	Church of England Convent (former)	MR(T)-03	351
Cowaramup (Devils Own) (Group 13) – memorial	Group Settlement Buildings and Sites	AU/MR-02	75
Cowaramup (Group 12) – memorial	Group Settlement Buildings and Sites	AU/MR-02	75
Cowaramup Community Park		CO-01	223
Cowaramup Congregational Church (former)		Relocated outside of the Shire boundaries	
Cowaramup CWA Hall (former)		CO-02	226
Cowaramup Hall		CO-03	229
Cowaramup School (former)		Relocated outside of the Shire boundaries	
Cowaramup Tennis Club Hall	Cowaramup CWA Hall (former)	CO-02	226
Cowaramup Well		CO-04	232
Craven's Residence/Dr Rigby's Residence		Deleted from Inventory	
Cross' House	Wagganninup	HB-06	282
Currey's House	The Tin House	MR(T)-20	419
Dachet (site and plaque)		AU-09	135
Dahlberg & Co, Butcher	Butcher's Shop (former)	AU-07	128

Name	Name on Place Record (if different)	Place #	Page #
Dalleep		Deleted from Inventory	
Darnell's General Store, Witchcliffe		WI-01	481
Darnell's Store, Rosa Brook		RO-01	463
Davies Park and Foundry Chimney		KA-01	287
Deepdene		DE-01	246
Doyle's Blacksmith Shop (former)		Deleted from Inventory	
Dr Rigby's Residence/Craven's Residence		Deleted from Inventory	
Druid's Hall	Samworth's Shop (former)	WI-04	495
East Witchcliffe Mill Settlement		WI-02	486
Ellensbrook		GR-01	252
Ellis House		AU-10	138
Fearn's Cash Store	Darnell's General Store, Witchcliffe	WI-01	481
Flinders Bay Jetty (archaeological remains and plaque)		AU-11	141
Flinders Bay Jetty		AU-13	149
Flinders Bay Railway Station (site)	M C Davies Railway System (Former)	AU/MR-03	81
Flinders Bay Settlement		AU-12	145
Garthowen		MR(L)-03	310
Georgette Memorial and Wreck Site		RE-01	458
Georgiana Park	Molloys' House (site and plaque)	AU-14	156
Glen Ellie		MR(L)-05	314
Glenbourne Homestead		GR-02	256
Gnarabup (Group 74) – memorial	Group Settlement Buildings and Sites	AU/MR-02	75
Gracetown Memorial		GR-03	261

Name	Name on Place Record (if different)	Place #	Page #
Grange on Farrelly	M.C. Davies' Karridale House (former)	MR(T)-06	361
Greek Chapel	St John the Theologian Greek Orthodox Chapel	PR-01	449
Group settlements 3 & 4 (plaque)	Group Settlement Buildings and Sites	AU/MR-02	75
Gussie's Old Home	Ellis House	AU-10	138
Hamelin Bay Gravesite		HB-01	265
Hamelin Bay Jetty and Settlement (former)		HB-02	268
Hamelin Bay Shipwrecks	<i>Lovespring</i> Anchor (memorial) and wreck sites in Hamelin Bay	HB-05	279
Hannah Dahlberg's House	Blackwood	AU-06	125
Headmaster's Residence	School Teacher's Residence (former)	MR(T)-17	409
Higgins' Boarding House	Bridgefield	MR(T)-01	344
HMAS <i>Nizam</i> Memorial		CL-03	217
Hopson's Store	Darnell's General Store, Witchcliffe	WI-01	481
Inne Town Backpackers	The Tin House	MR(T)-20	419
International Trading Company Store (former)		MR(T)-04	355
Isaacs Fence (ruin)	Post and rail boundary fence, Fernbrook	MR(L)-05	317
Ivanhoe (site)	Sites of significant houses dating from the development of the Augusta township in the period c.1912 to 1930	AU-17	163
Jah Roc Gallery	International Trading Company Store (former)	MR(T)-04	355
James A Smith's Grave	Hamelin Bay Gravesite	HB-01	265
Jarrahdene Timber Mill (Site and Archaeological Remains)		BO-02	198
Karridale and Kudardup Group Settlements (Groups 3 and 4) - memorial	Group Settlement Buildings and Sites	AU/MR-02	75
Karridale Boarding house (former)	Ellis House	AU-10	138
Karridale Cemetery		HB-03	272

Name	Name on Place Record (if different)	Place #	Page #
Karridale Mill (site)	Davies Park and Foundry Chimney	KA-01	275
<i>Kate</i> – Steam Locomotive		MR(T)-05	358
Kthenochera		Deleted from Inventory	
Kudardup Store		KU-01	298
Leeuwin Lodge		Deleted from Inventory	
Le Souef Boatshed		MR(L)-06	323
Lime Kiln (former)		HB-04	275
<i>Lovespring</i> Anchor (memorial) and wreck sites in Hamelin Bay		HB-05	279
Lumen Christi Catholic Church		AU-14	149
M C Davies Railway System (Former)		AU/MR-03	81
M.C. Davies' Karridale House (former)		MR(T)-06	361
Margaret Cecil Building	Old Hospital Complex, Margaret River	MR(T)-13	399
Margaret River Boarding House	Church of England Convent (former)	MR(T)-03	351
Margaret River Butter Factory (former)		MR(T)-07	365
Margaret River Cemetery		MR(L)-05	327
Margaret River Community Resource Centre	Old Hospital Complex, Margaret River	MR(T)-13	399
Margaret River Drive-In (site)		Deleted from Inventory	
Margaret River Hospital (former)	Old Hospital Complex, Margaret River	MR(T)- 15	399
Margaret River Hotel		MR(T)-08	369
Margaret River Infant Health Centre (former)	Memorial Park	MR(T)-13	393
Margaret River Organic Gardens	Organic Community Garden	MR(T)-09	373

Name	Name on Place Record (if different)	Place #	Page #
Margaret River Police Residence (former)		MR(T)-10	381
Margaret River Police Station (former)	Augusta Police Station	AU-04	119
Margaret River Railway Station Group (former)		MR(T)-11	384
Margaret River Senior High School		MR(T)-12	390
Margaret River War Memorial	Memorial Park	MR(T)-13	393
Mathew Flinders Cairn		CL-04	220
McMurray's Residence	Margaret River Police Residence (former)	MR(T)-10	381
Memorial Park		MR(T)-13	393
Memorial Park – Oak Tree		MR(T)-14	397
Millend		WI-03	492
Molloy's Hut (site and cairn)		MY-01	426
Molloys' House (site and plaque)		AU-14	153
Mouquet Farm		Deleted from Inventory	
Mrs Eatts Cottage (site)	Sites of significant houses dating from the development of the Augusta township in the period c.1912 to 1930	AU-17	163
Mrs Whitewood's House	The Tin House	MR(T)- 20	419
Ned Higgins House (former)		Deleted from Inventory	
Nixon's Shop and House	The Tuck Shop	MR(T)- 21	422
Old Cemetery and Pioneer Memorial		AU-15	161
Old Hospital Complex, Margaret River		MR(T)- 15	399
Old Karridale Cemetery		KA-02	291
Old Settlement		MR(T)-16	404
Olive Hill Farm		OS-01	431
Osmington Mill (former)		OS-01	431

Name	Name on Place Record (if different)	Place #	Page #
Pericles (site)	Sites of significant houses dating from the development of the Augusta township in the period c.1912 to 1930	AU-17	163
Pilgrims Mill (former)	East Witchcliffe Mill Settlement	WI-02	486
Pioneer Cemetery	Old Cemetery and Pioneer Memorial	AU-15	156
Post and Rail Boundary Fence		Deleted from Inventory	583
Prevelly Greek Chapel	St John the Theologian Greek Orthodox Chapel	PR-01	449
Rail corridor, embankments, sidings, loading platforms etc (former)	M C Davies Railway System (Former)	AU/MR-03	81
Railway Engine Turning Area, Augusta	M C Davies Railway System (Former)	AU/MR-03	81
Ravenswood		MR(L)-06	323
River Bazaar (fmr)		Deleted from Inventory	
Rosa Brook (Watervale) (Groups 22, 77 and 137) – memorial	Group Settlement Buildings and Sites	AU/MR-02	75
Rosa Brook Hall		RO-02	493
Rosa Glen (Groups 86 and 88) – memorial	Group Settlement Buildings and Sites	AU/MR-02	75
Rosa Glen School Site, Former Teachers Quarters, Tree and Pioneer Settlers Memorial		RG-01	471
RSL Park		AU-16	159
Samworth's Shop (former)		WI-04	481
School Teacher's Residence (former)		MR(T)-17	409
Silvia Cross' House	Wagganninup	HB-06	282
Site of MC Davies' Karridale House		KA-03	294
Sites of significant houses dating from the development of the Augusta township in the period c.1912 to 1930		AU-17	163

Name	Name on Place Record (if different)	Place #	Page #
St John the Theologian Greek Orthodox Chapel		PR-01	449
St Marys Anglican Church		CO-05	235
St. John's Anglican Church		OS-02	441
St. Margaret's Anglican Church and former Rectory		MR(T)-18	412
St. Thomas More Church and Hall		MR(T)-19	416
Stanes' House		AU-18	167
Sue's Bridge, Blackwood River		DA-01	243
The Adelphi (Site and Memorial)		AB-02	103
The Landing Place (site and cairn)		AU-19	170
The Old School House	School Teacher's Residence (former)	MR(T)-17	409
The Oven		AU-20	173
The Tin House		MR(T)-20	419
The Tuck Shop		MR(T)-21	422
The Whaling (site and cairn)		AU-22	178
Tom Turner's Cottage and Turner's Spring (site)		AU-23	181
Trinder's School (Site and Pine Tree)		MR(L)-07	332
Turner's Cellar		AU-23	181
Turner's Fig Tree		AU-24	184
Unity Hall	Samworth's Shop (former)	WI-04	495
Vasse Felix		CO-06	238
Wadandi Track Pedestrian Bridge	WAGR Bridge 9293	MR(L)-10	335
Wagganninup		HB-06	282
Wallcliffe House (ruin)		PR-02	452
Warmstone	Sites of significant houses dating from the development of the Augusta township in the period c.1912 to 1930	AU-17	163

Name	Name on Place Record (if different)	Place #	Page #
Warner Glen School (site) – memorial archway	Group Settlement Buildings and Sites	AU/MR-02	75
Western Australian Government Railway (former) - Cowaramup to Augusta	M C Davies Railway System (Former)	AU/MR-03	81
Whale Rescue, 1986 (site and plaque)		AU-25	190
Wiring (Group 18) – memorial	Group Settlement Buildings and Sites	AU/MR-02	75
Witchcliffe CWA		WI-05	498
Witchcliffe Hall	Samworth's Shop (former)	WI-04	495
Wreck sites in Hamelin Bay	<i>Lovespring</i> Anchor (memorial) and wreck sites in Hamelin Bay	HB-05	279

HERITAGE LIST - Adopted August 2012, updated August 2021

Level of Significance	Place #	Assessment Number	Place Name	Address			Owners
Exceptional	BO-02	A5794	Jarrahdene Timber Mill (Site and Archaeological Remains)	Reserve 420765 (Lot 1383)	Jarrahdene Road	Boranup	
Exceptional	CL-01	A9915	Cape Leeuwin Lighthouse and Quarters	Reserve 44660, Lot 5049	Leeuwin Road	Leeuwin	
Exceptional	CL-02	A11023	Cape Leeuwin Waterwheel	Reserve 8428, Lot 304 (Quarry Bay)	Leeuwin Road	Leeuwin	
Exceptional	GR-01	A4420	Ellensbrook	Reserve 22673	Ellens Brook Road	Gracetown	
Exceptional	GR-02	A2799	Glenbourne Homestead	134 (Lot 354)	Old Ellen Brook Road	Gracetown	
Exceptional	KA-01	A4422	Davies Park and Foundry Chimney	Reserve 22875, Lot 3702, Caves Road,		Karridale	
Exceptional	MR(L)-01	A1029	Basildene Farmhouse	187 (Lot 100)	Wallcliffe Road	Margaret River	
Exceptional	MR(T)-08	A5670	Margaret River Hotel	125 (Lot 1)	Bussell Highway	Margaret River	
Exceptional	MR(T)-13	A4947	Old Hospital Complex, Margaret River	27 (Lot 295)	Tunbridge Street	Margaret River	Shire
Exceptional	PR-02	A9395	Wallcliffe House (ruin)	752 (Lot 101)	Wallcliffe Road	Prevelly	

Shire of Augusta-Margaret River Local Heritage Survey, updated August 2021

HERITAGE LIST - Adopted August 2012, updated August 2021

Exceptional	WI-01	A336	Darnell's General Store, Witchcliffe	3 (Lot 6)	Redgate Road	Witchcliffe	
Considerable	AU-03	A8052	Augusta Hotel	49 (Lot 59)	Blackwood Avenue	Augusta	
Considerable	AU-08	A5961	Callalup Farm	222 (Lot 572)	Hillview Road	Augusta	
Considerable	AU-11	A4431	Flinders Bay Jetty (archaeological remains and plaque)	Reserve, Barrack Point	Davies Road	Augusta	Shire
Considerable	AU-24	A3800	Turner's Fig Tree	71 (Lot 35) (Turner Caravan Park)	Blackwood Avenue	Augusta	Shire
Considerable	CO-05	A4365	St Marys Anglican Church	82 (Lot 1721) Pioneer Park	Bussell Highway	Cowaramup	
Considerable	CO-06	A5050	Vasse Felix	Lot 101	Tom Cullity Drive	Cowaramup	
Considerable	DA-01	A11225	Sue's Bridge, Blackwood River	Reserve 47670, Lot 5561	Sues Road (Blackwood River crossing)	Darradup	
Considerable	DE-01	A6628	Deepdene	10048	Caves Road	Deepdene	
Considerable	HB-02	A11023	Hamelin Bay Jetty and Settlement (former)	Reserve 8428, Lot 304	Hamelin Bay Road (western end)	Hamelin Bay	
Considerable	HB-04	A11023	Lime Kiln (former)	Reserve 8428, Lot 304	Hamelin Bay Road	Hamelin Bay	
Considerable	HB-06	A5202	Wagganninup	9569	Caves Road	Hamelin Bay	
Considerable	MR(L)- 10	A11809	Wadandi Track Pedestrian Bridge		Carters Road	Margaret River	

Shire of Augusta-Margaret River Local Heritage Survey, updated August 2021

HERITAGE LIST - Adopted August 2012, updated August 2021

Considerable	MR(T)-03	A7613	Church of England Convent (former)	5-7 (Lot 16)	Valley Road	Margaret River	
Considerable	MR(T)-05	A3879	<i>Kate</i> – Steam Locomotive	51 (Lot 56) Rotary Park	Bussell Highway	Margaret River	Shire
Considerable	MR(T)-06	A4136	M.C. Davies' Karridale House (former)	16 (Lot 16)	Farrelly Street	Margaret River	
Considerable	MR(T)-16	A3662	St. Margaret's Anglican Church and former Rectory	11 (Lot 8)	Station Road	Margaret River	
Considerable	MR(T)-17	A3649	St. Thomas More Church and Hall	20 (Lot 101)	Wallcliffe Road	Margaret River	
Considerable	MR-04		Caves Road		Caves Road		
Considerable	OS-02	A5793	St. John's Anglican Church	1590 (Lot 3069)	Osmington Road	Osmington	
Considerable	RO-02	A4550	Rosa Brook Hall	Lot 5	Rosa Brook Road	Rosa Brook	Shire
Considerable	WI-02	A1465 & A6236	East Witchcliffe Mill Settlement	193/194	Rowe Road	Witchcliffe	
Considerable	WI-03	A3211	Millend	Location 3084	Rowe Road,	Witchcliffe	
Considerable	WI-05	A1111	Witchcliffe CWA	Reserve 7731, Lot 30	Redgate Road	Witchcliffe	Shire
Moderate	AB-01	A4439	Alexandra Bridge (Ruin)	Lot 4175 (Reserve)	Clarke Drive (Blackwood River)	Alexandra Bridge	Shire
Moderate	AU-01	A2084	Augusta CWA Hall	41-43 (Lot 265)	Allnutt Terrace	Augusta	
Moderate	AU-04	A3656	Augusta Police Station	3 (Lot 411)	Hillview Road	Augusta	

Shire of Augusta-Margaret River Local Heritage Survey, updated August 2021

HERITAGE LIST - Adopted August 2012, updated August 2021

Moderate	AU-06	A2283	Blackwood	9 (Lot 219)	Bussell Highway	Augusta	
Moderate	AU-07	A904	Butcher's Shop (former)	13 (Lot 220)	Bussell Highway	Augusta	
Moderate	AU-10	A3420	Ellis House	Lot 139	Tattersall Street	East Augusta	
Moderate	AU-12		Flinders Bay Settlement	Multiple sites including reserves and private property	Davies Rd, Dawson Way, Wishart Rd, Peppermint Drive and Storm Bay Rd (extending between Leeuwin Rd and the coastline)	Augusta	
Moderate	AU-16	A4396	RSL Park	Lot 258 (Reserve)	Osnaburg Street	Augusta	Shire
Moderate	AU-18	A10639	Stanes' House	171 (Lot 54)	Blackwood Avenue	Augusta	
Moderate	BU-01	A3193	Burnside (ruins and Moreton Bay Fig Tree)	Location 94 and 121	Caves Road (corner Burnside Rd)1	Burnside	
Moderate	CO-01	A10685	Cowaramup Community Park	45 (Lot 3151)	Bussell Highway	Cowaramup	Shire
Moderate	CO-02	A4397	Cowaramup CWA Hall (former)	61 (Lot 3755),	Bussell Highway	Cowaramup	Shire
Moderate	CO-03	A4397	Cowaramup Hall	65 (Lot 3133),	Bussell Highway (Access from Hall Road)	Cowaramup	Shire
Moderate	CO-04	A4365	Cowaramup Well	82 (Lot 1721) Pioneer Park	Bussell Highway	Cowaramup	Shire
Moderate	HB-01	A11023	Hamelin Bay Gravesite	Reserve 8428, Lot 304	Hamelin Bay Road	Hamelin Bay	

Shire of Augusta-Margaret River Local Heritage Survey, updated August 2021

HERITAGE LIST - Adopted August 2012, updated August 2021

Moderate	HB-03	A7009	Karridale Cemetery	(approx. 200m south of Hamelin Bay Road)	Caves Road	Hamelin Bay	Shire
Moderate	KA-02	A7594	Old Karridale Cemetery	9310 (Lot 411),	Caves Road	Karridale	
Moderate	KU-01	A7108	Kudardup Store	18867 (Lot 5564)	Kudardup Road	Kudardup	
Moderate	MR(L)-05	A6535	Margaret River Cemetery	Reserve 12298, Lot 5122	Wallcliffe Road	Margaret River	Shire
Moderate	MR(L)-06	A3442	Ravenswood	535	Wallcliffe Road	Margaret River	
Moderate	MR(L)-07	A2302	Trinder's School (Site and Pine Tree)	221	Roxburgh Road	Margaret River	
Moderate	MR(T)-04	A7483	International Trading Company Store (former)	83 (Lot 202)	Bussell Highway	Margaret River	
Moderate	MR(T)-07	A5929 & A5934	Margaret River Butter Factory (former)	31/unit 2 (Lot 2)	Station Road	Margaret River	
Moderate	MR(T)-09	A2401	Margaret River Police Residence (former)	26 (Lot 178),	Tunbridge Street	Margaret River	

Shire of Augusta-Margaret River Local Heritage Survey, updated August 2021

HERITAGE LIST - Adopted August 2012, updated August 2021

Moderate	MR(T)-10	A5308, A4477 & A3647	Margaret River Railway Station Group (former)	9 (Lot 136) and 41 (Lot 135)	Bounded by Railway Terrace, Boodjidup Road, Clarke Road and Betts Street	Margaret River	Shire
Moderate	MR(T)-11	A3658	Margaret River Senior High School	158 (Lot 299)	Bussell Highway	Margaret River	
Moderate	MR(T)-12	A5605	Memorial Park	48-52 (lot 48)	Townview Terrace	Margaret River	Shire
Moderate	MR(T)-14	A5605	Memorial Park – Oak Tree	48-52 (Lot 48)	Townview Terrace	Margaret River	Shire
Moderate	MR(T)-14	A4525	Old Settlement	69 (Lot 132)	Bussell Highway	Margaret River	Shire
Moderate	MR(T)-15	A1050	School Teacher's Residence (former)	33 (Lot 65)	Mann Street	Margaret River	
Moderate	MR(T)-09	R22531	Margaret River Organic Garden	Lot 569	Bussell Hwy	Margaret River	
Moderate	MR(T)-18	A3540	The Tin House	93 (Lot 4)	Bussell Highway	Margaret River	
Moderate	OS-01	A5014	Olive Hill Farm	232 (Lot 2275)	Bramley River Road	Osmington	
Moderate	OS-02	A8695	Osmington Mill (former)	1472 (Lot 6)	Osmington Road	Osmington	
Moderate	PR-01	A3462	St John the Theologian Greek Orthodox Chapel	3 (Lot 126)	Mitchell Drive (corner Chapel Place)	Prevelly	
Moderate	RG-01	A4437	Rosa Glen school site	Lot 4085	Rosa Glen Road	Rosa Glen	
Moderate	WI-04	A1792	Samworth's Shop (former)	Lot 700	Bussell Highway	Witchcliffe	

Shire of Augusta-Margaret River Local Heritage Survey, updated August 2021

HERITAGE LIST - Adopted August 2012, updated August 2021

Historic site (1a)	AB-02	A4426	The Adelphi (Site and Memorial)	Lot 3871 (Reserve)	Clarke Drive	Alexandra Bridge	Shire
Historic site (1a)	AU-15	A4379	Old Cemetery and Pioneer Memorial	Lot 262	Toy Place (cnr Osnaburg St)	Augusta	Shire
Historic site (1a)	AU-20	A4468	The Oven	Lot 414	Turner Street	Augusta	Shire
Historic site (1a)	BO-01	A4549	Boranup Mill (Site and Archaeological Remains)	Reserve 8437 (Lot 1977)	Anchor Road	Boranup	